

309

16.10.1944.
Monday.War Diary.SITUATION REPORTHome Commands.

North Sea.

1. 63rd Motor Torpedo Boat Flotilla, on patrol S. of Ymuiden, had a brush with a hostile trawler patrol between 0300 and 0430, and claims to have scored hits with gunfire. The Flotilla suffered no damage.

Northern Waters.

2(a) The frigates ANNAN and LOCH ACHANALT detected the new U-Boat 1006 outward bound between the Shetlands and Faroes at about 2000. ANNAN illuminated her, scored hits on her with 4-inch, Oerlikon, and finally a depth charge, and the U-Boat sank, leaving 44 prisoners in our hands. Her short-range return fire caused 8 casualties in ANNAN, 3 of them serious.

(b) The German weather bureau ship EXTERNSTEINE was found embedded in the ice 10 miles off Cape Borgen in Greenland by the American patrol ships EASTWIND and SOUTHWIND. She surrendered with 20 prisoners after 3 salvos. SOUTHWIND and EASTWIND are trying to work their ways out of the ice, each with a damaged propeller.

Foreign StationsMediterranean

Genoa.

3. Coastal force patrols tonight closed to within a mile of Genoa. They report intensive dockside activity accompanied by explosions, but state that the port is otherwise inactive.

Adriatic.

4. Balkan Air Force report that the enemy are evacuating Dubrovnik.

Greek operations.

5(a) The advanced seaborne elements of the 3rd Corps under Lt.-General R.M. Scobie, consisting of the 23rd Armoured Brigade (being used in an infantry role) landed at Port Heracles, Piraeus, this morning and took over guard duties from the 2nd Para. Brigade in Athens.

(b) Satisfactory progress in the unloading of troops and stores at Piraeus was made throughout today in fine weather.

(c) 773 (Coastal) Force landed troops at Kastro on Lemnos at dawn today. C. in C. Med. reports that Mudros was taken on the following day but Force 142 report that they occupied Mudros today. After fighting in the town the enemy attempted to withdraw by sea in a Siebel ferry, an E-Boat and 9 caiques.

/Allied ...

310

16.10.1944.
Monday.

War Diary.

SITUATION REPORT

Mediterranean

Greek
operations.
(Contd.)

Allied forces drove 4 of these caiques ashore and effected considerable casualties in the remainder. The Siebel ferry and E-Boat returned to shell the Allied positions ashore later but withdrew after firing for 2½ hours.
(d) In the northern Aegean today ARGONAUT sank an armed caique with 200 infantry on board and TERMAGANT sank a Siebel ferry loaded with radar equipment.
(e) Venturas of Balkan Air Force today hit jetties and a 1000 ton merchant vessel in Volos harbour.

China.

6. A U.S. Liberator attacked a naval force south of Swatow today and claims to have probably sunk a cruiser and a destroyer.

Air attack
on Hong Kong.

7. A mixed force of 89 aircraft attacked Kowloon docks today. Very heavy damage was caused. Eight vessels were sunk and 12 damaged or probably damaged; the total tonnage sunk is estimated at 37,000. The aircraft also attacked the Wuchow dock area where a steamer was set on fire and left sinking.

8. A Naval task force is operating off Formosa (cf. Invasion of the Philippines 20th October). During air attacks on this force today a total of 97 enemy aircraft were destroyed.

311

16.10.1944.
Monday.

War Diary.

HOME COMMANDS.

Policy

Transfer of Administration of L.S.I. & Flotillas from Force J to VECTIS. My No. 6743/P/4324/29 of 11th October 1944. Request you will proceed with transfer to date 18 October. A.N.C.X.F. 091105A and 121342A (neither to all) also refer. (C. in C. Portsmouth 161145A to VECTIS, Capt. Force J.)

Engagement of flying bombs by warships. The following is a revision of A.M. 052133B July (not to all addressees) regarding the engagement of flying bombs by warships at sea. (2) (1) The engagement of flying bombs by unseen methods of fire control is prohibited at all times. (ii) By day, namely 30 minutes before sunrise to 30 minutes after sunset, flying bombs may be engaged up to a maximum height of 6000 feet provided:- (a) visibility is not less than 3 miles, (b) flying bomb is clearly seen and recognised, (c) no friendly fighter is within 2 miles of the flying bomb. (iii) By night the engagement of flying bombs by A.A. gunfire is prohibited. (3) The normal rules for the engagement of aircraft other than flying bombs are in no way affected. (4) Merchant ships are not to fire at flying bombs.* (D. of L.D. 161729A to Ships and Authorities in Areas A and C.)

** Cancelled by Admiralty 181440A, page 358*

Movements.

KING GEORGE V. C. in C. Plymouth is requested to sail KING GEORGE V with all convenient despatch for Scapa screened by two destroyers. (2) C.S. 10 is requested to arrange relief screen. (A.C.N.S.(H) 160331A to C.S. 10, C. in C. Plymouth.)

Request you will sail UNDAUNTED to R/V with KING GEORGE V escorted by NUBIAN and SALADIN at D. III buoy at 1145A/16th October. Orders follow. (C. in C. Plymouth 160445A to N.O.I.C. Falmouth.)

M.L. convoy to Med. My 131103 postponed. (F.O.I.C. Milford Haven 160851A to Admty.)

TYNE. Further to my 141141. It is anticipated a berth will be available for TYNE on the north side of the river. Arrangements for collection of stores can be made accordingly. (F.O.I.C. Glasgow 161247A to R.A.D.H.F.)

Operations.

Situation Reports.

Naval. A. Unloading figures British. East Calvados 950 troops, 254 vehicles, 2,665 stores, 466 Pol.

/Dieppe...

16.10.1944.

- Monday.

War Diary.

HOME COMMANDS.

Operations.

Situation Reports.

Naval. (Contd.)	Troops	Vehicles	Stores	Pol.
Dieppe	1,151	16	4,124	-
Boulogne	136	122	568	-
Ostend	<u>1,748</u>	<u>249</u>	<u>1,120</u>	<u>1,456</u>
British				
Total	<u>3,985</u>	<u>641</u>	<u>8,477</u>	<u>1,922</u>

U.S. figures not yet received.
(Adm. Ramsay 162357 to Admty.)

Operations.

North Sea.

Eagle ships
for Schelde.

Request consideration may be given to the provision of Eagle ships to augment the defences of the river Schelde. It is understood that these can be made available by C. in C. Nore.
(Com. Belgium 161038A to A.N.C.X.F.)

Action south
of Ymuiden.

Operation by 63rd M.T.B. Flotilla (S.O. Lt. Cdr. P.C. Wilkinson R.N.V.R.) on night 15/16 October.
(2) Division I M.T.Bs. 751 (S.O.), 753.
Division II M.T.Bs. 756, 771.
(3) Weather. Wind S'ly, force 2. Sea and swell

2 - 1. Visibility extreme.
(4) Unit arrived in initial position 52° 32' N. 04° 26' E. at 2211A. Unit swept south along convoy route. At 2321A Unit illuminated by starshell, and ships were observed to the east, probably a patrol of 4 trawlers, no radar contact. Unit continued to be illuminated and shelled by heavy calibre shells while withdrawing until 2341A. Unit then returned to convoy route and continued to sweep south. At 0157A four vessels sighted steaming south estimated to be another trawler patrol. At 0300A Unit set course to intercept at 3200 yards, enemy illuminated Unit and altered course. Unit continued to close and at 2500 yards engaged enemy with gunfire and illuminated with rockets, hits were observed on enemy who returned fire. At 0426A Unit withdrew for final attack but nothing sighted. At 0535A set course for base.

(5) No damage or casualties.
(C. in C. Nore 161746A to Admty.)

Operations.

Channel.

Patrol.

Pins cover night 16/17th October.
G.H. 1 LA DECOUVERTE Z.9 S.
G.H. 2 WALDEGRAVE Z.109.
(C. in C. Portsmouth 161125A to usual addressees.)

313

16.10.1944.

Monday.War Diary.HOME COMMANDS.Operations.West Coast France.Patrol.

Cancel para. 2 of my 151052A.

(2) Force 27 is to patrol between Ile d'Yeu and Sables d'Olonne from dark tonight 16th, until 0500A/17 when Force 27 is to return by most direct route to Plymouth.

(3) Force 28 is to take up patrol as soon as possible after 2200A/16 on line between BB 46° 41' N. 2° 35' W. and CC 46° 34' N. 2° 21' W. Force 28 is to maintain this patrol until first light 17th and is then to close Ile d'Yeu as previously ordered.

(4) If fuel necessitates Force 27 leaving patrol before 0500A/17 S.O. Force 27 is to order Force 28 to relieve Force 27 on patrol between Ile d'Yeu and Sables d'Olonne as necessary. When relieved Force 27 is to return to Plymouth.

(C. in C. Plymouth 161201A to Forces 27, 28.)

My 161140. Amend Opas 17 to read A Ile d'Yeu. Your 161201. Intend remaining on patrol ordered until 0500/17th thence returning at 1700.

(Force 27 161448A to C. in C. Plymouth.)

Cancel my 161201A. Force 27 is to return to Plymouth forthwith.

(2) After passing AA Force 28 is to act in accordance with my 151127A.

(C. in C. Plymouth 161813A to Forces 27, 28.)

No information from Ushant and Penmarch.

My position at 2100A 047° N. 004° W. course 130° speed 14 knots altering at 0400A to Ile d'Yeu. Weather report 5471 9665.

(Force 28 161934A to C. in C. Plymouth.)

Operations.Western Approaches

Co-operation between H.F. and W.A. escorts.

My 112246. It would materially assist these operations (which concern protection of Convoys in coastal waters) if H.F. escorts of R.A. or other Convoys and Units operating in Western Approaches Command were prepared to work with common doctrine to Western Approaches Support Forces in convoy focal areas. If you concur

further copies of these orders and associated Gridded charts will be issued to such H.F. Authorities as you may designate and in quantity to be stated by you.

(2) Western Approaches memorandum 0202A of 11th October contains relevant orders.

(C. in C. W.A. 161314A to C. in C.H.F.)

OperationsNorth Western ApproachesPatrol

If not in contact 10th E.G. is to detach from Force 33 at 2000 today and return to Londonderry for short rest.

(2) Force 33 consisting of 2nd E.G. (S.O. in WILD GOOSE) and 30th E.G. (PEVENSEY CASTLE) are to detach from

/O.N.S.34...

16.10.1944
Monday

War Diary

HOME COMMANDS

Operations

North Western Approaches

Patrol
 (Contd.)

O.N.S.34 so as to rendezvous with S.C.158 at daylight tomorrow 17th.

(3) S.C.158 (B.1 E.G. in CHELMER) anticipated position at 0800A 17th 55° 03' 12° 30' speed 7½ knots to position A.

(4) Support of S.C.158 is to be given as laid down for O.N.S.34 in paras. 8, 9 and 10 of my 131155 S.O. Force 33 is to pass to B.1 E.G. on joining.
 (C. in C. W.A. 161453A to Force 33.)

Operations

Norway

Patrols

5th Escort Group will join patrol about 1200 16th. My 151931A. Shift centre of patrol 26 miles in a direction of 315°.
 (C. in C. Rosyth 160013A to E.G. 6.)

Proceed to establish "Gamma" between 060° 48' N. 004° 07' W. and 060° 13' N. 002° 58' W. Report E.T.A. Patrol line
 (2) 5th E.G. is allocated R/T Codeword Casing wireless callsign 694. Aircraft R/T callsign is Pistol Peter followed by a number. 6th E.G. Codeword Columbia.

(3) Aircraft will not use I.F.F. Escort are to conform except when considered necessary by S.O.

(C. in C. Rosyth, 160004A to E.G.5.)

Your 160004A, E.T.A. 060° 48' N. 004° 07' W. 1215A 16th. S. of A. during Gamma search 10 knots.
 (S.O.E.G.5, 160653A to C. in C. Rosyth.)

Negative air support after dark owing to weather until further notice. One tanker escorted by 2 trawlers will cross patrol line about noon tomorrow Tuesday 17th S.O. Escort OPHELIA bound Scapa to Faeroes.

(C. in C. Rosyth 161233A to E.Gs. 5. and 6.)

My 152157A not to H.Q.C.C. VIKING is to proceed forthwith through following positions all N. and E. V.A. 064° 10' 005° 01' at 0200A 18th. VB. 062° 40' 003° 01'. VC. 062° 01' 001° 01'. thence to Lerwick on the surface at C.Os. discretion from V.C. Advance 90 miles per 24 hours while diving by day.

(2) EURYALUS (corrupt group) inform.

(F.O.S. 161324A to S/Ms. north of 51° N. as amended by 161808A.)

My 161324 after VB delete at 0200A 18th. Add new paragraph
 (3) VIKING is to pass through VA repeat VA at 0200A 18th.
 (F.O.S. 161808A to S/Ms. operating N. of 51° N. (R) C. in C. H.F., C.S.10, C.S.1, A.C.O.S. Admty., H.Q.C.C.)

Intend carrying out VP 75.

(1) 06.55° from Noss Hd. Bressay 18 knots.

(2) 061° 22' N. 004° 30' E.

(4) 245° toward Noss Head Bressay not more than 20 knots.

(5) Not later than p.m. 20th October.

(6) No. (7) No.

(8) 065° Noss Head Bressay. (9) No.

(N.O.I.C. Lerwick, 161655A to A.C.O.S., as amended by his 161659A.)

16.10.1944
Monday

War Diary

HOME COMMANDS

Operations

Norway - Contd.

Force 9. Force 9 return Scapa at best speed and refuel.
(C. in C.H.F. 160324A to EURYALUS.)

Force I. As soon as IMPLACABLE has completed embarkation
aircraft to 16th October Force One consisting
IMPLACABLE, BELLONA and 8 destroyers detailed by
F.O.C. Dest. Flot. H.F. is to proceed
toward position AA 067° N. 005° E. pass West Shetland speed
made good 17 knots.
(C. in C.H.F. 161041A to C.S.10, IMPLACABLE, BELLONA, R.A.D.H.F.)

Codeword A.M. 132208 March. "Helmet".
to indicate (2) A.C.O.S. pass to C.S.10, C.S.1.
a possible (D.O.D.(H), 161203A to C. in C. H.F., C. in C.
movement of Rosyth, C. in C. Nore, F.O.(S), H.Q.C.C., A.C.O.S.
an enemy Air Ministry.)
Main Fleet
unit.

Photographic Request P.R. Cover of Norwegian coast from
Reconnaissance Trondheim to Narvik along the 100 fathom line
requested. to include Bogen Fiord tomorrow Tuesday and daily
thereafter.
(A.C.N.S.(H), 161233A to J.P.R.C. Benson.)
Request P.R. cover of Norwegian Coast and Leads
from Tromso to Narvik to include Bogenfjord commencing from
North, tomorrow Tuesday and daily thereafter.
(D.D.I.C. 162338A to J.P.R.C. Benson.)

C. in C.H.F. The Flag of C. in C.H.F. will be transferred
temporary from RODNEY to KING GEORGE V at 2200A/17th Oct.
change of (2) C. in C.H.F.'s office will remain in RODNEY.
flagships. From 2200A/17th October operational signals for
C. in C.H.F. are to be sent to KING GEORGE V. and
to RODNEY. Correspondence and administrative
signals are to be sent to RODNEY.
(3) A full set of C. in C.H.F. S.P.'s will be held in KING
GEORGE V. RODNEY will hold full set less S.P.02341, S.P. 02389
and S.P. 02392.
(C. in C.H.F. 161529A to Home Fleet.)

Operations

Northern Waters

Photographic Request further P.R.U. of Altenfjord as soon as
Reconnaissance possible.
requested. (A.C.N.S.(H) 160301A to S.B.N.O. North Russia.)
Reconnaissance flown 15th. No result. Your
160301 refers. Further flight in progress now.
(S.B.N.O. N. Russia 160851 to Admty.)

/Capture...

316

16.10.1944
Monday

War Diary

HOME COMMANDS

Operations

Northern Waters. - Contd.

Capture of
EXTERNSTEINE

In night operation EASTWIND and SOUTHWIND attacked German W.B.S. EXTERNSTEINE. Took vessel, 20 prisoners, after three salvos. No casualties. Vessel in fair condition but beset in solid ice and storis 10 miles off Cape Borden. EASTWIND attempting salvage. SOUTHWIND with damaged port screw attempting to work out of ice. EASTWIND starboard screw damaged but not as badly. Will give further developments later. (C.T.G. 24.8.5 161014 to Admiralty, C.T.F.24, N.O.B. Iceland, A.C.I.C. Cominch, C. in C. Lant, C.G. SHAWNEE.)

Convoy
J.W.61.

The following five ships in J.W.61 are to be sailed for Kola Inlet:-
LAPLAND (crane ship) LAURELWOOD (T) NOREG (T)
FORT CREVECOEUR (Commodore) and SYRIAN PRINCE (Rescue ship).

(2) FORT CREVECOEUR is ordered to Kola Inlet in order to disembark Commodore who will be required for R.A.61.

(3) Destinations of the remainder will be signalled by B.A.M.S. when decided by S.B.N.O. Archangel in conjunction with M.O.W.T. and Russian representatives.

(D.T.D. 162051A to N.C.S.O. Loch Ewe, S.B.N.O. Archangel)

Allied Air Activity

New
Air
Corridor.

A.244 16th October 1944.
Message begins: With effect from sunrise October 19th following new corridor will be brought into use for non operational aircraft between sunrise and sunset only. Number 18 Orfordness to Nieuport in both directions. Aircraft must fly at a height not less than 3,000 feet if cloud ceiling permits. If weather conditions force aircraft to cross the coasts below 1500 feet paragraph 11 of Air Ministry publication S.D.533 must be complied with. Corridor will be five miles wide. Notification of flights which adhere strictly to the corridor will not be required. Request Air Ministry D. of Ops. A.D. promulgate necessary amendment to NEUGRIP. (S.H.A.E.F. 161251A to S.H.A.E.F. Main, A.D.D., A.D.G.B., M.A.A.F., M.A.A.F. Algiers, 2nd T.A.F. Main, 9th Air Force Main, C.M.F., 38, 46 and 44 Groups, U.S.S.T.A.F., Transport Command, A.E.A.F. Cator, A.E.A.F. Rear Cator, S.H.A.E.F. War Room, European Division Air Transport Command, Admiralty, A.N.C.X.F., F.O.N.A.S., C. in C. Portsmouth, V.A. Dover, A.E.A.F. Rear War Room, Air Ministry Whitehall, D. of Ops. A.D.)

No attacks
on ships
above 1000
tons in
Maas-Schelde
area.

Request no attacks be made on shipping of above 1000 tons in Maas-Schelde free bombing area defined in H.Q.C.C. 201950 September and 211930 September (Not to all) unless specially requested as a result of photo' reconnaissance and/or intelligence and approved by the Headquarters.
(2) This is considered necessary in view of the difficulty of accurate identification by visual

/sighting...

317

16.10.1944

Monday

War Diary

HOME COMMANDS

Allied Air Activity

No attacks on ships above 1000 tons in Maas-Schelde area. (Contd.)

sighting and the fact that ships may reach a position in which it is undesirable for them to be sunk between sighting and attack.
(3) N.L.O. 2nd T.A.F. is to pass all reports of ships underweigh and likely to put to sea to C. in C. Nore and 16 Group immediately.
(A.N.C.X.F. 161545A to 2nd T.A.F.)

Expected attempted closing of Maassluis Gap.

My 164545. Intelligence indicates that the 4 blockships just East of Maassluis reference D.6074 still leave a gap in the channel. The enemy will probably attempt to close this gap with further blockships at present berthed East of Oudemaas reference D.6571.
Request, therefore, that close watch may be kept on new waterway East of Maassluis for Westbound shipping and that all ships irrespective of size be attacked between the reference points given above.
(A.N.C.X.F. (Main), 161945A to 2nd T.A.F., Info - Admty., C. in C. Nore, S.H.A.E.F. (Air), H.Q.C.C.)

Mining

Unauthorised removal of channel dan buoys.

Two confirmed reports have now been received of French fishing vessels removing Dan buoys laid to enable the establishment of coastal channels. In addition to the great lengthening of the operation, the danger involved by this action cannot be over-stressed. Request immediate action may be taken to stop the hazarding of allied sweepers.
(Capt. M/S East 161216A to F.O.B.A.A.)

Enemy Intelligence

German Military Transport to Norway.

My O71719A. Germany to Oslo.
(1) MONTE ROSA disembarked about 1000 troops mainly older men at Moss on September 23rd and have also about 2700 younger troops and few hundred German civilians.
Note - Traffic was restricted in Oslo Harbour from September 12th to September 26th owing to allied mine laying operations.
(2) MAR DEL PLATA arrived Oslo September 29th with 700 to 800 Russian prisoners and 600 G.A.F. recruits of 40 to 50 years. She embarked 800 to 1000 men mainly Infantry and material including:-
(a) Six 8 ton lorries.
(b) (?12) large and 26 small waggons and rails.
(c) Four French 15 centimetre guns and eight 10 to 12 centimetre guns.
(d) Number of anti-aircraft guns.
(e) Equipment for mountain artillery, and,
(f) Motor vehicles and trailers marked with letters T, K and device of telegraph mast with insulator on red ground.
(b) Fredrikshavn to Fredrikstad. (1) My 301252 para. 3(a).

/This...

16.10.1944
Monday

War Diary

HOME COMMANDS

Enemy Intelligence

German
Military
Transport
to Norway.

This service continued to be operated by three transports MARS, JUPITER and BRABANT until end September.

(2) On September 30th BRETAGNE returned route after being damaged. BRABANT however was taken off this route October 2nd and sent to Tromso with troops thus still leaving three transports to operate route.

(N.A. Stockholm, 161751 to Admty.)

German
main
untis.

(a) EMDEN in company with Four M.A.A.S. class destroyers were sighted South of Larvik on easterly courses for exercises at 1100 G.M.T. Oct. 7th B2.

(b) My 131731. It is now learnt KOLN was carrying cargo of mines B2.

(N.A. Stockholm, 161753 to Admty.)

O.I.C. Comment. Good report. EMDEN and 4 destroyers were reporting passing Slangenstangen at 0800Z/7th Oct. southbound, Para. B. Very probable.

War Diary

16.10.1944
Monday

HOME COMMANDS

U-Boats

Suspected U-Boats. By D/F on 3800 K/cs at 2204Z/15th U-Boat within 75 miles of 59.30 N. 04 E.
(D.D.I.C. 160205A to S/Ms north of 51 degs. N.)
By D/F on 7045 K/cs at 1327Z U-Boat estimated within 30 miles of 61 degs. 30' N. 03 degs. 30' E.
(D.D.I.C. 161450A to S/Ms North of 51 degs. N. Force 9.)

Request for Reports on U-Boat attacks. CR No.227. Request copies of all reports of U-Boat attacks by U.S. Surface Ships this area since D-Day be forwarded by air mail. Many such reports were forwarded to Cominch prior to receipt Cominch, 081310 of August and have not reached Admiralty Assessment Committee.
(Com. 12th Fleet, 161648 to Com. 10th Fleet)

U-Boat 1006. S/M sunk by ANNAN in position 061 degs. 09' N. 004 degs. 53' W. picked up survivors.
(S.O. E.G.6, 162045A to C. in C. Rosyth)
Well done ANNAN and 6th E.G. Most important to establish identity of U-Boat. Report forthwith.
(C. in C. Rosyth, 162147A to S.O. E.G.6)

My 162045. S/M detected by ANNAN and LOCH ACHANALT Radar 3½ miles zig-zagging approx. course 045 degs. Illuminated by ANNAN at 2700 yards hits scored with 4 inch and Oerlikon replied with close range weapons. As U-Boat passed down ANNAN's side starboard throwers fired one depth charge landed on U-Boat enemy abandoned U-Boat sank. No numerals, letters or distinguishing badges observed. From statement of Captain of U-Boat in OUTREMONT and prisoners in ANNAN believed outward bound. Prisoners 44, 24 in OUTREMONT, 18 in LOCH ACHANALT, 2 in ANNAN. Casualties ANNAN 3 dangerous, 5 minor, 2 prisoners one fracture one minor.
(S.O. E.G.6, 162340A to C. in C. Rosyth.)
Request hospitalization for (?six) casualties including one dangerously wounded past operation. Two wounded prisoners.

T.M.0945. A new S/M outward bound no other information.
(ANNAN, 162358A to C. in C. Rosyth, Admty, C. in C. H.F. A.C.O.S.)

Port Facilities

Ostend. My 101827 as amended by my 121452 ships drawing up to 5 feet more than height of high water at Ostend can now be accepted.
(2) Add 4 feet to all draughts given in para. 2 of my 101827. Cancel my 121452.
(3) N.O.I.C. Ostend 142131 not to all addressees refers.
(C. in C. Nore, 161501A to A.N.C.X.F.)
Your 111713. para. 2 Cdre. Belgium 30/2325 stating berths were available for 6 L.S.T. was passed to Buco at 1421 1st Oct.
Para. 4. Army programme at Tilbury has on no occasion been delayed and there has always been one or more spare L.S.T. available.
Para. 5. Concur.
(C. in C. Nore, 161526A to A.N.C.X.F.)

/Dieppe ...

320

16.10.1944
Monday

War Diary

HOME COMMANDS

Port Facilities

Dieppe. 141818 not to C. in C. Portsmouth. Cancel my 160859. In view of proposals now on their way by letter to C. in C. Portsmouth to move the continental terminus of the N.M.S.S. from Arrow to Dieppe, and of the limitation of 300 ft. stated by N.O.I.C. Dieppe reported in the minutes of the shipping meeting held at F.O.B.A.A. H.Q. on October 9th, request that a ship under 300 ft. in length be substituted.
(A.N.C.X.F. 161930A to D. of S.T.)

Casualties

ASA LOTHROP

My 151201 arrived and anchored Barry Roads.
(F.O.I.C. Cardiff, 160714 to C. in C. W.A.)

ILE DE FRANCE My 161455A. SS. MERKUR II outward bound from
MERKUR II. Glasgow to Silloth has returned with collision damage sustained in time and place quoted in my 160946.
(F.O.I.C. Greenock, 161454A to Admty etc.)

B.C.F. 3205. At 1200 with 30 ft. seas B.C.F. 3205 in Lt 538 tow with POWERS and ABNAKI group sunk in lat. 47.04 long. 14.50 Deck load wooden barge salvaged. 2000Z position course and speed NY 119 48, 44, 11, 12, 064, 3. PRETEXT has tow will accompany group to Falmouth.
(C.T.G. 27.5 162155A to C. in C. W.A.)

L.C.T. 7067. Approach channel searched SA and LL and Raphone Carnot searched Oropesa to-day.
(2) One moored mine of 840 Antenna type swept and exploded in position 183 degs. light on extreme north end Digue Carnot 1.1 mile.
(3) L.C.T. 7067 was mined in position 130 degs. above light 6.3 cables at 1800. S.O. L.C.T. reports situation is under control and ship will be beached 1200 tomorrow. No casualties. She was mined in water which has been repeatedly swept.
(4) If weather permits anchorage will be cleared for sweep tomorrow.
(N.O.I.C. Boulogne, 162210A to Capt. M/S Seine.)

321

16.10.1944
Monday

War Diary

HOME COMMANDS

Shipping and Convoys

Swedish
Red Cross
Ships.

International Red Cross Delegate requests safe conduct for SAIVO due to leave 21st October for Philadelphia. Please telegraph reply as soon as possible.

(N.A. Stockholm, 161226 to Admty.)

Cleared and sailed following Swedish ships

chartered by International Red Cross -

(a) MANGALORE arrived 0825A sailed 1720A bound Casablanca speed 15 knots. Routed as directed by Admiralty message 111248A and F.O.G.M.As. 141105A (neither to all addressees) E.T.A. October 28th. Request escort provide chart of Casablanca and Approaches.

(b) TRAVANCORE arrived 1010A sailed 1835A bound Philadelphia, speed 15½ knots, E.T.A. October 29th.

(N.O.I.C. Faeroes 161940A to Admiralty, A.C.O.S., A.C.I.C. Flag Officers Home Fleet, C. in C. Western Approaches, F.O.(S) H.Q.C.C., H.Q.A.D.G.B., C. in C. Rosyth, F.O.G.M.A.)

322

16.10.1944.
Monday.War Diary.FOREIGN STATIONSNorth AtlanticARCTIC
RANGER.Your 151616A acknowledged. My P.C.S. 030° 50' N.,
011° 17' W., 030°, 10 knots.
(ARCTIC RANGER, 160340A to F.O.G.M.A.)GIBSON/
MCKNIGHT
collision.
SALVONIA.
T.F. 63.Your 152103*. SALVONIA has been ordered to
return to Horta.

(F.O.G.M.A., 160409A to Comcordiv 60.)

* Fire out in WILLIAM MCKNIGHT.

Request AHRENS and HOLTON be relieved by local
escorts and that upon relief they be sailed to
overtake. Both have ample fuel. 0900Z P.C.S.
34.03 14.15 088. 9. Weather 4581 2483.

(C.T.F.63, 160917Z to F.O.G.M.A.)

C.T.F.63 160917. Regret no escorts available at Gibraltar.
(2) C.M.S.F. is requested to assist if possible.
(F.O.G.M.A., 161843A to C.T.F.63, C.M.S.F., Info. C. in C. Lent,
Admty., Cominch, Comcordiv 60.)U/B hunt
east of
Azores.Obtained disappearing radar contact at 12 miles at
0200Z am searching vicinity contact 37.27 N.,
19.17 W. Consider contact doubtful owing to
range but if available air search of vicinity
might be worthwhile.

(E.G.9, 160417Z to C.T.G. 22.2, CARD.)

Your search area tonight will be south-east of radar contact
reported your 160417Z. CARD group will conduct air search
north-east of you.

(C.T.G. 22.2, 161414Z to E.G.9, (R) S.B.N.O. Azores, F.O.G.M.A.)

CONTRAMAESTRE
CASADO.Reference F.O. Gibraltar's 131657. Ministry of
Marine confirmed today that Naval reserve ensign
which has large letters "R.N." starboard side of
coast of arms is practically never used and that
CONTRAMAESTRE CASADO always wears Naval ensign,further they were incredulous at report to contrary.
(2) Ministry states it is now extremely problematical that vessel
will make voyage.

(3) S.O.(I) Gibraltar's 121206 not received by me.

(4) Despite bumper harvest, imports can only be dispensed with
if bread ration not increased.(5) As there is insufficient tonnage to cover all Spanish
requirements it would not be unreasonable for some wheat imports
to be made now.

(B.N.A. Madrid, 161851A to Admty.)

323

16.10.1944
MondayWar DiaryFOREIGN STATIONSMediterraneanGreek Operations

SS. PETRONELLA MSO 436 (D). (1) SS. PETRONELLA. (2) British.
sunk. (3) 1020A/15. (4) Aegean (?278 degs.) Cape
Kalauri Ka(?1a)mi 2. (?7) miles (037 degs. 34' N.
(023? degs) 33' E)
(5) Mine. (6) Sunk. (7) 12 knots, further
signal will be made.
(F.O.I5 C.S. 161059) See amendment 211509A)

Aegean
Operation

After fuelling ARGONAUT join TYRIAN on patrol
my 160730.
(2) COLOMBO detach to patrol south of Skyros from
last light tonight. Object to intercept enemy
shipping bound Volo (corrupt group) from Leros
using route south of Psara to South of Skyros.
(3) All patrols rejoin F.O.E.C. by 0830A tomorrow 17th in
vicinity 039 degs. 30' N. 024 degs. 30' E.
(4) TERMAGANT remain in company EMPEROR proceeding R/V my
160606.
(F.O.E.C. 161131A to ARGONAUT, (R) Force 'A' TYRIAN)
F.O.E.C's 161131A positions able 000 degs. Guruni Head 4
miles (2 corrupt groups) Baker (003 degs?) Guruni Head 21 miles
ARGONAUT will patrol between Peter 070 degs. Guruni Head 11 miles
and Queen 180 degs. Cape Drepano 4 miles.
(2) Set watch on 2012 K/cs R/T and W/T at 1700.
(3) R/V tomorrow Tuesday as in F.O.E.C's 161131A.
(ARGONAUT, 161514A to Capt. (D) 22, COTTESMORE, Info: F.O.E.C.
F.O.L.E.M.)

Aegean
S/M
Operations.

Cancel routeing instructions in my 150231 and my
151229. S/M's addressed proceed from present
positions to Samos Straits.
(2) VIRTUE, VIVID, MATROZOS adjust speed to pass
Samos Straits at 0431, 0532, 0631 17th respectively
(3) Thence by Turkish territorial waters on the
surface day and night and east of Rhodes.
(Capt. (S) 1, 161812 to VIRTUE, VIVID, MATROZOS,
Info: F.O.L.E.M. 1st S/M, Force "A", S.O. Force
51, S.O.(I) Izmir.)

Patras
area.

Sitrep 4. L.C.H.97 anchored Patras Roads.
N.S.13 report harbour now clear intend berthing
L.C.H. in harbour tomorrow morning. L.C.T.(I)'s
339, 396, 615 anchored South Harbour 1715 to-day.
(S.N.O. Pat, . 162022A)

Cositintrep /...

324

16.10.1944
MondayWar DiaryFOREIGN STATIONSMediterraneanGreek Operations - Contd.

Cositintrep 464. FX.39607 cipher 16th October. 261791.
Cite FHGCT. Signed Wilson.
Part 4. Greece. The advance elements of 3 Corps arrived at anchorage at Piraeus at 151730A after some delay due to minefields east of the island of Aiyina and are to disembark 16th October. Brigade H.Q. and two battalions of 2 Para. Brigade are now established in the Athens area. The third battalion is being flown into Megara 16th October. The airfield at Kalamaki, south of Piraeus has been secured. Nine Commando and the Squadron of Greek Sacred Regiment from Poros have also arrived on the mainland. All British forces in the Athens area are now under command 3 Corps. (A.F.H.Q. No T.O.O./16 Recd. 2035)

General

Swedish relief ships and M.V. AKKA. Request AKKA be informed on arrival following from Swedish Consul Piraeus for passing to Stockholm Begins: 5 Swedish Relief ships are at Perani Bay on Southeast Coast of Salamis with some food relief still on board four of them. Ends.
(C. in C. Med. 161058 to V.A. Malta)
AKKA intercepted and brought into Malta. Your 121140. (V.A. Malta, 161555 to C. in C. Med.)

Spaniards firing at Allied Aircraft. Further to my 121600 following is a repetition of C.M.S.F's 131445 to Alusna Madrid repeated C.N.O. Com. 8th Fleet C.P.A.W.15 Senal, Agadir, C. in C. Med. Begins: More for the record see my 100750Z Las Palmas 1245A October 10th anti-aircraft burst 600 feet astern altitude and distance off-shore not reported. Plane while flying parallel with coast five miles off Las Palmas observed fire A/A burst 2½ miles inshore at 1315A October, 12th. Ends.
(C. in C. Med, 161118A)

L.C.T.(3) 377 lost. Regret to report L.C.T. (3) 377 is overdue since 4th October and must be presumed lost. Craft was on passage to (sic) Marseilles to (sic) Madalena. A/C report what may have been two halves of a landing craft 25 miles South of Southern tip of Sardinia 8th October apparently deserted. Further search unsuccessful.
(2) HAMILCAR is to report details of Officers and ship's company. (C. in C. Med, 161227A)

/Spanish ...

16.10.1944
Monday

War Diary

FOREIGN STATIONS

Mediterranean - General.

Spanish A.S.R. service. MX.34383 October, 16. W.X.90898.
C. in C. Med. re-affirms that he has no objection to Spanish Air Sea Rescue Service operating under conditions as previously outlined. We are in full agreement with Gibraltar's views importance of continuing Spanish service is again stressed.
Request confirmation that service will continue to operate.
(H.Q. M.A.A.F.161541A to Air Ministry)

Tugs. (RESCUE) A.M. 222204 September for SAUCY read ENVOY.
C. in C. Eastern Fleet is requested to give bases for LARIAT and ENVOY.
(C. in C. Rescue Tugs, 161604A)

WHIRLWIND, WRANGLER. C.O.'s WHIRLWIND and WRANGLER consider a return to U.K. ports now may be detrimental to morale.
A.M. 141601. To avoid this and to enable (?them) to proceed to the east with Capt. (D) 27 the following programme might be preferable for them.
(2) Escort VINDICTIVE until relieved by local U.K. escort about 22nd then return to Gibraltar.
(3) Leave Gibraltar (?in time) to take over escort KING GEORGE V from URSA and UNDAUNTED about 28th. Latter two ships return to U.K. to escort C.V.E's A.M. 141704.
(F.O.W.M. 161610A to ? C. in C. Med.)

TUMULT, TUSCAN. Arrangements could be made to refit TUMULT A.M. 122306/ October refers but she would have to be taken in hand now and if TUSCAN sails in her place the result would be a reduction in Fleet by one in addition to present severe damage to LOYAL and this at a time when they can ill be spared from this Theatre propose TUSCAN be retained until original date or that sailing of one of the ships in A.M. 042350/ October paras. 1 and 2 be expedited.
(C. in C. Med. 162130 to Admty)
/ Requesting that TUMULT be completely refitted at Malta in time to arrive in U.K. by mid-December. This being arranged it was requested that TUSCAN be substituted for TUMULT.
/ List of sailing of ships and their destinations for refitting.

Situation Report 461. (A) In addition to 2 ships already reported CLINTON mined and 2 G.Y.M.S. and an M.L. mined and sunk in minefield off Cape Turlo very few casualties. LARNE has been towed to Poros and CLINTON is proceeding there under own power. Water Tanker PETRONELLA mined and sunk off Cape Kalauri. After sweeping of narrow channel ORION, AJAZ, BLACK PRINCE and AURORA with 4 Allied destroyers and attendant M/Ss anchored off Piraeus at sunset on 15th October pending widening of channel store ships anchored at Poros..

/ (B)...

326

16.10.1944
Monday

War Diary

FOREIGN STATIONS

Mediterranean

Situation
Report
461.
(Contd.)

(B) On night of 11th/12th October coastal forces intercepted 1 or more enemy convoys in Northern Adriatic off Vir Island. As result of action lasting 5 hours 3 F boats, 2 Pl L boats and an E Boat sunk, an F boat and a Pl L boat possible sunk. 2 F boats beached and torpedoed an F boat beached and destroyed by gunfire and an E boat damaged. Our casualties, one killed and three wounded. Craft taking part M.G.B.662 M.T.Bs. 637, 634 and 638, 2 of these sustained minor damage (C. in C. Med. 162203A)

Corfu.

Situation Report No.28.

- (1) Bad weather has made it necessary to haul all L.C.P(s) up on Sugar beach. My 152105 para. (4) it is now recommended that L.C.P.(s) be lifted direct Messina for repair observing that repair facilities there are better than Manfredonia.
- (2) (Corrupt Group) progress Copp party p.m. tomorrow Tuesday N.L.O.B.A.F. 141745 not to F.O.T.A.L.I. refers.
- (3) N.L.O.B.A.F. 151902 and 161215 will be implemented as soon as Force Cdr. Hound receives his detailed instructions. No information has yet been received by Hound other than the above quoted signal.
- (4) Present policy is to progress an L.C.I.(L) to Corfu from Sugar each morning, return Sugar at 1600.
(N.C.F. Mercerised, 162214 to F.O.T.A.L.I.)

Adriatic.

Special Ops. Sitrep No.46.

(Extract)

- Para. 4. Yugoslavia. Dubrovnik being evacuated by enemy. Valona south partisan forces now hold Delvina and are advancing on Gjorgugat (or rpt. Gjorgugah) enemy resistance is said to be negligible.
- Para. 5 nil.
(Balkan A.F. T.O.O. Nil/16)

327

16.10.1944.
Monday.

War Diary

FOREIGN STATIONS

East Indies

- GAMBIA Sailed ship referred to in V.A.2 E.F. 120351Z E.T.A. 2230Z/23. (S.N.O.A. Trincomalee, 160030Z).
- U-Boat No fresh information. No change in ships. dispositions. (C. in C.E.F., 160327Z).
- S.B.N.O.P.G. Cdre. I.W. Whitehorn R.N.(Retired) assumed the duties of S.B.N.O. Persian Gulf at 0001Z/16 vice Cdre. J.M. Howson C.B.E. R.N. (S.B.N.O.P.G., 160500Z).
- M.L.1057 Motor Launch 1057 13th October lost at sea lost. following (explosion?) probably external, cause unknown. One fatal casualty (name). (?TANA, 160552Z).
- Lighters Further to my 031031 Oct. Requirements for required lighters in paras. 1 and 2 have also been put at forward to the Harbour Craft Committee. Trincomalee. (2) The 250 ton coal lighters referred to in para.3 are the same as those in C.S. Ceylon's 150421 September. (C. in C.E.F., 1610022(?)).
- 5 A.S.I.S. Request information of movements of five A.S.I.S. recently loaded in U.K. for future use in S.W. Pacific. My 090301 intended that these five ships should remain in Levant Alexandria or Canal area until final destination and load required are clear your 041207 para. six. (2) Recent signals regarding shipments of torpedoes and 500 pound M.C. bombs indicate that the five ships have been ordered to proceed to Australia immediately. (3) No information received expected date of arrival Alexandria nor final destination. (C. in C.E.F., 161217Z to Admty.).
- TUDOR, P.326 (TUDOR) 2nd for east patrol was blank. patrol (2) 12 mines laid. report. (3) Special operation successful. (C. in C.E.F., 161224Z).
- MAIDSTONE - S.8s. / 140508 passed to Admiralty. maintenance The fact that MAIDSTONE's maintenance and repair of Dutch facilities are inadequate for her present commitments plus three additional Dutch submarines is submarines. not understood observing that both MAIDSTONE and FORTH formerly have each maintained over 20 submarines. (2) On arrival of AORANGI in Eastern Theatre Admiralty have under consideration that ADAMANT and AORANGI should accommodate and maintain up to 20 submarines. (F.O.S. 161308A to C. in C. E.F.). / Repeated to Admiralty under T.O.O.151048.

16.10.1944
Monday

War Diary

FOREIGN STATIONS

America and West Indies

U-Boat dispositions. Estimates.
 (N.S.H.Q. Ottawa, 161329Z, Cominch, 161522Z)

Hospital ships - route. For easier weather conditions during winter months request Westbound Hospital ships destined U.S. ports be routed through net positions WJ 51.15 09.36 WK 45.01 18.50. WL 38.01 26.40 thence to position M 30.50 34.05 thence via Standard Westbound Mediterranean Hospital Ship route to destination. My Secret 181522Z/May. Request your concurrence.
 (Com. 10th Flt. C. & R. 161358Z to Admty)

B.U.S.C.I. Following repeats Cominch, 132014. Begins. B.U.S.C.I. effective worldwide 1st November.
 (2) Your 121739 and Cominch, 132012 refer.
 (B.A.D. Washington, 161415Z to Admty)

GUADALCANAL U/B hunt. My 161630 position 53.12 N. 33.58 W. four Sono-buoy pattern modifications and two Sonar contacts 11th October south of Flemish Gap. A/C attacked former (special reports). Disappearing Radar Blip 48.15 N. 39.32 W. at 130806Z all above evacuated D. Iceberg sighted 49.15 N. 38.30 W. at 140830Z.
 W.X. 37.68 67.69.
 (C.T.G.22.7, 161630 to N.S.S. Cinclant)

SS. RANGITATA. Concur proposal your 151520/ as a special case.
 (Cominch, 161918Z to Admty)
 / Sailing of SS. RANGITATA in convoy.

North Atlantic convoys. North Atlantic convoys routed South of Ireland (R). Convoys proceeding on approach route C are not to be in more than 8 columns. Subject to this proviso it is desirable that the front should remain as broad as possible until the Bristol Channel section has been broken off. Request Commodores of Convoys be informed accordingly.
 (D.T.D. 162031A to Com. 10th Fleet C. & R., N.S.H.Q.)

U-Boat incidents. Para. D. Army B - 25 enroute Natal reported possible U-Boat contact 1455Z/15, distance 20 miles, bearing 235 true from Fernando. Investigating P.B.Y. had radar contact same vicinity 1800Z/15.
 (Cominch, 162045Z)

329

16.10.1944
Monday

War Diary

FOREIGN STATIONS

Australia and New Zealand

Digest (Extract). Digest for 29th Sept.
No.983. Com. 7th Fleet encyphers G.H.Q. S.W.P.A.'s 301135
which should have gone out on September 30th.
(2) Early hours Navy Catalina found four merchant
ships wereof one 4,000 tonner three small along-
side jetty in Darvel Bay, north-east Borneo, probably army
landing. Bombing strafing runs caused huge explosion setting
ablaze ammunition and fuel dumps on jetty. Ensuing inferno
spread to all four ships which were still blazing fiercely two
hours later, all considered destroyed. In addition six heavily
laden cargo barges in bay near jetty sunk by machine gun fire.
Ack-ack damaged Catalina but wounded nil personnel.
(14) P.T. boats contacted possible submarine off Galela night
27th.
(20) Following night P.T. boats continued blockade off northeast
coast New Ireland and off Choiseul Bay.
(G.H.Q. S.W.P.A. 160225)

U-BOAT CAMPAIGN

S/M attack Para. B. (1) E.G.17 attacked contact believed
and sighting probably wreck at 0723Z/15 in 58 degs. 06' N.
summary. 01 degs. 10' W. at 1000Z/15 in 57 degs. 55' N.
01 degs. 55' W. and at 1015Z in 58 degs. 09' N.
01 degs. 34' W.
(2) A/C A/330 obtained A.S.V. contact believed
probably U-Boat at 0001Z/16 in 61 degs. 21' N. 03 degs. 00' W.
(3) E.G.9 had disappearing radar contact 0200Z/16 in 37 degs.
27' N. 19 degs. 17' W.
Para. C. (1) A/C N/311 obtained radar contact at 0712Z and
0800Z in 60 degs. 57' N. 03 degs. 18' W.
(2) A/C S/53 reported possible U-Boat at 0050Z/16 in 62 degs.
23' N. 14 degs. 30' W. and at 0305Z/16 in 61 degs. 16' N.
26 degs. 28' W.
(D.D.I.C.161113A)

U-Boat Estimates.
dispositions. (D.D.I.C.161350, 161400A)

17.10.1944.
Tuesday.

War Diary

SITUATION REPORT

Home Commands

(1) The progressive abandonment of Arromanches prefabricated port as from October 31st is recommended by A.N.C.X.F., due chiefly to the easterly advance of our armies.

(2) The American garrison and guns in Iceland are being further reduced.

North
Sea.

3(a) Calais train ferry terminal is to be rebuilt as soon as possible. As British construction units are on the spot they will undertake this although Calais is an American zone.

(b) Owing to the weather no patrols put to sea.

Norway.

4(a) The TIRPITZ, lately missing from Altenfiord, has been located 3 miles west of Tromso, and the announcement of dredging in Tjeldsund suggests that she may be contemplating passage further south before the German evacuation of Norway.

(b) The submarine ULA reports having been depth charged on October 4th by an aircraft using a Leigh light after she had fired a recognition grenade, and that she was frequently forced to dive whilst on patrol at night by approach of aircraft.

Northern
waters.

(5) Russian submarines have broken out of the Gulf of Finland and sunk the Danish steamship HILMALAV north east of Bornholm.

Foreign Stations

Mediterranean

Algiers.

(6) Owing to the presence of sporadic plague in Algiers C. in C. Mediterranean has given orders that all unnecessary routing of ships to that port is to be avoided.

Greece.

7(a) At Piraeus unloading continued successfully throughout today in fine weather; 5,000 troops, 400 M.T. and 1,000 tons of stores had been landed by the end of the day. The troops had a great welcome from the civil population. The Greek Cabinet has arrived.

175 mines were accounted for in clearance operations at Piraeus, Patras, Preveza and Kalamata.

/ (b)...

S E C R E T

N.I.D. L.C. Report No.957
20th October, 1944.

LEYTE (Philippine Islands)

U.S. and Australian amphibious forces landed on the island of LEYTE, in the Central Philippines, on 17th October.

Situation

2. LEYTE, the eighth largest of the Philippine archipelago, lies on the eastern fringe of the central group of islands. The eastern shore, on LEYTE Gulf, faces the Pacific; the south eastern and southern coast form the northern shore of the SURIGAO Strait, which separates the island from that of MINDANAO. The island is mountainous, but except for the highlands is mostly cultivated or under grass.

Strategic importance

3. LEYTE controls the two principal East and West sea passages through the Philippines. That on the South runs from the SULU Sea through the MINDANAO Sea and SURIGAO Strait. On the North, the route from the SULU Sea runs through the VISAYAN Sea, the SAMAR Sea and the St. BERNADINO Strait.

4. Japanese Naval Forces, normally located in the Central Philippine area, are only local defence and escort craft. M.T.Bs. may have been stationed in the approaches, such as the SURIGAO Strait. Much defensive mining has probably been carried out.

5. There are three airfields, each capable of accommodating 100 aircraft. These are TACLOBAN on the northern part of the East Coast, SAN PABLO in the centre of the island some 10 miles inland from the East Coast and VALENCIA in the northern part of the island, near the West Coast.

Requests for further information on this subject should be made in writing or by telephone to N.I.D.(4), telephone Whitehall 9000, extension 279.

N.I.D.(4)

(Sgd.) I.M.R. CAMPBELL

D. D. N. I.
20. 10. 44.

Distribution

First Lord	
First Sea Lord	
V.C.N.S.	
A.C.N.S.(F)	
A.C.N.S.(A)	
D. of P.	C-in-C. Eastern Fleet
D.O.D.(F)	C.O.I.S. Eastern Fleet
D.T.S.D.	E.F.I.O. Kandy
D.A.W.T.	
F.O.(S)	D.M.I. War Office
C.C.O.	A.C.A.S.(I), Air Ministry

17.10.1944.
Tuesday.

War Diary

SITUATION REPORT

Mediterranean

Greece
(Contd.)

(b). Although the main harbour installations at the Piraeus have been severely damaged by German demolition berthing facilities are adequate and many of the public services such as power, light and water are functioning satisfactorily. This is due in some cases to successful counter sabotage action by Greek partisans.

(c). The port of Patras is reported free and can be used. Sweeping was completed and two L.C.T.(S) berthed this forenoon. This port, with Preveza and Kalamata have been opened for relief shipping.

(d). TERPSICHORE and CLEVELAND arrived at Scarpanto at dawn today. The naval landing party was unopposed and received an enthusiastic welcome from the population.

(e). Carrier borne aircraft today successfully attacked in the northern Aegean, caiques, barges, small craft and locomotives.

Australia and New Zealand.

Invasion
of
Philippines.

(8). It is reported that operations preliminary to the invasion of the Philippines began in Leyte Gulf (central Philippines) today.

(9). 59 Liberators dropped 106 tons of 500 lb. bombs on Kang Barracks and docks and shipping installations at Davao today.

17.10.1944.
Tuesday.

War Diary

HOME COMMANDS

Policy

Qualifications Reference paragraph 19 of A.F.O. 5124/44 and towards A.G.M. 640A of 22nd September and to B.R.1081. release on Instructions for classification in age and demobilisation. Service Groups, the following further explanatory remarks to clarify certain points which have been raised are to be generally promulgated.

(a) The plan is applicable both to volunteers and to men called up under the National Service Acts.

(b) R.A.F. personnel serving with the R.N. will be released under R.A.F. regulations.

(c) W.R.N.S. will have similar opportunities as men to volunteer for further service.

(d) Any individual released in Class A will be free to take up employment during his release leave.

(e) Decision whether fishing or any other industry is to be included in Class B will rest with the Government.

(f) Time spent in the Sea Cadet Corps or other pre-entry training schemes will not count towards service for release.

(g) Ratings who have become pensionable since the outbreak of war and time expired men will count their time since 3rd September 1939, as service towards release as laid down in B.R.1081 para.7 lines 6 to 9 and para.7 (b).

(h) H.O. ratings who entered as boys i.e. below the age of 18 will count their time from date of entry as service towards release as laid down in B.R.1081 para. 2(b). Reference B.R.1081 para. 7(a) boys' time in the army or other service will count similarly.

(2) Since A.F.Os. and B.R.1081 are not distributed to major landing craft, senior officers are to ensure that the necessary instructions for classification, etc, are made available to them. (2nd S.L. 171456A Gen. Message Home and Abroad 750A).

U.S. Base
Milford
Haven
paid off.

U.S. Naval advanced Amphibious Base Milford Haven decommissioned as of 1000 17th October, 1944. (Comphibsukay, 172201A to Admty.).

Anticipated
abandonment
of Arro-
manches.

Future use of Arrow is subject; my 161955 and 162009 not to all refer. Meeting held at S.H.A.E.F. 16th October at which A.N.C.X.F. was present and War Office was represented by V.Q.M.G. and Director of Port and I.W.T.

(2) It was stated that supply position of U.S. armies is not satisfactory and the pressing need is to increase U.S. Liberty Ship discharge preferably east of Seine.

(3) There is an urgent requirement to use A.X. Phoenix in Le Havre to form a pier giving four Liberty Ship berths with discharge of 2000 tons a day direct to rail.

(4) This will of course adversely affect winterisation of Arrow which was however asked for at a time when the armies were still west of the Seine and being supplied by road. Situation has now entirely changed.

(5) Arrow is of little interest to the American Army as it is on the wrong side of the Seine, is twelve miles from the railway and discharges on to a congested L. of C. where roads are breaking

/up....

17.10.1944.
Tuesday.

War Diary

HOME COMMANDS

Policy

Anticipated
abandonment
of
Arromanches
(Contd.)

up. By 1st November Arrow will be of minor interest to the British Army.
(6) In view of the arguments advanced I agreed that the project at le Havre mentioned in para.3 above should have priority over the winterisation of Arrow in this I was further influenced by the fact that owing to the slow arrival of Phoenix at Arrow there is always a possibility that winterisation will in any case not be completed by the time the armies cease to require the harbour.
(7) The following recommendations are being submitted to the Supreme Commander and final decision will be communicated.
(a) Sinking of further blockships at Arrow to be stopped.
(b) Five A.X. Phoenix now in tow to continue to Arromanches.
(c) Ten A.X. Phoenix to be diverted to le Havre as soon as they can be accepted.
(d) Balance of six A.X. and ten B.X. Phoenix to be held in U.K. for future projects in Dutch or German ports subject to:-
(i) No other requirement in U.K. (ii) Finding holding sites for them in U.K.
(e) Arrow to be closed for freight from 31st October.
(f) British M.T. ships to continue to be accepted after that date so long as conditions allow.
(g) Maximum salvage of equipment be initiated from 31st October pierheads etc. being parked in shallow sheltered water preferably at mouth of Seine until required elsewhere.
(A.N.C.X.F., 172215 to Admty.).

Movements

KING GEORGE V. E.T.A. Scapa 1800A.
(KING GEORGE V, 170733A to A.C.O.S.).
Request you will hold URSA and UNDAUNTED as escorts for KING GEORGE V.
(2) NUBIAN, IROQUOIS, FAULKNER and IMPULSIVE will shortly be required for escort duty with monsters in Western Approaches. Request they may be sailed as required by C. in C.W.A.
(3) Admiralty messages 161303 and 161318, neither to all, refer.
(A.C.N.S.(H), 172019A to C. in C.H.F.).

ARGUS My 5026/705/7 of 2/10/44. Request very early approval to move wiping unit berth and erect new Latrine and washing accommodation in order that ARGUS may be berthed in dockyard and used as overflow accommodation ship. A.M. 041245 refers.
(C. in C. Nore, 171809A to Admty.).

TYNE 60 tons defective meat in TYNE cannot be disembarked at Scapa. In order to permit disembarkation and replacement intend to advance TYNE's sailing to Clyde by 24 hours. My 132010A refers.
(R.A.D.H.F., 171943A to Admty.).

RAVAGER A.M. 151622. Reserve Seafire aircraft shipped in / RAVAGER...

17.10.1944.
Tuesday.War DiaryHOME COMMANDSMovements

- RAVAGER (Contd.) RAVAGER are all fitted G.G.S. a G.G.S. Instructional Unit is embarked in RAVAGER.
(2) Training in G.G.S. required 10 hours shore-based flying per pilot. Training of maintenance ratings can proceed concurrently.
(3) Suggest you re-arm one squadron with G.G.S. Seafires, and use present aircraft of selected squadrons as replacements for remainder.
(4) In view of fact that all future replacement Seafires will be fitted G.G.S. request you will arrange for all three Seafire squadrons to be trained G.G.S. in turn. On completion G.G.S.I.U. should be released for duty elsewhere, disposal instructions to be obtained from Admiralty.
(5) F.O.C.T. pass to RAVAGER.
(D.N.A.O. 172054A to F.O.C.T., F.O.N.A.S., F.O.E.C.).
- SWIFTSURE. C. in C. Plymouth is requested to sail SWIFTSURE on 26th October to join Eastern Fleet.
(2) Rear-Admiral Brind and staff will be embarked.
(3) Admiralty will promulgate route to Gibraltar.
(4) C. in C. Mediterranean is requested to onward route.
(A.C.N.S.(H), 172347A to C. in C. Plymouth, C. in C. Med.).

OperationsNorth Sea

- Patrols. Coastal Force Disposition night 17/18th October. No patrols due to weather.
(C. in C. Nore, 171731A to Admty.).
- Water transport for Rhine crossings. (A) American Army may require for Rhine crossing up to 120 N.L. pontoon tugs or similar equipment.
(2) Can you provide any captured Siebel ferries complete with propulsion units in operational state.
(3) If so confirm that same can be transported by road when disassembled.
(A.N.C.X.F., 171945A to Com. Belgium, F.O.B.A.A., C.T.F.125).

OperationsChannel

- Patrol. Pins cover night 17th/18th October. G.H.1, LA DECOUVERTE Z.9 south. G.H.2, WALDEGRAVE Z.109.
(C. in C. Portsmouth, 171747A to usual addressees).

OperationsWest Coast France

- Patrol. Nothing to report. Intend to sweep south from /Ile...

17.10.1944.
Tuesday.War DiaryHOME COMMANDSOperationsWest Coast France

Patrol,
(Contd.) Ile d'Yeu resuming night patrol between les Sables and Ile d'Yeu by 2000. Weather unsuitable for landing diesel oil. Fuel remaining PIORUN 85% BRISSENDEN 76%. Weather report. Press 1003 M.B.S. Wind W force 5. Weather fair. 1/10 cloud 1000'. Vis. 12 miles.
(Force 28, 170936A to C. in C. Plymouth).

OperationsWestern Approaches

Patrol. Your 141812A.
(1) Operation not yet commenced owing to weather conditions. Ships have to be in position 050 degs. 12' N. 029 degs. 35' W.
(2) Fuel state at 0800A/17th. HAWKINS 66% bunkers or 17 days at 10 knots. NORTHERN SKY 58% bunkers or 14 days at 10 knots. E. JEREMAC reports having bunkers to last till end of October. Weather report 5378 9768.
(NORTHERN SKY, 171500A to C. in C.W.A.).

OperationsNorth Western Approaches.

Patrols. H/F D/F bearing 060 degs. at 0245Z on local serial estimated near. My P.C.S. at 0245Z 054 degs. 56' N. 013 degs. 50' W. (S) 080 degs. 7½ knots.
Weather report 4872 7557.
(S.O.E.G.B.1, 170330Z to C. in C.W.A.).
Your 170330Z. Transmission fixed by shore stations off Egersund.
(D.D.I.C., 170647A to S.O.E.G.B.1.).
C. in C. Rosyth's 171329 not to 15 Group CC. Establish Gamma patrol between position 059 degs. 02' 007 degs. 00' and 059 degs. 26' 007 degs. 34'. Estimated course of U-Boat 235 degs.
(C. in C.W.A., 171725A to S.O.E.G.5.).

OperationsNorway

Suspected U-Boat. For about 2 hours prior daylight intermittent German chatter and morse on 2190 kc/s. Appeared apparently close.
(S.O.E.G.6, 170845A to C. in C. Rosyth).
D/F bearings on 5075 kc/s at 1839Z indicate U-Boat within 30 miles of 59 degs. 20' N. 04 degs. E.
(D.D.I.C. 172041A to S/Ms., N. of 51 degs. N.).

/Reconnaissance...

17.10.1944.
Tuesday.

War Diary

HOME COMMANDS

Operations

Norway - Contd.

Reconnaissance of Norwegian coast. My 162338A, cancel A.M. 161233A. (D.D.I.C., 170955A to J.P.R.C.Benson). My 161041 Force 1 proceed as requisite to fly off and carry out armed reconnaissance with Fireflies for enemy major naval units in Tromso area. W/T silence is to be broken to report result. Obtain photographs if possible.

(2) Area covered should also include Balsfjorden and Malangen-fjord.

(3) Fireflies are to be briefed that their object is reconnaissance and not to carry out strike at this stage.

(4) It is not intended that your force as at present constituted should carry out a strike on major enemy units in harbour.

(5) U-Boats operating from Narvik may be expected to proceed by Andfiord.

(6) Force 1 should return to Scapa by a.m. Sunday 22nd at latest.

(C. in C.H.F., 171053A to IMPLACABLE).

P.R.U. Narvik area in operation now.

(C. in C. Rosyth, 171304A to C. in C.H.F.)

Cancel A.M. 162338.

TIRPITZ reported anchored approx. 3 miles 260 degs. from Tromso. Request photographic cover.

(D.D.I.C. 171924A to J.P.R.C.Benson).

Cancel para.2 of my 171053. ADMIRAL VON TIRPITZ reported anchored approx. 3 miles 260 degs. from Tromso. Photographic cover required of this area. P.R.U. Mosquitoes may be met.

(C. in C.H.F., 172319A to IMPLACABLE).

Patrols. Carry out a line abreast sweep in company to the north eastward to a line 315 degs. through position 062 degs. 00' N. 002 degs. 00' W. and return to establish Gamma patrol between 060 degs. 53' N. 001 degs. 40' W. and 062 degs. 03' N. 004 degs. 00' W. before dark.

6th E.G. patrol north west half of patrol line 5th E.G. patrol south east half of patrol line respectively.

(C. in C. Rosyth, 171022A to S.O.E.Gs. 6 and 5).

[Following received from S.O. S/Ms. Lerwick. ULA reports in accordance with I.S.O.H.30.

(1) No enemy shipping sighted.

(2) Very bad weather and low visibility after first three days in patrol area.

(3) (A) 4th October 2110 in position 060 degs. 09' N. 003 degs. 26' E. attacked with four or more depth charges by aircraft using Leigh light. ULA fired pattern No.65 recognition grenade and commenced to dive just before Leigh Light was switched on. Depth charges exploded whilst submarine was dived and had reached 10 feet. ULA dived to 100 feet and remained submerged till 2206. On surfacing aircraft was observed searching the area of attack.

(B) While in patrol area ULA was frequently forced to dive by aircraft approaching at night.

(1) Defects due to attack are reported in my 171405 not to all addressees.

(2) Port circulating water supply pipe fractured. This defect

/ will...

ULA,
attacked by
own etc.
4. 10. 44.
acc 17412

337

War Diary17.10.1944.
Tuesday.HOME COMMANDSOperationsNorway.Patrols
(Contd.)

will be repaired and ULA ready for sea by 2359A today. T.O.O. 171401A ends.
(II). Further report* will be made regarding para. 3 (A) above. * See Page 412.
(F.O.S., 17224A to Admty., H.Q.C.C.).

OperationsNorthern Waters.

Patrols.

Proceed to R/V with 6th Escort Group in position 61.45 N. 03.30 W. and take over Gamma patrol indicated in my 171022A before dark.
6th Escort Group return to Londonderry on relief.
(C. in C. Rosyth, 171037A to S.Os., E.Gs. 14 and 6).

Shift patrol forthwith to area 061 degs. 45' to 063 degs. and 018 degs. to 020 degs.

(C. in C.W.A., 171139A to S.O.E.G.11).

Cancel my 171022A.

(1) E.G.5 proceed forthwith to arrive first light tomorrow Wednesday in position 059 degs. 00' N. 007 degs. 00' W.

(2) E.G.6 establish Gamma patrol between positions 062 degs. 03' N. 004 degs. 10' W. and 061 degs. 30' N. 003 degs. 00' W. until 0800A/18th, and then proceed to Londonderry.

(3) E.G.14 establish Gamma Patrol between positions 060 degs. 53' N. 001 degs. 40' W. and 061 degs. 30' N. 003 degs. 00' W. until 0800A/18th.

(C. in C. Rosyth, 171329A to S.O. E.Gs., 5, 6, and 14).

On completion of my 171329 search in area bounded by 061 degs. 00' N. 061 degs. 30' N. and 003 degs. 00' W. 004 degs. 00' W. taking eastern half until noon and shifting to Western half afternoon.

(C. in C. Rosyth, 171856A to S.O.E.G.14).

When QU'APPELLE and ASSINIBOINE join you, detach ships as necessary to Reykjavik for fuel. At least 3 ships are always to be on patrol.

(C. in C.W.A., 172216A to S.O.E.G.11).

Reduction
in
Icelandic
A/A defence.

Ref. para.2 ALM/LD 004446/44 (004546/44) dated 24th May (Iceland No. 00252/11) to N.O.I.C.
Hvalfjord refers.

U.S. Commanding General now informs me that in view of contemplated further reduction of American garrison he wishes to withdraw all A/A guns from Hvalfjord except the one H.A/A gun (not two guns

as stated) at Utskalahmar.

(2) This withdrawal is to take place about 1st December and on account of reduction referred to in para. one above is necessary if airfields at Reykjavik and Keflavik are to remain adequately defended.

(3) As fighter protection and warning system is being maintained consider that withdrawal of the eight L.A/A guns could be accepted under present war conditions including those sited around R.N. fuel depot at Midsandur and Littlesandur.

(4) My 301800 Sept. and A.M. 151305 October also refer.

/(5)...

17.10.1944.
Tuesday.

War Diary

HOME COMMANDS

Operations

Northern Waters

Reduction in Icelandic A/A defence (Contd.) (5) Commanding General has requested early decision. (A.C.I.C., 171600A to Admty.).

Allied Air Activity

Norway patrol. Nr.1 Position course and speed of 2 medium enemy vessels and one escort 51 degs. 20' N. 5 degs. 05' E. stationary. (A/C WFZN, 170900A to 18 Grp.).
Nr.2. Position course and speed of 2 enemy medium vessels and one escort vessel 61 degs. 35' N. 5 degs. 03' E. stationary. (A/C WFZN, 170908A to 18 Grp.).

Mining

Situation report. Sitrep. M/F 42 commenced S.A./L.L. clearance of operation "Pilgrim". Negative results. M.M.S. establishing channel between L.10 and H.V.3 sweep one magnetic in position 049 degs. 24' 48" N. 000 degs. 12' W.

Following received from Havre - Q.Z.S.595 swept L.L./S.A. negative. Q.Z.S.585 swept L.L./S.A. one magnetic mine detonated at 1107 in position to Cap de la Heve 3.6 miles. Area defined in my 132350 swept L.L/S.A. 4 actuations negative. Q.Z.S.600 swept L.L/S.A. one actuation negative area adjacent to north of Q.Z.S.600-8 cables wide swept L.L/.S.A. 2 magnetic mines detonated at 1130 and 1228 in positions bearing and distance from Cap de la Heve 212 degs. 4.4 miles. Weather conditions did not allow Granton Trawl Sweep. 3 Liberty ships unloading in he Havre.

Clearance - A (2) 4.
(Capt. M/S East, 170830A to A.N.C.X.F.).

Re-organ-isation of M/S responsibilities as between C.T.F.125 and F.O.B.A.A. As from 2359A/18th October. (1) Minesweeping of ports, anchorages, approach channel and coastal channels from Franco/Belgian border to and including Brest will be responsibility of C.T.F.125 with exception of ports, anchorages and approach channels of Boulogne, Dieppe and le Treport for which F.O.B.A.A. will be responsible.

(2) Captain M/S Seine Bay will become Captain M/S North France and will be under orders of C.T.F.125.
(3) M/S Forces now under F.O.B.A.A. with the exception of 101st M.S.F. are re-allocated to C.T.F.125.
(4) C.T.F.125 and F.O.B.A.A. will be responsible for (a)stopping or diverting traffic if necessary in the ports channels and anchorages under their control.

/(b)...

339

17.10.1944.
Tuesday.War DiaryHOME COMMANDSMining

Re-organ- (b) For application to Admiralty for issue of
isation of M/S. 'Q' messages in respect of these channels, ports
responsib- and anchorages and as required by C.B.01618L(43)
ilities as Article 74.
between (5) Authorities addressed are requested to
C.T.F.125 and promulgate as necessary within their commands.
F.O.B.A.A. (A.N.C.X.F., 171535A to All British and U.S. F.Os.
(Contd.) i/c and N.Os. i/c on the Continent. C. in C.
Plymouth, C. in C. Nore, V.A. Dover).

P.P.Trailers A.M.081241A. The O.i/c P.P. sweep party
recommends that P.P. trailers for abroad should
be fitted with lock limiting arrangements for
front wheels to prevent instability particularly
when loading from Hards. Request that British Trailer Company
be asked to provide drawings to enable alteration to be made
locally on trailers due for export.
(F.O.I.C. London, 171536A to Admty.).

167th My 171535 if required by F.O.B.A.A. 167th M.S.F.
M.S.F. is to be lent to him for Boulogne until required
for opening Dunkirk.
(A.N.C.X.F., 171559A to C.T.F.125, F.O.B.A.A.).

Enemy Intelligence

U-Boats Papers recovered from U-Boat indicate U.1006
978 and 1006. and U.978 departure Bergen via Helliso 1630 and
1730/9th October for Atlantic patrol.
(?Probability) it was U.1006 which was sunk.
(S.O.E.G.6, 170244A to C. in C. Rosyth).

Negative Para.2 of my 160851/. No success.
result of (S.B.N.O.North Russia, 170636A to Admty.).
Russian / Reconnaissance of Alten Fjord.
reconnaissance Reconnaissance for TIRPITZ at Alten Fjord no
of Alten longer required A.M. 171910 refers.
Fjord. Destroyers may still be at Alten.
(D.D.I.D., 171929A to S.B.N.North Russia).

Norway. Danish notices to mariners of October 5th announce
Dredging in that dredging is taking place in Sandtorgrad-
Tjeldsund. lavien Tjeldsund.
Infer. dredging is being carried out possibly for
southwards passage of ADMIRAL VON TIRPITZ.
(N.A. Stockholm, 171013 to D.N.I.).

Norwegian Following ships have been damaged or lost off
shipping Norwegian coast.
casualties. (a) VAN GSNES 215 tons was attacked by aircraft off
Lista on September 21st when carrying petrol, add

/ ammunition...

17.10.1944
Tuesday

War Diary

HOME COMMANDS

Enemy Intelligence

Norwegian
shipping
casualties
(Contd.)

ammunition from Stavanger to ?East Norway.
Petrol drums were shot into flames and ammunition
later exploded and ships sank.

(b) KNUTE NELSON 5749 tons was sunk by aerial
torpedo at 2000 September 27th six miles northwest
Obrestad. She was sailing from Bergen to Germany
in ballast.

(c) LYNX 1367 tons was attacked by aircraft off Askvoll at 1800
September 19th when sailing to Hammerfest with German troops
provisions fire engines and 130 drums oil. She was set on fire
and later sank.

(d) TYRIFJORD 3080 tons was attacked at the same time as LYNX
when bound for Kirkenes with hay straw and 600 drums petrol.
She was set on fire and was still burning when crew left.

(e) VELA 1184 tons and SVANEFJELL 1433 tons which left Bergen in
convoy September 20th were bombed JAFREN no details.

B. 2.

(N.A. Stockholm 171203 to Admty.)

O.I.C. Comment.

(a) Beaufighters claim to have attacked 1000 ton merchant vessel
off Lista on 21st September and left her smoking.

(b.) No air attack was made in this position on 27th September,
but it is possible this vessel was sunk by mine.

(c) and (d) Beaufighters claim to have attacked 5000 ton and
1500 ton vessels setting them on fire.

(e) No record of bombing attack, but these may be vessels
attacked by submarine SCEPTRE on night of 20/21 September.

Danish
shipping
casualty.

Eastern Baltic Naval activity.

My 061713 para. 2 (b).

Learned seven-ten Soviet U-boats recently passed
out of Gulf of Finland proceeding through Finnish
Skerries and are now operating off Baltic States
and in Southern Baltic. It is confirmed that

Danish Steamer HILMA LAU 2414 tons was sunk by Soviet U-boat off
Christianso on October 12th.

A.3. source personal number 3.

(N.A. Stockholm, 171703 to Admty.)

O.I.C. Comment. This is the second report received of Russian
Submarines having broken out of the Gulf of Finland. Christianso
is an island N.E. of Bornholm.

TIRPITZ.

B.2 report states that TIRPITZ arrived Tromso on
16th October and is moored south of Haakoy.

(D.D.I.C. 171910A to C. in C.H.F., C.S.1, C.S.10,
C. in C. Rosyth, A.C.O.S., A.C.I.C., Cdr. (D) H.F.,
IMPLACABLE, A.O.C. in C., C.C., F.O.S., S.B.N.O.
North Russia, Admiral Archer.)

Port Facilities

Antwerp

Kruischonns Sluis. Report from N.O.I.C. Antwerp
states that the lock can be operated using number 2
and 3 caissons of which number 2 is expected to
complete repairs by about 13th November. Until

/repairs...

341

17.10.1944.
Tuesday.

War Diary

HOME COMMANDS

Port Facilities

Antwerp (Contd.) repairs effected movements through this lock will be restricted. Number 1 gate can either be withdrawn or removed within the time that number 2 will take to repair. Number 4 gate is capable of withdrawal now.
(2) Royers Sluis. Expected to be in operation by 17th October.
(A.N.C.X.F., 171411A to S.H.A.E.F.).

Dieppe. Propose that French terminal of N.M.S.S. and N.D.B.S. from Portsmouth should be transferred from Arromanches to Dieppe on 1st November.
(2) N.D.B.S. can be accepted all states of tide provided draught not more than 6 feet and no Asdic dome is fitted.
(3) Acceptance of N.M.S.S. depends on tide and use of hospital carrier berth which will be free five days a week. This has been agreed by 21st A.G. and P.E.C. restriction in length of ship to 300 feet draught, 16 feet.
(4) A small transit camp to accommodate 20 officers and 100 men is being established in permanent buildings in Dieppe.
(5) Premises for fleet mail office despatch office and transit store will be available.
(6) Staffs for these services will be transferred from Arromanches but a naval store staff will be required from U.K. to deal with stores for naval purposes passing through the port. My 261207 September (not to Dieppe or Newhaven), refers.
(7) If approved, it is for consideration whether U.K. terminal of these services should be transferred to Newhaven to shorten crossing.
(F.O.B.A.A., 171530A to A.N.C.X.F.).

Calais. Construction of train ferry terminal by British referred to in your T.N.482, 15th October is welcomed. Authority to start immediate construction is granted.
Construction plans and selection of terminal site, to be co-ordinated with Com. Zone.
(S.H.A.E.F.G4, 171635A to Exfor).

Bordeaux. Subject matter of your 021525 to Admiralty is under discussion with French Naval Authorities in London. Further communication will be made in due course.
(D.M.S. 171856A to A.N.C.X.F.).

Technical

"X" type submarines. Propose sailing "X" type submarine from Port H.H.X. for exercises as follows.
"X" type submarine 25 in tow P.614 and escorted by ALECTO sails 0800 Thursday 19th to position 056 degs. 15' N. 005 degs. 49' W. thence return BB. Speed 8 knots E.T.A. BB. 1400.
(2) "X" type submarine 23 in tow drifter TRIUMPH sailing 0900 /Thursday...

342

17.10.1944.
Tuesday.War DiaryHOME COMMANDSTechnical

"X" type
submarines
(Contd.)

Thursday 19th via Firth Lorne and passage of Tiree (keep north Dubh Artach) to entrance of Mull Sound. Speed 7 knots, E.T.A. 2359 Kirkwall. Then to slip tow and proceed in company with TRIUMPH to BB E.T.A. 0600 Friday 20th. (BONAVENTURE, 171245A to F.O.(S) Admty., C. in C.W.A., Cmdre. WESTERN ISLES, S.3, N.O.i/c Oban, N.O.i/c Campbelltown, H.Q.C.C., H.Q.A.D.G.B., S.7, Capt. (S) 12).

Target ship for exercising X type submarine is particularly required in Loch Striven from 1st November for approx. 4 months. (2) Request consideration to reberthing MALAYA or other capital ship in Loch Striven over this period. (F.O.(S), 171319A to Admty.).

Radar in
STRIKER.

Now that STRIKER is to operate Swordfish mark III it is requested that consideration be given to effecting very early improvement in the ship's radar equipment.

(2) The present technique of operating Swordfish mark III as described in Admiralty Letters A/M.050613/44 and A.01241/44 and as practiced by VINDEX and CAMPANIA requires that the ship be mainly responsible for aircraft navigation. It is now well established that the observer must devote his full energies to keeping efficient A.S.V. watch.

(3) Radar thus assumes added importance in connection with the ship's main function, that of operating T.B.R. aircraft against U-Boats. For this purpose the following aspects of radar performance are of special importance.

(a) Sufficient bearing accuracy and low cover:-

(i) To keep in view aircraft on local patrols, particularly during W/T silence.

(ii) To ensure that the initial tracks of search aircraft are correct, it is of great assistance to be able to see search aircraft for a reasonable proportion of their first leg.

(b) High raid handling capacity. It should be possible to keep track of at least three A/U aircraft in addition to any requirements for fighter direction which may arise.

(4) STRIKER is at present fitted with type 79, which, though excellent for many purposes, suffers from the following limitations:-

(a) Low cover is meagre. Average figures are:- (i) 500 feet - 10 miles. (ii) 1,000 feet - 15 miles. (iii) 200 feet - 25 miles.

(b) Bearing accuracy is low by comparison with modern sets.

(c) Lack of P.P.I. presentation and slowness of hand turned aerial system result in poor raid handling capacity.

(5) It is submitted that the requirements in para.3 could best be met by early fitting of Type 277 or equivalent in place of existing Type 272.

(STRIKER, 171406A to F.O.C.T.).

Casualties and Defects

B.C.F.3211

At about 0200Z B.C.F. 3211 in L.T.580 tow with BIRMINGHAM and service tugs standing by sunk in lat. 48.16 long. 12.10. Wood deck load barge

/salvaged...

17.10.1944.
Tuesday.

War Diary

HOME COMMANDS

Casualties and Defects

B.C.F.3211. Salvaged. Severe weather continues. All lost B.C.Fs. supplied by PHILADELPHIA and READING. Water entering through broken sounding tubes and progressive flooding due to faulty interior watertight compartments direct cause of all losses. 1200Z position course and speed N.Y.119. 49.11.09 course 064 degs. 23.5. Powers 47 16 14 23 057 7. BIRMINGHAM 48 16 12 12 standing by two disabled tows with 2 service tugs. W.R. 4862 9866 at 1400Z.
(C.T.G. 27.5, 171440 to C. in C.W.A.).

EMPIRE
MALLORY.

EMPIRE MALLORY situation serious master states may have to abandon ship before dark. GOTHLAND 2420 POPPY standing by her. Request salvage tug may be sent. P.C.S. 055 degs. 20' N. 011 degs. 20' W. (X) 085 degs. 7 knots.
Weather report 5662 7458.

(S.O.E.G.B.1, 171545A to C. in C.W.A.).

My 171545A EMPIRE MALLORY P.C.S. 2000A 055 degs. 23' N. 010 degs. 31' W. 085 degs. 10 knots. INMAN and GOTHLAND have been ordered to detach at first light and rejoin convoy if situation permits. POPPY escorting EMPIRE MALLORY to Moville E.T.A. 181100A. Salvage pumps will be required on arrival.

(S.O.E.G.B.1, 172005A to C. in C.W.A.).

L.C.T.(3)
7076.

L.C.T.(3) 7076 beached in (?) Traverse Basin with 4 tanks in portside badly damaged. Craft unfit to tow to U.K. but estimated she could be lifted by L.S.D. by p.m. Thursday (?next) if next L.S.D. after discharging P.B.R. can take. No casualties. My 162301 to F.O.B.A.A. only refers (to 7076).

(N.O.I.C. Boulogne, 172135A to F.O.B.A.A.).

17.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Shipping and Convoys

M.Ls. for My 131103. Postponed.
Meditn. (C. in C. Milford Haven, 170859 to Admty.)

Sailings Until conditions stabilize at Le Havre and Rouen
for Le all requests for information as to type, number,
Havre and drafts and for sailing of ships these ports
Rouen should be addressed this command direct not to
arranged by sub-commands C.T.G. 125.15 and C.T.U. 125.15.1.
C.T.F. 125. This headquarters now located Le Havre.
Although this information promulgated in several
previous dispatches internal distribution various
sailing authorities appears weak. To prevent
congestion it is essential sailing be regulated for time being.
(C.T.F. 125, 170915 to Admty.)

Swedish Amend my 161940A.
Red Cross MANGALORE routed as in Admiralty message 131228A
ship. not 111248A as quoted.
(N.O.I.C. Faroes, 170941A to A.I.G.57, C. in C.
Rosyth, F.O.G.M.A.)

T.A.C. and Forecast of Convoy Sailings.
T.A.L. Convoy Thames Gate Dumpton Ostend
Convoys. T.A.C. 19 1900/19 0115/20 1200/20
T.A.C. 20 1930/20 0145/21 1230/21
T.A.C. 21 2015/21 0230/22 1315/22
T.A.C. 22 2100/22 0315/23 1400/23
T.A.C. 23 2200/23 0415/24 1500/24
T.A.C. 24 2300/24 0515/25 1600/25
T.A.C. 25 1145/25 1800/25 0440/26
T.A.L. 9 2300/19 0400/20 1200/20
T.A.L. 10 0001/21 0430/21 1230/21
T.A.L. 11 0045/22 0515/22 1315/22
T.A.L. 12 0130/23 0600/23 1400/24
T.A.L. 13 0230/24 0700/24 1500/24
T.A.L. 14 0330/25 0800/25 1600/25
T.A.L. 15 1610/25 2040/25 0440/26
All times are B.S.T. Speeds T.A.C. convoys 6
knots, T.A.L. convoys 9 knots.
(Com. Southend, 171221A to N.O.I.C. Ostend.)

B.E.C. Intend to sail from Scarweather:-
Convoys. (1) B.E.C. 11 (codeword "Throne" call sign 9S) at
1200A/20.
(2) B.E.C. 12 (codeword "Throttle" call sign NH)
at 1215A/21.
(3) B.E.C. 13 (codeword "Parliament" call sign 5A) at 1245A/22.
(4) B.E.C. 14 (codeword "Occupier" call sign UN) at 1245A/23.
(5) B.E.C. 15 (codeword "Passive" call sign 9E) at 1315A/24.
(6) B.E.C. 16 (codeword "Dragonfly" call sign BA) at 1330A/25.
(7) B.E.C. 17 (codeword "Radical" call sign JG) at 1100A/26.
(8) B.E.C. 18 (codeword "Metal Work" call sign 6G) at 0900A/27.
(9) B.E.C. 19 (codeword "Wafer" call sign FB) at 0845A/28.
(10) B.E.C. 20 (codeword "Reform" call sign CJ) at 0930A/29.
(F.O.I.C. Cardiff, 171248A to 10, 11 Groups, H.Q.A.D.G.B.,
A.N.C.X.F.)

/Prairie ...

17.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Shipping and Convoys - Contd.

Prairie
Anchorage
discontinued.

My 301535 July cancelled. Use of Prairie anchorage discontinued. Request all future coaster sailings be made direct to destination. (C.T.F. 125, 171453 to A.N.C.X.F.)

T.M.C.
Convoys.

T.M.C.10	T.M.C.11	T.M.C.12	T.M.C.13
A. 0640/19	A. 0700/20	A. 0720/21	A. 0730/22
B. 1125/29	B. 1130/20	B. 1200/21	B. 1210/22
C. 1330/19	C. 1330/20	C. 1335/21	C. 1340/22
D. 1745/19	D. 1745/20	D. 1750/21	D. 1750/22
E. 2345/19	E. 2335/20	E. 2325/21	E. 2320/22
F. 0500/20	F. 0500/21	F. 0500/22	F. 0500/23
G. 1600/20	G. 1600/21	G. 1600/22	G. 1600/23

(Com. Southend, 171532A to C. in C. Nore.)

Balloon
Barrage
Barges
ready for
disposal.

A.M. 271801A Sept. All winches and R.A.F. equipment have been removed from barges. Balloon flying craft now ready for disposal. (F.O.I.C. Harwich, 171753 to Admty.)

L.Cs. for
Meditn.

Appian. Following ten merchant ships sailing in K.M.S. 67 are each available to tow two major landing craft to Mediterranean ports for onward passage through Suez Canal:

Merchant vessel	Port at which M.L.C. will be taken in tow.	Destination of merchant ship in Mediterranean
(A) SAMBURGH	Clyde	Port Said
(B) CLAN MCBEAN	Clyde	Port Said
(C) SARDON	Clyde	Italy
(D) CLAN MURRAY	Mersey	Port Said
(E) SAMUR	Mersey	Italy
(F) SAMOVAR	Mersey	Italy
(G) WAIOTAPU	Mersey	Port Said
(H) CITY OF LILLE	Mersey	Malta
(I) FORT REMY	Milford Haven	Italy
(J) FORT BILOXI	Milford Haven	Italy.

(2) When main convoy forms up ships with M.L.C. in tow should be allotted position at rear of columns.
(3) Commanding Officers of Landing Craft are to attend Convoy Conference at ports where they will be taken in tow.
(4) R.A.L.S.C.U. is requested to detail the Landing Craft for towage by each merchant ship and to sail them as necessary to the ports where they will be taken in tow. Official numbers of craft selected to be reported.
(5) A.M. 061950 and A.M. 102104, neither to all, also refers. (D.O.D., 172013A to C. in C. W.A., R.A.L.S.C.U.)

346

17.10.1944
Tuesday

War Diary

FOREIGN STATIONS

North Atlantic

Gib. GR. ZD. (A) B 115/132.
 Opsum (B) 1 144.
 16/Oct. (C) 1756.
 (F) A/U BK.
 (G) Canaries other sorties intercept of SP M/V CIUDAD DE SEVILLA. 2 Ventura 8½ hours diverted port Lyautey met 2 Martinets 3 hours all times A. (H.Q. R.A.F. Gibraltar, 170220A.)

ENVOY A.M. 161604* H.M. Tug ENVOY has developed serious oil leaks. Anticipated time for repairs approx. two months.
 (2) In addition temperature in boiler room excessive rising as high as 140° F and grave risk of fire exists owing to vaporising of oil fuel.
 (3) Consider ENVOY most unsuitable for Eastern Fleet.
 (4) Propose EMPIRE CHRISTOPHER and EMPIRE JOSEPHINE on arrival be sailed with LARIAT and A.F.D.17.
 (5) Request instructions.
 (F.O.G.M.A. 171132 to C. in C. Med.)
 * ENVOY intended shall continue with LARIAT.

VINDICTIVE, Intend sail VINDICTIVE for Chatham at 1800A/18
 WHIRLWIND, escorted to 43° N. by WHIRLWIND and WRANGLER.
 WRANGLER. (2)-(6) Route and arrangements.
 (3) WHIRLWIND and WRANGLER part company on crossing 43° north and return to Gibraltar.
 (7) A.M. 122324. 141601 171225 and C. in C. Med. 150917 (none to all) refer.
 (F.O.G.M.A. 171228A) See amendment 181221A.

U.B. hunt My 130045* additional information. Target
 N.E. of definitely submarine. Timing of mark 8 depth
 Madeira charges fired by BOSTWICK at 2350Z indicated two
 by CARD's exploded about 300 feet balance at 800. THOMAS
 Group fired pattern at 0029Z after which two explosions
 E.G.9 and were heard at time when charges would have been
 VERITY. about 2000 feet. Lookouts reported smell of
 diesel although no trace found next day. During
 attacks sonar long 160/17M. Have fuel for
 about 8 or 10 days steaming.
 (C.T.G. 22.2, 171231Z to C. in C. Lant.)
 * Ship made Radar contact at 2319/12.

VERITY is to slip and proceed at 0800A October 18th to R/V A/S hunting force as ordered adjustment C.T.G. 22.2.
 (2) Route through Q.B.A.87 thence to (A) 035° 30' N. 014° 00' W. and as ordered.
 (3) Speed of advance 12 knots.
 (4) C.T.G. 22.2 is requested to detach further 2 ships of 9th E.G. to fuel at Gib.
 (5) Composition of hunting force as in my 151534 being passed to H.M.S. VERITY.
 (6) H.M.S. VERITY acknowledge.
 (U.S. Cdr. T.G. 22.2 H.M.S. VERITY E.G.9., Info. Admty., C. in C. W.A. C.M.S.F. Cominch, C. in C. Lant, S.B.N.O. Azores, H.M.S. KILMINGTON.)

/BAZELY...

347

17.10.1944
Tuesday

War Diary

FOREIGN STATIONS

North Atlantic

BAZELY
in collision.

H.M.S. BAZELY was in collision with U.S. Hospital
ship WISTERIA at 0125A/17 in 036° 02' N. 005° 16'
W.

(2) BAZELY making good temporary repair Gibraltar
to be completed p.m. 21.

(3) Intend to sail ship U.K. on completion.

(4) Detailed report follows.

(F.O.G.M.A. 171644A.)

South Atlantic

Alteration
to Flower
Class
Corvettes.

Your 152340.

Matter is now under consideration and it is
expected that policy signal will be made shortly.
(D.O.D.(F), 171103 to C. in C.S.A.)

17.10.1944.
Tuesday.War Diary.FOREIGN STATIONSMediterraneanGreek Operations

Aegean -
S/M
operations.

(1) New standard route for S/Ms. north and south bound in the Aegean is established from position (D) 034° 29' 026° 40' to (E) 035° 03' 027° 16' thence 20 miles east of Rhodes close south Cape Alupo Seskli and Cape Krio thence through Turkish territorial waters to Samos Straits.

(2) S/Ms. may proceed till further orders by day or night.

(3) Previous standard route in Aegean is in abeyance.

(Capt. (S) 1, 171059 to VORACIOUS, VAMPIRE, PIPINOS, (R) S.O.(I) Izmir, F.O.L.E.M., S.O. Force 51, F.O.E.C., Force A.)

Athens.

Col. 21. Communique No.2.

The disembarkation at Athens of troops and stores continues according to plan. Further drops by parachute troops were successfully carried out in the Athens area. The troops have had a great welcome from the civil population. Although the main harbour installations at the Piraeus have been severely damaged by German demolition, many of the public services are functioning satisfactorily. This is due in some cases to successful counter sabotage action by Greek partisans.

(E.M.M.H. Comd. 3 Corps, 171100A.)

Battalion personnel disarmed and under small British guard.

No incidents message ends. Message begins: To Freedom information 3 Corps from Commander 3 Corps. T.O.O. 171415A. G.O.C. 22.

Situation report 1200A hours 17th. Ark Force now taken over from 2 Paratroop Brigades. Situation in Athens good. Civilians very enthusiastic and helpful. Disembarkation proceeding rapidly. 1500 security.

(ORION, 171645A to Caserta C.C.O.)

Cositintrep No.465. Part 4.

Advanced seaborne elements of 3 Corps, under the command of Lt. General R.M. Scobie consisting of 23 Armoured Brigade (being used in an Infantry role) landed at Port Heracles, Piraeus, on morning 16th October, and are taking over guard duties from 2 Para. Brigade in Athens. An excellent reception has been given to our troops and the atmosphere is quiet but politically unsteady. It has now been reported that Nine Commando landed at Piraeus on 14th October, and made a ceremonial entry into Athens with elements of Second Para. Brigade.

(A.F.H.Q. no T.O.O./17 Recd. 2025.)

Aegean
Shipping
summary.

(Extract).

Joint Naval Army R.A.F. Intell. Appreciation 24 hours to 0900/17. All times G.M.T.

(3) Aegean Shipping summary. Photographic R/C 16 October revealed following Leros. Not covered but convoy activity to mainland believed

imminent or in progress. Recent photographs confirm loading activity. According CX M.T. and troops. Cos. Arrived from Leros 1 F lighter, 2 ferries now identified as MALS, 3 Magda barges. CX reports this unusually large shuttle convoy loading troops, guns, ammunition, M.T. Comment: Presumably for transfer to Leros. Rhodes not covered. Crete. CX reports ammunition

/and ...

349

17.10.1944.
Tuesday.War Diary.FOREIGN STATIONSMediterraneanGreek OperationsAegean
Shipping
summary.
(Contd.)

and equipment recently dumped in sea Suda and Canea. North Aegean. Volos. Total shipping now 51 all types including SS. ADRIANA still on fire and 4 coasters including SYBILLE. Salonika. First cover since 13 October confirmed arrival SS. LOLA and 2 E/R Boats from Volos also 2 trawler escort vessels 1 EMS and 1 coaster.

LOLA escorting destroyer not located and CX reports 120 survivors landed Salonika a.m./16 October from vessel this type sunk in Gulf of Salonika night 15th/16th October. Total shipping present now 34/36 all types including LOLA, BOURGAS, ZEUS, ENGERAU and torpedo boat SOLFERINO latter now believed enemy's sole surviving heavy escort. CX reports following. Armament BOURGAS removed and vessel may be used as blockship. ZEUS and other vessels recently minelaying Gulf of Salonika and further minelaying expected. Mines still arriving by rail 15th October. Preparations for blocking and demolition continue. Hospital ship GRADISCA shortly expected Salonika from Adriatic. (C. in C. M.E., 171250C.)

Patras
area.

Arrived Patras 1500A/17th. Very good reception. Port free and can be used. Prison little damaged. Floating crane sunk in west entrance. Mobile crane destroyed on dock side. No one available in port but hope to get some towed

down from up the coast. G.S. SPETSAI being used for communication.

((Locally allocated by F.O.L.E.M.), 171620A to Greek C. in C. Alex.)

Your 161851. Brigadier Towhig still stresses the urgency of evacuating the Greek security Battalion now in the Pappas area and living in the open owing to lack of accommodation. I have informed him that the present policy is not to evacuate these men and that the question has been referred to A.F.H.Q. (2) Brigadier Towhig hopes to proceed to Athens tomorrow to report to General Scobie.

(F.O.T.A.L.I. in QUANTOCK, 171710A to N.L.O. B.A.F. of F.O.T.A.L.I. Taranto.)

Byron situation report 5.

- (1) Patras approach channel 50 (corrupt gr.) widened to 1 mile and nowhere is of less breadth than $\frac{3}{4}$ mile. North and south edge danned N. 5 more mines cut today.
- (2) Channel between Zante and Cephalonia Malta breadth now 12 cables, 4 cables to north and 8 cables to south of line given in set report number 1. 3 more mines cut today.
- (3) Further sweep for influence mines in harbour and approaches has produced no results.
- (4) Cape Papas beach channel not attempted today due escorting commitments. This with further widening of both channels will be tackled tomorrow Wednesday.
- (5) Arrivals today: F.O.T.A.L.I. in QUANTOCK, G.S. SPETSAI JEUNO (tanker).
- (6) B.Y.M.S. 2077, 2009 and M.L.168 have joined sweep force. B.Y.M.S. 2009 and 2028 incapable magnetic sweeping due to defective generator and (LL) tail respectively.
- (7) Some of the anti-sweep devices being encountered are empty mine cases without horns and with chain moorings.

(S.O. M/S.13, 171831A.)

/Situation ...

17.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean

Greek Operations

Patras
area.
(Contd.)

Situation report No.5. Sweeping of harbour completed and L.C.T.(5) 396 and 615 berthed this forenoon.

F.O.T.A.L.I. and Greek Naval Agent received very enthusiastic welcome from population, political situation quiet. NETTUNO arrived.

(3) Visited Kahototi* yesterday. (3 corrupt groups) sailed 0800 as ordered.

(S.N.O. Pat., 172350A.)

* Not identified by W.D.

M.E. Balkan (1) Air Ops. N.T.R.
Sitrep No. (2) Int. Greece. 12th October estimated 12,000
337. tps. in area Salonika of which 4,000 (or 3,000) in town. CX 11th October reports blockship prepared in Salonika harbour. CX from A.D.C.

to Loehr states rearguard to leave as soon as wounded are taken by GRADISCA expected 22nd October. If situation deteriorates to leave 19th October. Agios Georgios. R.N. report 50 Germans surrendered to Greeks 13th October. Comment: Presumably whole grn. Naxos. Force 142 report grn. captured 15th October. Lemnos. 400 evac. night 13th October leaving 250. Force 133 reports shipping arrived 15th October to evacuate remainder. (5) Sea Ops N.T.R.
(C. in C. M.E., 172000C.)

Kalamata. STORK and G.S. SPLENDOUR arrived Kalamata 171800C. Discharging commenced. Advanced Force 133 reports approx. 1400 Security Battalion prisoners at Githion with Major Reid requires immediate evacuation to concentration camp at Spetsai with reference my future commitments request instructions. Detailed situation report follows. F.O.T.A.L.I. pass to Military Authorities addressed.
(STORK, 172002C to F.O.L.E.M., (R) F.O.T.A.L.I., V.A.M., A.F.H.Q., Advanced Force 133, Force 140, B.N.L.O. Kalamata, C. in C. Med., Naples.)

LARNE, (1) F.O.L.E.M. is requested to make arrangements
CLINTON for salvaging LARNE. Ship is to be towed to
(mined 15th Alex. when ready.
October). (2) CLINTON is to be sailed to Taranto for docking and survey when ready.
(3) F.O.L.E.M. is requested to arrange for Constructor Officer to survey and report on conditions of both ships as soon as possible.
(4) C.S.15 162031 October not to all addressees refers.
(C. in C. Med., 172002.)

Situation (1) Unloading of troops and stores at Piraeus
report progress most satisfactory throughout 16th October
No. 462. in fine weather LARNE has been beached in Poros Bay where CLINTON holed forward is anchored.

351

17.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean

Greek Operations

Situation
Report
No. 462.
(Contd.)

(2) TERPSICHOE and CLEVELAND arrived at Scarpanto at dawn 17th October. Naval landing party were unopposed and received enthusiastic welcome from population.
(3) French destroyer (LE) FORTUNE bombarded buildings, housing, vehicles near (Franco?) Italian frontier on 14th October and scored several hits.
(C. in C. Med., 172127A.)

General

WHIRLWIND,
WRANGLER,
VINDICTIVE.

A.M. 141601 not to VINDICTIVE or WHIRLWIND. On reaching 43° N. WHIRLWIND and WRANGLER are to return to Gibraltar. VINDICTIVE is to proceed thence unescorted. WHIRLWIND and WRANGLER are to join D.27 on his arrival at Gibraltar and with KEMPENFELT will form screen for K.G.V. on passage to Eastern Fleet.
(V.C.N.S., 171225A to C. in C. Med., F.O.G.M.A.)

URSA,
UNDAUNTED.

A.M. 141704, para. (2).
On arrival at Gibraltar URSA and UNDAUNTED will be relieved as screen for K.G.V. by WHIRLWIND and WRANGLER. URSA and UNDAUNTED are to be held at Gibraltar to provide onward escort for C.V.Es. mentioned in A.M. 141601 not to all.
(V.C.N.S., 171245A to C. in C. Med., C. in C.E.F.)

M.V. ABBEY-
DALE
(tanker).

Arrivals after part of ABBEYDALE in tow.
(N.O.I.C. Taranto, 171742.)

Plague at
Algiers.

In view of the presence of Sporadic Plague in Algiers all unnecessary routing of ships to that port is to be avoided.

(2) Ships arriving from Algiers may at present be regarded as healthy under the term of International Sanitary Convention section IV article 24 need not normally be subject to quarantine.
(3) All Naval personnel embarking there (except those in transit by air who do not leave the airport) are to be examined daily by a Medical Officer for six days from the date of departure.
(C. in C. Med., 172138 to Med. Stn. 162B.)

/Valona ...

352

17.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean - Contd.

Valona.

(Extract)

Special operations Sitrep No.47.

(3) (b) On the morning of October 14th the Germans were blowing up the coastal defences on the Zvernec Peninsula also installations in Valona town and port.

(c) At approx. 1800 hours on October 14th the Germans commenced the wholesale burning of Valona and on the morning of the following day the whole area was covered with black smoke.
(H.Q. Balkan A.F. No T.O.O.)

353

17.10.1944.

Tuesday.

War Diary.

FOREIGN STATIONS.

East Indies.

~~H.M.L.~~
1957 (re-
ported sunk
13 October.)

E.T. F.O.E.A. (?reports) ~~H.M.L.~~ 1957 sunk in
4° 36' S. 39° 35' E. after explosion probably
external cause unknown; one rating missing one
seriously injured - F.O.E.A's 131117, not to all,
refers.
(C.C.F. 170900Z.)

U.S.S. GEN.
MITCHELL.

U.S.S. transport GENERAL MITCHELL sailed 14th
October for United States via Australia. (Details)
(D.S.T.O. Bombay 171123Z.)

RAJAH
(escort
carrier,
ferrying.)

Sailed RAJAH escorted by NARBADA for Suez for
onward passage to U.K. Admty. 141403 Sept. not to
all addressees refers NARBADA will be detached
off Aden.
(2) - (6) Route and arrangements.
(7) He the retired governor of Ceylon Sir Andrew
Caldecott is taking passage in RAJAH. My 040401
to Admiralty refers.
(C. in C.E.F. 171201Z.)

A.S.I.Ss.

Your 161217Z. Comprehensive message on disposition
of A.S.I.Ss. is in draft form and will be des-
patched shortly. This will affect distribution
intended in your 090301 not to all. Request
arrangement be suspended accordingly.
(D.G.D. 171637A to C. in C. E.F.)

CLYDE,
ROVER,
SEVERN,
OSIRIS.

(Extract.) A.M. 192001* September. CLYDE is to
be scrapped on the station now.
(3) ROVER and SEVERN are to be paid off and
scrapped on relief after the German war.
(4) OSIRIS is to be scrapped on station as soon
as convenient (your 051022 refers.)
(1st Lord 172035A to C. in C. E.F.)
* Pay off of CLYDE.

17.10.1944
Tuesday

War Diary

FOREIGN STATIONS

America and West Indies

- H.X.311. Average speed 9.1 knots. In position 51.07 N. 12.40 W. at 1400Z/10. All arrived. (D.T.D. 171255A)
- U-Boat dispositions. Estimates. (N.S.H.Q.Ottawa, 171340Z, Cominch, 171550Z)
- Routeing of Hospital Ships. Your 161358/. Concur but propose to amend position WJ to conform to Westbound route promulgated in Admiralty's 111213. (Plot O.D. 171732A to Com. 10th Flt. C. & R.) / Routeing of Westbound Hospital ships during winter.
- LAUYRIAN. Your 162228Z. Following received from CGS LAUYRIAN begins: I request to proceed Gaspo, then to our destination St. John N.B. on our own. I have no desire to proceed to St. Johns N.F. as this ship needs to be protected from any heavy weather. Signed F. Goreham. Master. Ends. (ARROWHEAD, 171944Z to N.S.H.Q.)
- U-Boat incidents. Para. C. 130806Z GUADALCANAL radar contact 48.15N. 39.32 W. (Cominch, 172035Z)
- L.23, L.26, L.27, SEAWOLF. (Extract.) Your 211948 September, L.23, L.26, L.27 and SEAWOLF are to be scrapped on paying off. (1st Lord, 172036A to N.S.H.Q.Ottawa.)

Australia and New Zealand

- Digest 1000. (Extract). 16th October. (10) Surfaced S/M sighted off central north coast Cerap heading west midday 16th. (19) Offensive patrols conducted over Gazelle Peninsula. New Ireland Bougainville 15th Oct. involving 92 Corsairs. (20) Repeated evidence renewal of coastal barge traffic along shores open bay at night. (G.H.Q. S.W.P.A.171115Z)

17.10.1944
Tuesday

War Diary

U-BOAT CAMPAIGN.

S/M attack
and sighting
summary.

Para. A. (1) H.M.C.S. ANNAN of E.G.6 attacked
U-Boat at 1945Z/16 in 61 degs.09' N. 04 degs. 53'
W.

Para. B. (1) A/C Z/407 obtained disappearing
contact at 0502Z/16 in 60 degs. 48' N. 03 degs.
17' W.

(2) A/C Y/86 obtained disappearing contact at
1053Z/16 in 59 degs. 59' N. 05 degs. 31' W.
(D.D.I.C. 171101A)

U-Boat
dispositions.

(D.D.I.C.171320A, 1322A)

U-Boat
sunk.

My 221059 July, 1942.

At 1945/16 R.C.N. Frigate ANNAN illuminated and
engaged with gunfire surfaced U-Boat, after
Radar contact. U-Boat depth charged while still
on the surface and sunk in 60 miles E.S.E. of
Munken Rock, Faroes. 44 survivors.
(D.A/U.D. 171923A)

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.

RESTRICTED.

~~40~~^B IN

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.

190253Z/Jan. *120 Sec -*

From C. in C. B.P.F.

Date 19. 1. 48.
Received 1100

GENERALEX

Addressed ALERT,
Info. F.O.M.A., Admiralty.

A.M. 171157 January. Comply with para. three
of my 150720 January.

190253Z

Re wreck of Submarine on Bombay Shoal.

O.D. (8)
D.C. (2)
D.T.D. (2)
D.N.D.
Hydrog. (2)
Staff Charts
D.T.A.S.W. (3)
D.N.I. (5)

87/EK

CONFIDENTIAL.

OUT

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.)

171157/January.

To: C.in C.B.P.F.
Info F.O.M.A.
ALERT.

Date 17.1.48

GENERALLEX.

From Admiralty (D.N.I.)

Your 150720.

Wreck of submarine sighted on the Bombay Shoal in the Palawan Passage may be U.S.S/M DARTER stranded and scuttled on 24th October, 1944 in the Palawan Passage after attacking Japanese force in approximate position 9 degs. 30 mins. North 117 degs. 15 mins East repetition 9 degs. 30 mins North 117 degs 15 mins East.

2. H.M.S.OPOSSUM's hydrographic note of 22nd October, 1946 also refers. Chart action has awaited further information but will now be taken.

171157

O.D.(8)
D.C.(2)
D.T.D.(2)
D.N.D.
Hydrog.(2)
Staff Charts
D.T.A.S.W.(3)
D.N.I.(5)

for D.N.I.
(ext.787)

Confirmed by H.M.S. ALERT.

MID 02294/48

CONFIDENTIAL

IN

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.) P.F. Date 15.1.48

Recd. 2002

GENERALEX

To F.O.M.A. ALERT.

Info Admiralty.

Reliable Sighting Report received of the Wreck of a Submarine on the Bombay Shoal in the Palawan Passage in position 9 degs. 26 minutes North 116 degrees 57 minutes East. Conspicuous and painted grey.

2. No information of a wreck in this position is held.
3. ALERT is to investigate during passage from Jesselton to Hong Kong and if possible obtain photographs to assist in identification.
4. ALERT acknowledge.

150720

O.D. (8).
D.C. (2).
D.T.D. (3).
D.N.D.
Hydrog. (5).
Staff Charts. (3).
D.T.A.S.W. (3).
D.N.I. (5).

LB

Cannd find a Japanese
submarine casualty in this position.
Suggest (a) It is an American
submarine casualty - from attack on Jap Fleet
(b) That it may be a scuttled
submarine at the surrender of
the Philippines.

S E C R E T

N.I.D. L.C. Report No. 958
22nd October, 1944.

ATTACK ON NICOBAR ISLANDS 17th and 18th OCTOBER 1944

Long. 92°40'E: 93°40'E.
Lat. 06°40'N: 09°20'N.

OPERATION

On 17th October a task force of the Eastern Fleet carried out a carrier borne aircraft attack and bombardment of enemy defences and landing grounds on Car Is. and around Nancowry Harbour. No damage or casualties were suffered by H.M. Ships, but one bomber and three fighters failed to return. One enemy medium-sized ship and five small ships were destroyed in Nancowry Harbour, and at least eight enemy aircraft which attempted to interfere with our operations against Car Is. were destroyed.

GENERAL REMARKS

The Nicobar group consists of twenty islands with a total area of 635 square miles. The group forms part of a chain of islands (including Andamans) which extend from Cape Negrais, Burma, to the North tip of Sumatra.

HISTORY

At various times France, Denmark, Austria and Great Britain have had more or less shadowy rights to the islands. In 1869, they were finally taken over by the British who took steps to put down the piracies of the islanders. The islands were evacuated on 10th March 1942, and the Japanese radio announced that the Nicobars were occupied on 13th June 1942.

POPULATION

In 1931 the total population of the islands was around 10,000 of which about three-quarters were in Car Is. The Nicobarese are of the Indonesian-Malay type and could possibly be confused with the Japanese.

CLIMATE

The climate is hot and enervating. In October the S.W. monsoon ends and the wind usually dies down and backs from S. to N.E. It is then usually calm and dull with occasional squalls. Malaria of a particularly virulent type exists on all the islands and this with Blackwater Fever is prevalent around Nancowry Harbour.

STRATEGICAL

The Nicobars, with Andaman Is. to the North, form, with Burma and Sumatra, the most Western boundary of the Japanese East Asia defence perimeter. It is from Car Is., where two defended aircraft landing strips have been constructed, that the enemy is able to keep a lookout for any traffic passing through 10° channel to Malacca Straits. In the centre of the Nicobar group the three islands Kamorta, Nancowry and Trinkat enclose the excellent anchorage known as Nancowry Harbour which has a seaplane alighting area and is classified as a 'B' anchorage by the Admiralty. The Japanese have constructed defences and strong points to protect the entrance mainly in the vicinity of Naval Point near the Eastern entrance.

The Japanese garrison in the Nicobars is between 8,000 and 10,000 Army troops plus a small naval garrison unit. No warships are stationed in the islands.

(Sgd.) H. CLANCHY
D. D. N. I. (H)
22.10.44.

N.I.D. (4)

Distribution overleaf:

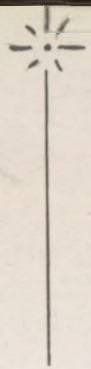
L.C. Report

Requests for further information on this subject
should be made in writing or by telephone to N.I.D.(4),
Telephone Whitehall 9000, Ext. 15.

Distribution:

First Lord
First Sea Lord
V.C.N.S.
A.C.N.S.(F)
A.C.N.S.(A)
D. of P.
D.O.D.(F)
D.T.S.D.
D.A.W.T.
F.O.(S)
C.C.O.

D.M.I. War Office
A.C.A.S.(I) Air Ministry



KAMORTA
08°09'N 93°29'E

297

435

BERESFORD CHANNEL

DRING Hbr

TRINKAT
08°05'N 93°33'E

Expedition Hbr

Grand Hbr

229

Bay Pt

NAVAL Pt

BLUFF Pt

735

Safalire Bay

Fort Bay

Nancowry Hbr

Spital Bay

Wasp Bay

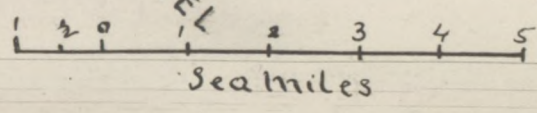
534

REVELLO CHANNEL

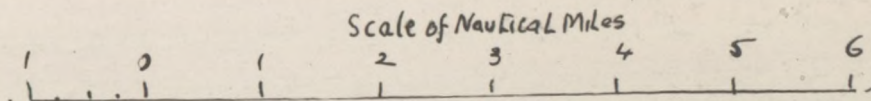
NANCOWRY
08°00'N 93°32'E

KATCHALL

C. CONNAUGHT



CAR NICOBAR Is
09°10'N 92°46'E





CAR NICOBAR Nº 2 L/G

CAR NICOBAR Nº 1 A/F



RESTRICTED
NES Nº N 0255

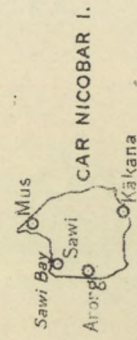
CPIS M^{OS} Nº 946
CAR NICOBAR ISLAND
YARDS (approx)
BN/285 (11 4 44)
BN/276 (9 4 44)
AC SEA 758/G

Q.R. 5843

NICOBAR ISLANDS

SCALE 1:1,000,000 OR 18 MILES TO 1 INCH

MILES 0 5 10 20 30 40 50 MILES



DBATTI MALV I.

Senery 3
CHOWRA I.

Chanumlap
TERESSA I.
Bengali

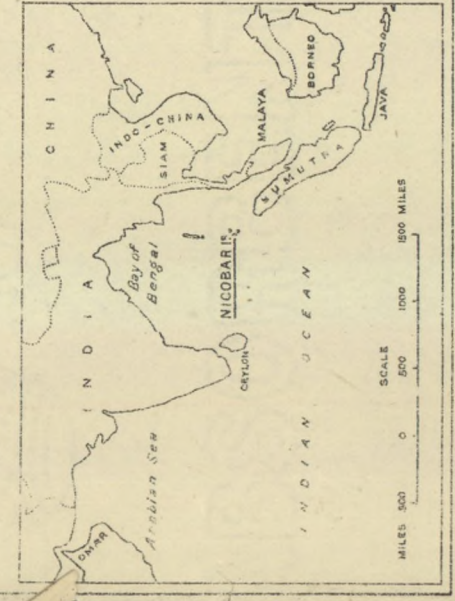
POAHAT
BOMPNIKA I.

Koikos
CAMORTA I.
Hocmattai
Takashin
Maruo
TRINKAT I.
Oshoboin
North Bay
Mishia
Mancovy Harbour
Tapong
Channel
Mohean
KATCHALL I.
Olenchig
Koimekeah
South Bay

TILLANCHONG I.
S. OF MAIN

Sombrero Channel

OMEROE I.
TRAKI TREIS I.
Victoria Harbour
PULO MILG I.
OMEPCHALL I.
Eifok
Tafwep
Patua
St. George's
Zammet
Tidem
KONDUL I.
CABRA I.
Lafui
Terila
Bananga
Dakoank
Kopenheat
Kanalla
Henhoaha
Gatathes Bay
Casertia Bay
GREAT NICOBAR
LITTLE NICOBAR



War Diary

18.10.1944.
Wednesday.

SITUATION REPORT

Home Commands.

1. The Commander in Chief Western Approaches desires greater certainty of tactical co-operation in anti U-Boat operations in his command, that his own standing orders for the conduct of such operations may be promulgated to both Home Fleet and U.S. escort groups land support forces.

North Sea

2. It is expected that Calais will be suitable for 5 coasters up to 15 ft. draught after the entrance has been cleared.

Channel

3. Dieppe can now accept one train ferry daily, one hospital carrier, and in addition 20 ships of 180 to 300 ft. length and 12 to 18 ft. draught.

Western Approaches.

4. Convoys N.Y.119, including barges, escorted by C.T.G.27.5 in U.S.S. O'TOOLE, and O.S. 92/K.M.S.66, including L.C.Ts. in tow, escorted by FOWEY, ALLINGTON CASTLE, and KNARESBOROUGH CASTLE have been scattered by a heavy gale with 40 ft. seas off Lands End. B.C.L.3159, S.M.720 and S.T.511, from the former, and L.C.Ts. 480 and 7022 at least, from the latter have foundered. KINGCUP and BLANKNEY were sent out to assist, but BLANKNEY herself was driven back by stress of weather. The situation is still confused.

Norway

5(a). IMPLACABLE, after photographing TIRPITZ at Haakoy and bombing Bardufoss and Sorreisen with her Fireflies, requested C. in C.H.F.'s permission to go back and bomb TIRPITZ tomorrow, but has been ordered to return pending stronger fighter cover.

Operation "Lycidas"

(b) Force 9 on the 15th, after their previous day's efforts of Stadtlandet and Trondheim (see Situation Report of 15th) went on to mine Ramsøysund and bomb a grounded 3,000 ton merchantman in Fro Havet protected by 2 flak ships. Both of these also were set on fire.

Foreign Stations.

Mediterranean.

VINDICTIVE

6. The Fleet Repair Ship VINDICTIVE sailed from Gibraltar for the U.K. today, escorted by two destroyers.

Riviera.

7. The U.S. destroyer EBERLE shelled targets in the Ventimiglia area today.

18.10.1944.

Wednesday.

War Diary.

SITUATION REPORT.

Mediterranean - Contd.

Greece &
Aegean.

8.(a). ARGONAUT destroyed a large tank landing craft in Northern Channel today and carrier borne aircraft successfully attacked a train near Volos.
(b). The garrison of Santorin surrendered to AJAX today.
(c) 8/15 Beaufighters of Balkan Air Force despatched to sweep Salonika Bay are reported to have attacked and made hits with R/P and cannon on a 1500 ton destroyer a merchant ship, 6 landing craft and a large trawler.

Australia & New Zealand.

Invasion of
Philippines.

9. During operations in Leyte Gulf preliminary to the invasion of the Philippines (see 20th October) enemy aircraft twice attacked the minesweepers and hydrographic craft without effect. Nearly 200 mines were collected and beach defences were captured.

Enemy convoy
destroyed
off Manila.

10. U.S. submarines attacked a convoy of 10 large merchant ships with 4 escorts off Manila Bay at daybreak today and destroyed the majority of the cargo vessels; the remainder headed south towards the north entrance of Palaman Pass Gap.

11. The Australian M/S A/S vessel GEELONG sank today near Finschafen, New Guinea, as the result of a collision at night with the U.S. tanker YORK.

China.

12. The Air Ministry report that a Liberator today bombed and sank a Japanese destroyer in a convoy of 8 vessels in the south China Sea.

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Policy

Orders for German Navy upon surrender.

Request report whether any progress has been made in discussions with Russians concerning Draft Special Orders. Admiralty message 300154 Sept. refers.
(Admty., 181030A. to Adm. Archer.)

Engagement of flying bombs by merchant ships.

Cancel para. (4) of A.M. 161729.
(2) Merchant ships may fire at flying bombs in following circumstances only:-
Masters, Armament Officers and Senior D.E.M.S. Ratings are fully briefed in regard to details in paras. (2) and (3) of A.M. 161729.
(3) Pass to N.C.S.Os. and D.E.M.S. Staff Officers.
(D. of L.D., 181444A to Ships and Authorities in Areas A and C.)

Movements

EARNER.

Your 180627. EARNER has been told to return to Merville.
(INMAN, 180923A to Com. (D) W.A.)

ADVENTURE.

A.N.C.X.F. (Main) 111541 being passed to Plymouth. Defects and docking cannot be arranged at Portsmouth without prejudice to other commitments of high priority. If it is intended that ADVENTURE should carry on as a repair ship for any length of time, consider auxiliary machinery defects should be made good. It is understood that spare cylinder blocks for steam dynamos are at Plymouth. Request repair port be allocated.
(C. in C. Portsmouth, 181128A to Admty.)

DIADEM.

Arrived DIADEM and ONSLOW.
(N.O.I.C. Aultbea, 181813A to A.C.O.S.)

DEVONSHIRE and others.

Situation report for 2002A October 18th.
Group of 2 M/Vs., 20 R Buoy to Methil 8.
L.C.T.1148 escorted by AGNES NUTTEN, 20 D Buoy to Rosyth 6½.
APOLLO 6 miles south of 21 D, northbound 20.
E.N.47, 25 Buoy 7½. T.F.N.13, approaching 20 A.8.
ULA escorted by LOCH MONTEITH, 35 Buoy southbound 9. F.S.9, 20 E Buoy 6½. DEVONSHIRE, May Island 2030 to Scapa 15 knots to 29 Buoy then 17. A/C Target Vessel 25 Buoy at 2001 to N.E. and returning to 25 Buoy at 2302 thence to Lunan Bay.
LOCHNAGAR, NOVA escorted by two frigates and two trawlers 35 Buoy at 0330 to Aberdeen 10½. Two frigates patrolling in Moray Firth then to escort LOCHNAGAR as above. LANCASTER 20 R at 2030 to Rosyth 20.
(C. in C. Rosyth, 181520A to Rosyth Command.)

/APOLLO ...

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Movements - Contd.

APOLLO. My 171701A postponed 4 hours.
(F.O.I.C. Tyne, 181905A to A.C.O.S., F.O.I.C. Milford Haven.)
171701A (secret) amended by my 181905A sailed.
(F.O.I.C. Tyne, 182130A to A.C.O.S., F.O.I.C. Milford Haven.)

Operations

Situation Reports

Naval. Cositintrep No.196 part two Naval.
(A) Captured ports. (1) Calais preliminary report on berths states that port will be suitable to receive up to five coasters 15 feet draught after clearance of entrance.
(2) Boulogne. L.C.T.7067 was mined in the Rade Carnot at 1800/16th in a position which has been repeatedly swept, there were no casualties and craft is now probably beached.
(3) Dieppe. One train ferry of Zeebrugge type can now be accepted daily. Trial with Twickenham type arranged for 18th October, but as this type must be off-loaded by crane total difficulties probably make it unacceptable except in emergency.
(4) Rouen. Salvage of OLE WEGGER is now being undertaken at high priority by S.V. SALVICTOR. Hull is extensively damaged in six places by demolition charges and engine room wrecked. Arrangements for towage to U.K. will be made when state of seaworthiness after salvage has been ascertained. Attempt to move ship to clear river block will be made about 26th October but temporary repairs will be necessary before cross channel passage.
(B) Unloading figures (ref. Cositintrep No.194 part II). U.S. figures for 14th October small ports stores for "1835" read "2727" figures for Brittany ports are stores 4524, Pol. 276. U.S. figures for 15th October.

	<u>Troops</u>	<u>Vehicles</u>	<u>Stores</u>	<u>Pol.</u>
Cherbourg	-	-	11946	3487
Beaches	6158	70	12378	112
Brittany ports	-	13	4192	474
Small ports	-	-	1754	-
Havre	-	-	312	-
Total	6158	83	30582	4073
British figures for 16th October				
East Calvados	989	360	1657	354
Dieppe	96	-	6018	-
Boulogne	-	-	157	-
Ostend not received				
Total	1085	360	8432	354

(Adm. Ramsay, 180019A to Admty.)

Operations

North Sea

Water transport for Rhine crossings. A.N.C.X.F. 171945.
There are no Siebel ferries in any of the British operated ports in Northern France.
(F.O.B.A.A., 181141A to A.N.C.X.F.)
/Eagle ...

360

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Operations

North Sea - Contd.

Eagle ships
for Schelde.

Com. i/c Belgium 161038. Request confirmation
that Eagle ships can be made available and if so
how many.
(A.N.C.X.F., 181227A to C. in C. Nore.)

Patrols.

Minesweeping patrols and position 51 not manned
tonight owing to weather.
(F.O.I.C. Harwich, 181836A to C. in C. Nore.)

Operations

Channel

Patrol.

Pins cover night 18th/19th October.
G.H.1 L'AVENTURE, Z.9 south. G.H.2 VANOC Z.109.
(C. in C. Portsmouth, 181040A to usual addressees)

Operations

West Coast France

Patrols.

Off Port Breton. Nothing to report. Impossible
to land fuel. Fuel remaining PIORUN 75 per cent.
BRISSENDEN 66 per cent. Weather report 9161
0156.
(Force 28, 180931A to C. in C. Plymouth.)

Carry out Operation "Assault".

- (A) Force 27 TANATSIDE (S.O.), ALBRIGHTON. (B) 0001A/19th Oct.
- (C) By most direct route to reach vicinity of Ile d'Yeu by 2000A/
19th speaking Ushant and Penmarch Signal Stations on passage if
weather is suitable.
- (D) Patrol between Ile d'Yeu and Les Sables d'Olonne during dark
hours and between Belle Ile and Gironde by day.
- (G) Force 28 PIORUN, BRISSENDEN as in my 181032A.
(C. in C. Plymouth, 181031A to TANATSIDE, ALBRIGHTON.)
Force 28 is to leave vicinity of Ile d'Yeu at 2000A/19th
and return to Plymouth keeping north of Force 27.
(C. in C. Plymouth, 181032A to Force 28.)

Operations

Western Approaches

Co-operation
between H.F.,
U.S. and W.A.
escorts.

My memo. W.A. 0202/7 of 11th October, containing
orders for conduct of A/U operations in coastal
waters of Western Approaches Command, at present
applies only to H.M. and H.M.C. ships under the
operational control of Commander in Chief,
Western Approaches. Commander in Chief, Home
Fleet has been requested to extend its applica-
bility to Home Fleet escorts operating in Western Approaches
focal areas. My 161314 refers.

(2) In order to obtain uniformity of action, it appears desirable

/that ...

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Operations

Western Approaches

Co-operation between H.F., U.S. and W.A. escorts. (Contd.) that the operation of U.S. escorts of C.U./U.C. convoys in the focal areas should similarly be guided by these orders, so that British groups, while giving them support, would be in no doubt as to the action required of them in any circumstances when covering such convoys. Such co-operation would obviate the necessity of issuing special orders by signal to support forces meeting American convoys.

(3) It would be appreciated if U.S.N. authorities could be sounded on the above lines. The chief difficulty would appear to be one of command, observing that:

(A) In these orders the command is vested in the Senior Officer of the Support Force.

(B) Senior Officers of U.S. Escort Groups are believed to be in general senior to Senior Officers of British Support Groups.

(4) It is not considered that tactical co-operation should present any noticeable difficulties, since most of the active hunting work is done by the Support Force, which would be all British.

(5) If American concurrence is obtained, request total numbers of U.S. escorts, and names of U.S. Shore Authorities, likely to require copies of the memorandum may be communicated in order that issue may be made to U.S. ships on their next arrival at a British port.

(C. in C. W.A., 182154A to Admt.)

Operations

North Western Approaches

Patrol.

Cdre. (D) W.A. is requested to sail 10th E.G. a.m./19th October to position 58° 30' N., 08° 00' W. Speed of advance 15 knots but speed is to be reduced if necessary to avoid weather damage.

(2) 5th E.G. is to leave present patrol so as to commence Gamma search at 0800/19th between following positions 58° 47' N. 07° 29' W. and 59° 11' N., 08° 02' W.

(C. in C. W.A., 182342A to Com. (D) W.A., S.O. E.G.5.)

Operations

Norway

Operation "Lycidas".

Following is brief summary of Operation "Lycidas".

(1) 14th October Lepso not mined as planned owing to error in landfall. Six mines were laid in western end of Aarumsund Channel 62° 12' N., 05° 21' E. and five mines were laid between north-east corner of Risto and south-west extremity of Sando in approx. position 62° 14' N., 05° 22' E. Seven flak batteries were straffed.

(2) 15th October first strike. A completely successful lay of 11 mines in Ramsosund 64° 20' N., 10° 27' E. 3 O.Ps. were shot up. No flak experienced.

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Operations

Norway

Operation "Lycidas". (Contd.) (3) 15th October second strike. Rover shipping strike of six Avengers escorted by eight Wildcats swept Fro Havet from north to south and attacked grounded merchant vessel of about 3,000 tons protected by two flak-ships in position 63° 51' N. 09° 46' E. One hit and one very near miss with 500 pound M.C. bombs claimed on merchant vessel. Both flak-ships set on fire by fighters.
(4) No G.A.F. seen, no casualties.
(5) Offensive A/S sweeps were carried out on return passage. (C. in C. H.F., 181358A to Admty.)

Operation against Aalesund. A.L.M/OD.03253/44 27th September 1944 para. (7). Intend to attack shipping in Aalesund sailing night 20th/21st October if weather permits and worthwhile targets are available at night.
Op. Hardy
See P439
(2) Request very early information. (A) Whether this port is used by ships of 1500 tons and over by night. (B) How frequently. (C) Types and tonnage. (D) Whether north or south anchorage is used. (E) What watches light and other anti-sabotage measures are in use. (A.C.O.S., 181515A to Admty.)

R/C of TIRPITZ. German battleship TIRPITZ photographed in position 069° 38'08" N., 018° 47'07" E. south of Haakoy, surrounded by nets, new gun positions all round, no smoke but heavy flak.

(2) Bardufoss airfield and Sorreisen attacked by Fireflies, one He.115 destroyed, one Ju.52 and one He.115 probables. No fighters seen.
(3) Am retiring. My P.C.S. at 1900 069° 30' N., 010° 00' E. 210°, 17 knots but am prepared to bomb TIRPITZ tomorrow.
(4) Weather report 5482 8025.

(IMPLACABLE, 181631A to C. in C. H.F.)
The successful reconnaissance in compliance with A.M. 171924 is appreciated.
(V.C.N.S., 181943A to J.P.R.C. Benson.)
Your 181631. Well done. Return to Scapa. Do not try and bomb in face of heavy flak with your inadequate anti-flak fighter strength.
(C. in C. H.F., 182117A to IMPLACABLE.)
My 181631 request permission to attack.
(IMPLACABLE, 182145A to C. in C. H.F.)

Operation S.C. "Ramose Challenge". (1) 1400A/20th October from Scalloway. Intend to sail S.C. operation from Shetlands.
(2) 042° from Muckle Flugga to 065° 53' N., 009° 07' E. thence 090°, 11 knots.
(3) 1900A/22 October.
(4) Between 1900A/22nd October and 0600A/23rd Oct.
(5) 227° to Muckle Flugga 13 knots.
(6) a.m./25th October. (7) 047° Muckle Flugga. (8) No. (N.O.I.C. Lerwick, 181810A to A.C.O.S., Admty., S.O. S/Ms. Lerwick.)

/My ...

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Operations.

Norway

Operation My 181810.
S.C. (1) 065° 53' N., 011° 48' E.
"Ramose (2) "Ramose Challenge".
Challenge". (3) 066° 01' N., 011° 41' E.
(Contd.) (N.O.I.C. Lerwick, 181811A to A.C.O.S.)

Operations

Northern Waters

Hunt for aircraft-sighted U-Boat. Hunt U-Boat sighted on the surface by aircraft in position 061° 38' N. 004° 35' W. Homing procedure "Charlie" and I.F.F.
(C. in C. Rosyth, 180856A to S.O. E.G.14.)
My 180856A to 14th E.G. join hunt.
(C. in C. Rosyth, 180911A to S.O. E.G.6.)

Am in position 061° 45' N. 004° 38' W. Searching the area for submarine which PP stated he saw dive.
(S.O. E.G.6, 181000A to C. in C. Rosyth.)
Am at PP 2 Marker now.
(S.O. E.G.6, 181035A to C. in C. Rosyth.)
Dan buoy dropped position 061° 44' N. 004° 38' W. alongside aircraft marine marker.
(S.O. E.G.6, 181047A to S.O. E.G.14.)
6th E.G. has searched outside sweep 220° 15 miles from marker and is now establishing inner box search round marker.
14th E.G. is carrying out ?outer box search. Aircraft carrying out Cobra 15.
(S.O. E.G.14, 181255A to C. in C. Rosyth.)
U-Boat is estimated outward bound probable course south-westerly speed 2 knots. Possibility of escape north of Faroes cannot be ignored. If not in contact by 2030/18 following patrol areas are to be adopted. Circle centre 061° 38' N. 004° 35' W. Escort Group 6th to operate in sector 260° to 000°. E.G.14 in sector 180° to 260° attention is directed to Q.Z.X.816.
(C. in C. Rosyth, 181609A to S.O. E.Gs. 14, 6.)
L.L aircraft will operate in area to south-west of sighting position, they will not use I.F.F. Escorts should consequently expect radar contacts (?of) aircraft to be friendly and to be illuminated by Leigh Light from time to time.
(C. in C. Rosyth, 181627A to S.Os. E.Gs. 14, 6.)
No result from box search. Am complying with your 181609A.
(S.O. E.G.14, 182009 to C. in C. Rosyth.)
If not in contact by 0830/19 organise patrol with 6th E.G. in rectangle 220° 66 miles and 130° 37 miles from 062° 00' N. 004° 45' W.
(C. in C. Rosyth, 182341A to S.O. E.G.14.)

Convoy J.W. 61. Operation "Trial". Following has been agreed with Northern Fleet Staff in order to have best use of escort and to give maximum time for loading.
(2) Russian escort for White Sea section will meet J.W.61 at position MU and take it to Archangel. Escort will return with White Sea section of R.A.61 and R/V with Kola Inlet section at Thermia. Times of R/V in my 180927.
(S.B.N.O. N.Russia, 180921A to C. in C. H.F.)
Operation "Trial", My 180921. R/V at 1000C Wed. 1st Nov.
(S.B.N.O. N.Russia, 180927A to C. in C. H.F.)

/Patrol ...

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Operations

Northern Waters - Contd.

Patrol. Shift patrol forthwith to area 62° to 63° between 20° and 22°.
(C. in C. W.A., 182321A to S.O. E.G.11.)

Allied Air Activity

Corridor 19 Cite A.259 18th October 1944. Message begins:
Dodman's to Request your concurrence to Corridor 19 Dodman's
Primel. Point to Pt. de Primel Grid two V.R.4731 in both
directions for day and night flights by non-
operational aircraft. Aircraft will fly above
3000 ft. by day when cloud ceiling permits and 6000 ft. by night
when weather conditions permit. Movement notification will
not be given.
(S.H.A.E.F., 181635A to Admty., H.Q.C.C., 9th A.F., A.N.C.X.F.)

Mining

Operations 42 M/S. Flot. continuing SA/LL clearance "Pilgrim".
report. Negative results. All operations hindered
through bad weather. No operations in Calais
area. Delayed report (?from) Boulogne of
operation on 16 October. One moored mine unknown antenna type
swept and exploded in position 183° Digue Carnot north light
1.1 miles. L.C.T.7067 mined and damaged in position 130° above
light 6.3 cables. No casualties. Craft will be beached.
(Capt. M/S. East, 180830A to A.N.C.X.F.)

Unauthorized S.G.A. 56 161216 October. Unable to trace
removal of delinquent fishermen. French are continuing
channel dan enquiries.
buoys. (2) Permission to fish had not been granted for
Fecamp and St. Valery owing to non-existence of
Fishery Control Vessels and fishing has been
forbidden until French supply same. Only port in my command
whence fishing is authorised is Treport where shore lookouts are
controlling fishing until arrival Guard Vessel.
(N.O.I.C. Dieppe, 181145 to F.O.B.A.A.)

Efficiency of VERNON M/S 141830 October which has been passed to
Snag locator C. in C. Rosyth. COMITATUS has been inspected.
trawlers. Boiler required retubing and decks and hull require
renewal and repair before ship is considered fit
for operations. Intend to pair POINTZ CASTLE with
HILDINA in order to avoid delay. COMITATUS is being retained by
VERNON until relieved by another trawler. Request one may be
allocated forthwith. Letter is being forwarded with recommend-
ations requested in last sentence in above quoted signal.
(LOCHINVAR, 181253A to Admty.)

167th Your 171559. 167th M.S.F. is required for
M.S.F. Boulogne and subsequent to opening of that port,
as delayed release mines are likely to be found
in the vicinity of the ports in my command.
(F.O.B.A.A., 181726A to A.N.C.X.F.)

/Minesweeping ...

365

18.10.1944.

Wednesday.

War Diary.

HOME COMMANDS.

Mining. - Contd.

Minesweeping
organisation
in F.O.B.
A.A. area.

A.N.C.X.F.'s X/0940/2/24 of 9th October 171535 and 171601 not to all. As from 2359/18th October the following organisation will come into force in my command.

A. Duties of minesweeping authorities.

B. Lieutenant Commanders Minesweeping at Dieppe and Boulogne to be responsible to their Naval Officers in Charge for the sweeping of harbours anchorages and approaches.

(2) Responsibility for stopping or diverting traffic on account of mine danger to rest with Flag Officer British Assault Area. In the case of mine danger in the water for which a N.O.I.C. is operationally responsible he should take such immediate local action as is necessary to stop or divert traffic and report the action taken to F.O.B.A.A. who will be responsible for informing all ships and authorities concerned.

(3) F.O.B.A.A. will be responsible for making application for issue of Q messages as required by C.B.016182 (43) article 74: on receipt of the required information from N.Os. i/c.

(4) As Captain Minesweeping, North France will be responsible for recording and analysing all minesweeping results between the France-Belgium Border and 01° 20' W. reports from N.Os. i/c in my command are to be addressed to him as well as to me.

(5) Dunkirk may be added to the ports in my command after its capture in which event the same organisation will apply to that port.

B. Disposition of minesweeping forces - 101st M.S.F. with Newhaven as replenishing port, will be used as required. In the sub area of Dieppe and Boulogne. Normally a half flotilla will work from Dieppe and a half flotilla from Boulogne as arranged by F.O.B.A.A. 167th M.S.F. will work at Boulogne for the present. (F.O.B.A.A. 182056A to Admty. C. in C. Portsmouth, C. in C. Nore, A.C. Dover, C.T.F. 125, Capt. M/S Seine, A.N.C.X.F., N.O.I.C. Boulogne, N.O.I.C. Dieppe, M.S. 101.)

Enemy Intelligence.

TIRPITZ.

P.R.U. reports German battleship ADML. VON TIRPITZ in position 069° 40' N. 018° 46' E. Photographs show no signs of activity.

(C. in C. Rosyth 181852A to A.I.G. 47.)

German battleship TIRPITZ was photographed in position 069° 38' 08" N. 018° 47' 07" E. south of Haakoy, surrounded by nets on 18th October.

(D.D.I.C. 181945A to A.I.G. 21*, A.I.G. 47, A.N.C.X.F., Cominch, N.A. Stockholm, Ad. Archer, Moscow, H.Q.C.C., H.Q.B.C., Comnavu, S.B.N.Os. N. Russia, Archangel, B.A.D.)

*Cs. in C. H.F.

U-Boats.

Disinclination Your 141141A. It is confirmed that Admiralty con-
to salve U- cur in Comnavu's signal.

Boat scuttled (A.C.N.S.(H) 181246A to A.N.C.X.F.)

in Brest
dry dock.

366

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Port Facilities

Dieppe.

Your 151401A.

(1) (A) Deepest acceptable draughts are:-
Mean high water springs 20 ft. Mean high water neap 18 ft. Maximum length of cargo ships which can be accepted is 300 ft. or 320 ft. in exceptional cases only. Hospital carriers are being accepted up to 360 ft. in length, but this is only possible because of their high manoeuvrability and to the fact that they remain in port for not more than 2 to 2½ hours during high water period.

(B) The draught which can be accepted at Dieppe is controlled by the awkward entrance which is 120 ft. wide between blockships and jetty with difficult cross-currents. It is, therefore, considered that the maximum draught which can be handled with reasonable safety on spring tides is 18 ft. At neaps not more than four ships of 18 ft. draught can be berthed on one tide without prejudicing the berthing of small vessels in the Duquesne Basin.

(2) Number of berths available and draught:-

18'	maximum draught	300 ft.	maximum length	9
15'	"	"	220 ft.	" " 5
10'	"	"	180 ft.	" " 1
12'	"	"	180 ft.	" " 7

22

plus hospital carrier/H.M. ship berth and train ferry berth.

(3) Allowing for necessary outward movements, up to 20 ships can be berthed on one tide under reasonable weather conditions. This includes hospital carrier and train ferry, but not L.C.Is. and coastal craft which can be taken in addition.

(4) Anchorage is very exposed and it is considered unsuitable for one as a custom, but six vessels can lie there if it is essential.

Agreed P.E.C.

(N.O.I.C. Dieppe, 180034A to A.N.C.X.F.)

Ostend.

My 172014. Amend para. (4) to read.
Petrol Quay. South end length 600 feet 2 coasters carrying stores excluding ammunition. North end length 1100 feet (?4) Pol. ships.
(N.O.I.C. Ostend, 180957A to A.N.C.X.F.)

Do you require Hydrographical survey party at Ostend.

(2) FRANKLIN is now available and could proceed Ostend to drop necessary boats and personnel, either remaining Ostend or returning to Nore herself as desired.

(A.N.C.X.F., 181250A to Com. Belgium.)

Arromanches.

Your 181223 following is repetition of my 171510 to Admiralty begins:- A.N.C.X.F. 151925.
Propose B.O. Davis and Ixion for examination service. B.O. Davis completes 24th October. Ixion as soon as crew is available ends.
(C. in C. Portsmouth, 181747 to N.O.I.C. Arrow.)

/Calais ...

367

18.10.1944.
Wednesday.War Diary.HOME COMMANDSPort Facilities - Contd.

Calais. Your 171431A and 151401A.
Deepest draught acceptable neap 30 feet, spring tide 33 feet.
Para. (2) Maximum length of ship 400 feet (one berth).
Para. (3) Number of berths available one draught neaps 17 feet. Spring 14 feet length 400 feet. One draught neaps 15 feet, springs 12 feet length 200 feet.
Para. (4) All berths tidal.
Para. (5) Nil.
Para. (6) Bottom berth available for discharge to quays not lower repaired.
Para. (7) Bottom survey has been made.
Para. (8) No berths tenable in northerly gales.
Para. (9) A.N.C.X.F. pass to all negative F.O.B.A.A., N.O.I.C. Boulogne.
(N.O.I.C. Calais, 182230 to A.N.C.X.F.)

Casualties and Defects

EMPIRE
MALLORY. Reference S.O. E.G. B.1's 172005A.
POPPY and EMPIRE MALLORY, E.T.A. McGillegans Point 0900A/18th. Speed of advance 10 knots.
INMAN and GOTHAY rejoining S.C. 158.
(INMAN, 180715A to Cdre. (D) W.A.)

Convoy
N.Y. 119, (O.T.) Reference your 180044 and 180052.
Two tugs sunk during night. Due to severe seas. Towing gear on tows parting. Intend to send 7 S.Ts. and possibly other small craft into Crow Sound, Scilly Isles, with L.T. 580 which will rejoin Task Group unless you suggest better temporary anchorage to ride out storm. U.S.S. MASON with all Y oilers proceeding to Falmouth. Will make later report on lost tugs. Please inform all Port Authorities.
(C.T.G. 27.5, 180920 to C. in C. W.A.)
Advance Section N.Y.119 will arrive Falmouth Entrance 18th October 1600Z. 14 U.S. Army Y oilers, 4 small tugs, ASTRAVEL and PRETEXT. Escort MASON.
(MASON, 180934Z to C. in C. W.A., C. in C. Plymouth, Admty., C.T.G. 27.5.)
Your 180920 concur. Do you require assistance.
(C. in C. Plymouth, 181214A to C.T.G. 27.5.)
All times Z this date.
At 0255 B.C.L. 3159 came adrift in latitude 48.00 longitude 12.14 from ABNAKI. Unable to recover it. Drifting as menace to navigation in direction 083 about one mile per hour. At 0500 S.T. 720 capsized and sank in 48.02 12.10. L.T.538 and POWERS to rescue. No survivors on L.T.538. POWERS has 4 (names). Seven remain unaccounted for. Our position, course and speed at 1200 48.19 11.32, 062, 6 knots. All positions north and west. 7370 0469.
(JOHN J. POWERS, 181240 to C. in C. W.A.)
At 1000Z with MAUMEE, O'TOOLE departs with 9 small craft for nearest shelter. P.C.S. 49.36 06.25, 070, 6. MASON with 20 small craft, including ASTRAVEL and PRETEXT, E.T.A. Falmouth 1600Z. POWERS with ABNAKI and tow 48.13 11.48 will join with

/BERMINGHAM ...

368

18.10.1944.
Wednesday.War Diary.HOME COMMANDSCasualties and Defects

Convoy N.Y. 119. (Contd.)
BERMINGHAM with 2 service tugs and 2 disabled tows in latitude 48.25 11.11. CHASE standing by disabled tow 49.34 07.48. All must wait moderation weather to pick up tows. O'TOOLE with MAUMEE, MASON and 2 service tugs will rejoin disabled tows tomorrow morning. Drifting disabled tows are menace navigation over a wide area until weather moderates.

My 180920 not to all. Unable to make change of course to Scilly Isles with small craft due to seas. SS. SUERTE detached no escort for Barry Roads. S.T.720 with POWERS lost. Four survivors. S.T.511 with main group lost. Two survivors. More information later. Please put this on B.N. info. this Task Group. C. in C. Plymouth's 181214 not to all. Until weather moderates no assistance can be rendered except to divert other vessels from area. Then 2 seagoing tugs would be helpful to reassemble tows. WX. 5561 9668 seas 40 ft.

(C.T.G. 27.5, 181325 to C. in C. W.A.)

Weather report:- Forecast for next 6 hours.

Surface wind W.S.W. 35 m.p.h., gusty, backing S.W'ly. 40 m.p.h. gusty, intermittent thundery showers.

Visibility 2 to 4 miles in showers otherwise 10 to 15 miles.

Sea very rough.

Your 180920. Are you sending escort to provide communication link with ships in Crow Sound.

(C. in C. Plymouth, 181347A to C.T.G. 27.5.)

Liberator aircraft call sign LCF12 will carry out C.L.A. search westward from Scillies from 1530A today to assist in locating stragglers. Inter-communications on 2410 k/cs.

(C. in C. Plymouth, 181445A to Escorts N.Y. 119.)

Please have escort meet O'TOOLE Group channel entrance to guide small craft to anchorage. O'TOOLE with MAUMEE will return at once to assist scattered tows. E.T.A. Buoy Number 1 off Manacle Rocks 2000Z. C. in C. Plymouth is requested to pass this action N.O.I.C. Falmouth if latter doesn't hold this system.

(C.T.G. 27.5, 181715A to N.O.I.C. Falmouth.)

Cancel my 181957. Join U.S.S. MASON. MASON is requested to pass P.C.S. to ROCHESTER. Ships acknowledge.

(C. in C. Plymouth, 182145A to ROCHESTER, MASON.)

Please pass to all addressees.

At 0515 in 40 foot seas S.T. 511 in L.T. 651 tow capsized and sunk in 49.23 06.59. 2 survivors, 10 missing.

At 0622 POWERS reported S.T. 720 lost, with 4 survivors and 8 missing. POWERS submits separate report. MASON with 20 small craft safe Falmouth. O'TOOLE with MAUMEE, 7 S.Ts., 2 L.Ts. safe Falmouth. O'TOOLE with MASON returning assist L.T. tows. MAUMEE and service tugs will leave when weather moderates. Thank God all small craft now safe.

Weather 8471 9768.

(C.T.G. 27.5, 182155 to C. in C. W.A., (R) Admty., Comnavcu, C. in C. Plymouth, C. in C. Lant, S.B.N.O. Azores, Comnavzor, F.O.G.M.A., Com. 10th Fleet, (C. & R.) (please pass to other U.S. addressees who need to know not herein listed) Comeastseafon (please pass to Army Authorities Nype) Armed Guard Centre Brooklyn.)

/Convoy ...

18.10.1944.
Wednesday.War Diary.HOME COMMANDSCasualties and Defects - Contd.

Convoy L.C.T. 488 foundering in approx. position 050°
O.S. 92/ 30' N., 009° 47' W., ALLINGTON CASTLE and
K.M.S. 66. KNARESBOROUGH CASTLE rescuing crew. Convoy
hove to. In view of small number of escorts
and possible further L. Craft casualties request
additional escorts be sent forthwith.

Weather report 3547 1475.

(FOWEY, 181112A to Admty.)

Further to my 181112A. Landing Craft number 7022 foundering
and being abandoned in position approx. 050° 30' N., 009° 47' W.

(FOWEY, 181251A to Admty.)

Am in touch with L.C.T. (1) 7014.

(B.2, 181831A to C. in C. W.A.)

Further to my 181112 and 181251. L.C.T.488 not abandoned,
badly damaged and proceeding Milford Haven in company KNARES-
BOROUGH CASTLE, last known position 050° 54', 008° 47', 038°.
Distress signals also received from 7022, 494 badly damaged, and
7014. Due to scattered nature of convoy and small number of
escorts, full details not known. Request air search in area
(corrupt group) bound by 050° and 051° N., 008° 00' to 010°
30' W. Weather report full gale.

(FOWEY, 181915A to Admty.)

Standing by L.C.T.(1) 488. 9 survivors on board L.C.T.
still under way. My P.C.S. at 2130A 051° 01', 007° 53', 108°,
8 knots. Request local escort and A/C patrol relieve KNARES-
BOROUGH CASTLE at daylight.

(KNARESBOROUGH CASTLE, 182149A to C. in C. W.A.)

My 181852. BLANKNEY reported returning Plymouth with
weather damage.

(C. in C. W.A., 182238A to Escorts of O.S.92/K.M.S.66,
HUNTSVILLE, ZANZIBAR, TOBAGO.)

Ref. my 181915A not to all addressees.

Situation as known at 2300A L.C.T. 488 proceeding Milford Haven.
KNARESBOROUGH CASTLE in company.

L.C.T. 480 sunk by gunfire by ALLINGTON CASTLE, crew rescued.

L.C.T. 7014 in touch with HESPERUS.

L.C.T. 7022 and 494 conditions ? (not known).

Cdre. estimated position 050° 00' N., 010° 10' W., course 234°
speed made good 2 knots weather moderating.

(FOWEY, 182330A to C. in C. W.A.)

S O S. SLD.94A full of water sinking, require escort to
remove crews.

Acknowledged by SLD.1.

(SLD.94A (Straggler of O.S.92/K.M.S.66), No T.O.O. to
Commodore.)

M.T.B. 615.

Proceed to assistance of M.T.B. 615 in position
079 south Foreland 15.5 course 260 speed 4 knots.
(F.O. Dover, 181912 to ANTHONY.)

Convoy
H.X. 312.

S O S. de PGD* 121 rammed unknown object listing.
(Lands End Radio, No T.O.O./18.)
* Ship of H.X. 312.

370

18.10.1944.
Wednesday.War Diary.HOME COMMANDSShipping and Convoys

Swedish Red Cross ship. Your 161226. Sailing approved. (Admty., 180059A to N.A. Stockholm.) Swedish Government intimates safe conduct vessel YARRAWONGA will cease to operate on Greek relief traffic and will shortly return from River Plate to Gothenburg marked as a Gothenburg traffic ship.

(2) YARRAWONGA will be replaced on Greek relief service by safe conduct vessel PARRAMATTA particulars as follows:- Length 432 ft., breadth 56 ft. 6 ins., draught 25 ft. 9 ins., speed laden 14 knots, speed in ballast 15 knots. White hull and superstructure. 1 funnel, white with blue top. 2 masts.

(3) PARRAMATTA will sail from Gothenburg to River Plate on or about 24th October. Exact sailing date will be signalled when known. For voyage to Plate PARRAMATTA will be marked as a Gothenburg traffic ship. On reaching Plate PARRAMATTA will adopt the markings of Greek relief ships as described in para. (6) of Admiralty Message O41742 April 1943. (Admty., 181856A to A.I.G. 23, A.I.G. 39, N.O.I.C. Faroes, Cominch.)

M.L.C. for Far East. Appian. It has been agreed with M.W.T. that towage of M.L.C. to east should continue during winter months.

(2) Particular care should be taken to call attention of Commodores of Convoys to additional hazards involved by towing in bad weather seasons and that they should bear this in mind in event of any master of a merchant ship seeking their agreement to coasting off tow. Masters must be expected to know peculiarities of their own vessels and may be trusted not to seek consent to dropping of tow without good reason.

(3) Pass to P.S.T.Os., N.C.S.Os. and other authorities concerned. (Admty., 180158A to Cs. in C. W.A., Plymouth, Mediterranean, E.F.)

Discontinuance of Prairie coaster anchorage. In view to discontinuing the Prairie coaster anchorage, coasters to be off-loaded at Omaha sail direct to Omaha Beach. Coasters to be off-loaded at Utah sail direct to Utah Beach. Coasters to be off-loaded at Le Havre or Rouen sail to Pasture anchorage. Q.Z.H. 477 for pilot and onward routeing to ultimate destination. (C.T.F. 125, 180947A.)

Tugs organisation on Far Shore. Your 151737A October. Reference my O62020A and A.N.C.X.F. O91100A, Commander Vaughan arrives Arromanches tomorrow Thursday, and will visit Le Havre later. It was intended that rescue, salvage and harbour tugs should be discussed, and he has full authority to decide assignments to meet your requirements subject to general availability of tugs in "Overlord" area. (A.N.C.X.F., 181140A to C.T.F. 125.)

/Relettering ...

371

18.10.1944.
Wednesday.

War Diary.

HOME COMMANDS

Shipping and Convoys - Contd.

Relettering
of standard
Ocean Routes.

Pass to N.C.S.Os. H.X., S.C., O.N. and O.N.S.
Convoys. Standard Ocean Route.
In order to avoid confusion with Standard Coastal
Routes which are similarly lettered, the
Standard Ocean Routes A, B, C, D, E and F are
to be relettered respectively TU, TV, TW, TX,
TY and TZ.
(Admty., 181142A to C. in C. W.A.)

BATORY.

BATORY (14,000 tons gross) with approx. 1900
French troops due Roscoff about 21st October.
Insure that French Authorities are prepared for
reception personnel. Keep C. in C. Plymouth
and C.T.F. 125 advised state on discharge. Upon completion
discharge sail BATORY to Clyde. C. in C. Plymouth is requested
to provide escort and detail route within his command. D. of
S.T's 162135 (not to all) refers.
(C.T.F. 125, 181731A to C.T.G. 125.14, C. in C. Plymouth, C.T.G.
125.2.)

372

18.10.1944
WednesdayWar DiaryFOREIGN STATIONSNorth Atlantic

U-Boat hunt N.E. of Madeira. Request VERITY be directed towards 35 N. 16 W. and that C.T.G. 22.2 be informed. (C.T.G.22.2, 180841Z to F.O.G.M.A.) My 171604. Proceed direct to position (B) 035 degs. 00' N. 016 degs. 00' W. omitting (A). C.T.G.22.2 180841 to F.O.G.M.A. only refers. (F.O.G.M.A.181045A to VERITY, (R) Admty, C. in C. W.A., Cominch., Cinclant, C.M.S.F., S.B.N.O. Azores C.T.G.22.2, E.G.9, KILMINGTON)

C.T.G.22.2 will search on easterly course from 35 N. 17 W. speed 14. Expect to conduct air search radius 70 miles. (C.T.G.22.2, 181740Z to S.O. E.G.9, Info: C. in C. W.A., F.O.G.M.A. C. in C. Lant, S.B.N.O. Azores, Comnavzor, Commorseafron, Cominch, Admty.)

VINDICTIVE. My 171228. Para. 1 for 1900 read 1800A Oct. 18th. (2) Para. 4 amend time to read 1700A/21st. (3) Add new para (?8) S. of A. 16 knots. (F.O.G.M.A. 181221A)

Sailed VINDICTIVE escorted by WRANGLER, WHIRLWIND. My 171228 and 181221 refer. QZH(C) 492 L.66 S.611 X.1441 Y.507. (F.O.G.M.A. 182027A to C. in C. W.A., C. in C. Plymouth)

ILLUSTRIOUS. Departure ILLUSTRIOUS, ROEBUCK, QUALITY, RAPID for Durban routed 30 miles from the Coast. S. of A. 19 knots. E.T.A. Durban, 0530Z/20th. (C. in C. S.A. 180640Z)

M.V. BRAGANZA. Fire due to explosion No.4 cylinder exhaust at 1400 October, 12th. My 171903/4 refers. Vessel presumed lost last seen burning fiercely. All crew got away safely. Only one boat with 9 men known, no news of remaining 2 boats. (B.N.S.O. Rio De Janeiro, 181211Z).
/ Re: report that 9 seamen have landed from 3 lifeboats on beach 40 miles south of Rio Grande from Norwegian ship BRAGANZA.

18.10.1944.

Wednesday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

- M.T.Bs. for Yugoslav Navy. Proposal in your 132305* has been discussed with Captain Kern at Caserta. It has already been authorised for these craft to proceed as far as Malta but they will not go in to the Adriatic before Kern returns from his visit to Tito on which he leaves shortly.
(C. in C. Med. 180934A to Admty.)
*M.T.Bs. to operate with Yugoslav Navy.
- G.2 summary No. 50. (Extract) (paraphased by A.F.H.Q.)
A. Albania. F.N.C. capture Valona.
Greece. C.X. reports. Thebes evacuated 15 October thus whole of Attica now clear of enemy. Situation Athens described as "generally quiet".
Yugoslavia. In coastal area enemy evacuating Dubrovnik.
(A.F.H.Q. No T.O.O/18 Recd. 0950.)
- UPSTART. UPSTART is due to refit in U.K. late November intend to sail her for Gibraltar 26th October.
(2) She will be available for A/S practices at Gibraltar from 1st to 10th November.
(S.1 181005.)
- SURF. Intend sailing SURF from Malta 22nd October to join M.K.3. 65 for passage to Gibraltar.
(2) S.O. S/M Gibraltar is requested to sail SURF to Gibraltar as convenient.
(Capt. (S) 1 181108A, as amended 182032.)
- Spanish firing at Allied A/C. Further to my 161118 following is repetition of C.M.S.F's 141518 begins, Confidential. Following additional to my 131445Z. At 1530A/October 13th our planes altitude 1500 feet 4 miles off Santa Cruz, fired on by two batteries six bursts seen 600 feet astern. 1605A same day four miles off Las Palmas altitude 1200 feet 12 bursts observed 300 feet below.
(2) Following is a repetition of C.M.S.F's 151134. My 141455 refers plane 5 miles off Las Palmas 1130A/14th observed nine AA bursts 2 miles off port quarter 151134 ends.
(3) Following is a repetition of C.M.S.F's 161025 begins, Confidential. Canary shooting at our aircraft outside territorial waters continued fifth consecutive day 1300A/15th aircraft five miles off shore four bursts at least one mile short. Add my 151129 T.O.O. 161025 ends.
(4) All above signals addressed Alueno Madrid repeated C.N.O. Com. 8th Fleet, C.F.W. 15 Senav Agadir from C.M.S.F.
(C. in C. Med. 181109A to Admty.)
- Aegean evacuations. (Extract.) Joint Naval Army R.A.F. Intelligence Appreciation 24 hours to 0900 hours 18th Oct. 1944. All times G.M.T.
(3) Aegean shipping summary. Photographic R/C 17th October revealed following.
- Salonika. Not covered but C.X. reports following. Jettisoning of material and ammunition in Gulf continues. 3 patrol vessels

/left...

18.10.1944.
Wednesday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Aegean evacuation. (Contd.) left p.m. 16th October to lay mines off Megabomvolos (sic) and preparations for further minelaying in progress 17th Oct. Lemnos. First cover since 11th Oct. showed departure 3 launches and 2 caiques leaving 1 oiler and 3 caiques present. 1 further oiler on fire. South jetty demolished and island now reported clear of enemy. Conclusions. Clearance evacuation shipping northwards from Khalkis to Salonika continues. Movement away from Leros begun. (C. in C. M.E. 181315C.)

SALVESTOR, SEA SALVOR. Your 042016. SALVESTOR is preferred because her Naval crew is more suitable for the Eastern Fleet. Request you will transfer this vessel as soon as practicable. (2) SEA SALVOR has been released by A.N.C.X.F., and will join your command in early December. She will be on civilian articles under Beazleys management. (Dir. of Salvage 181526A to C. in C. Med.)

LARIAT, ENVOY. Ref. F.O.G.M.A. 171132 pending other arrangements being made it is considered LARIAT is capable of towing dock alone through Mediterranean and without help of tugs mentioned which as stated in A.M. 091826 (not to F.O.G.M.A.) are not considered suitable. (Capt. i/c Rescue Tugs 181600A to C. in C. Med.)

Hellcats. Request you inform me whether Hellcats in A.M. 151617A October* will be modified to carry R/P vide A.M. 271716B August+ (C. in C. Med. 181759A to Admty.) * RAVAGER to ferry 40 Seafires and 6 Hellcats to Gibraltar. + Hellcats being modified to carry R/P.

M.V. NIAGARA, BORELAND. Admiralty message 061847. Swedes state they have instructed NIAGARA and BORELAND to remain at Gibraltar until general situation regarding unloading at Piraeus has been cleared. They state four days notice of departure from Gibraltar will be given.

(2) As you may wish vessels to proceed at an early date Swedes are being requested to arrange that masters of these two vessels will accept any instructions regarding sailing which may be issued to them by F.O.G.M.A. You should therefore inform F.O.G.M.A. of date on which you wish vessels to proceed. (Hd. of M. 181951A to C. in C. Med.)

VALIANT. F.O.L.E.M's 121948* being passed to Gibraltar and Admiralty. (2) It will probably be necessary to dock VALIANT at Gibraltar prior to passage to U.K. (C. in C. Med. 182002A to C.S. Gib. F.O.G.M.A.) * At time of circulation not identified by W.R.

/M.E....

375

18.10.1944.

Wednesday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

M.E. Balkan (1). Air Ops. N.T.R.
Sitrep No. 338. (2) Int. Greece. Force 133 report Lemnos Island
free since evening 16 Oct.
(5) Sea Ops. N.T.R.
(C. in C.M.E. 182015C.)

Cositintrep Part four. Greece. The situation in Athens
No. 466. continues good with the civilian population
enthusiastic and helpful. Debarkation is proceeding
rapidly. A patrol of 2 Para. Bridge found Thive
32 miles N.W. of Athens, clear of the enemy.

Southern Albania. 2 Commando and H.Q. 255 Brigade sailed for
Brindisi leaving 40 Commando detachments of the raiding support
regiment and a battery of 111 Field Regiment in the Sarande area.
(A.F.H.Q. No T.O.O/18 Recd. 2050.)

Situation (1) In Piraeus area fine weather continues and un-
report No. loading proceeded satisfactorily throughout 17th
463. October. By the end of that day 5000 personnel
400 motor transport and 1000 tons of stores had
been disembarked. In spite of demolitions ber-
thing facilities are adequate and tugs a floating
crane and lighters are available also power light steam water.
The Greek Cabinet has arrived.
(2) Patras, Preveza and Kalamata have been opened for relief
shipping.
(3) In mine clearance operations for above 4 ports 175 mines
have been accounted for.
(4) Coastal forces patrols closed to within one mile of Genoa
on night (?16th/?17th) and report intense dockside activity
accompanied by explosions but the port otherwise inactive.
(C. in C. Med. 182113A.)

376

18.10.1944
Wednesday

War Diary

FOREIGN STATIONS

East Indies

U-Boat No fresh information. Scale unchanged.
dispositions. (C. in C. E.F. 180346Z)

U.S.S. GEN. U.S. Transport GENERAL RANDALL sailed 14th Oct.
RANDALL. for U.S.A. via New Zealand (Details)
 (D.S.T. Bombay, 180511)

19.10.1944.
Thursday.

War Diary.

SITUATION REPORT.

Home Commands.

1. The progressive abandonment of Arromanches after October 31st has been approved by the Supreme Commander, Allied Expeditionary Force.

North Sea.

2. Calais capacity for coaster discharge is expected to be 2000 tons a day.

Channel.

3. Port en Bessin can now take 6 tankers and 9 coasters ranging from 350 ft. down to 200 ft. in length.

West Coast
France.

4. Strong representations are being made to the Spanish Ministry of Marine that they should abate the nuisance of Spanish fishing vessels in our prohibited areas in the Bay and the Chops of the Channel, at least until all French Biscay ports are in our hands.

Western
Approaches.

5. The situation as regards the two dispersed convoys N.Y. 119 and O.S. 92/K.M.S. 66 off Lands End has not yet been fully cleared up. All help possible has been sent out to them with orders first to save life and second to salvage or sink derelicts. It would appear that only 3 or 4 American barges are now unaccounted for, apart from the casualties reported yesterday, but the English have sunk L.C.Ts. 480, 488 and 491, and abandoned L.C.Ts. 7014, 7022 (believed sunk) and 7023. L.C.Ts. 489, 494 and 7015 are unaccounted for. Two sloops, 2 frigates, 4 corvettes and an aircraft have taken part in search or rescue work. The only destroyer sent out (BLANKNEY) returned to Plymouth damaged. The Rescue Ship DUNDEE has returned, damaged, to Liverpool, with survivors.

Norway.

6. VIKING scored one hit on a 2,500 ton merchantman off Bodo on the 14th. She heard breaking-up noises but a 6 depth charge counter-attack by the escorting whaler prevented visual observation of the result.

19.10.1944.
Thursday.

War Diary.

SITUATION REPORT.

Foreign Stations.

Mediterranean.

Coastal force operations.

7.(a) P.T. 20 suffered damage and casualties last night in an attack on a coaster with two escorts off Rapallo (west coast of Italy 44.21 N. 09.14 E.) in a gale which prevented her from firing torpedoes.
(b) Three M.T.Bs. fought an inconclusive action in Zara Channel tonight with two enemy destroyers.

Greece & Aegean.

8.(a) Discharge of cargo at Piraeus continued satisfactorily yesterday and today in ideal weather. Five Swedish relief ships were swept in to the anchorage.
(b) TERMAGANT and TUSCAN drove ashore and destroyed a two funnel destroyer shortly before midnight today in 39.22 N. 23.13 E. (west of Skiathos.) Neither of our ships suffered any damage or casualties. The destroyer is reported by C. in C. M.E. to be the SOLFERINO, the last heavy escort vessel remaining to the enemy.

East Indies.

9. 12 A.A. sloops will leave the U.K. during November, 1944 to January, 1945, to join the Eastern Fleet.

Australia & New Zealand.

Invasion of Philippines.

10.(a) Only 3 aircraft attacked the Allied ships in Leyte Gulf today, all three ineffectively one being shot down. Two enemy P.T. boats were encountered by destroyers this evening but they escaped after firing torpedoes ineffectively.
(b) Carrier borne aircraft from the 7th Fleet yesterday and today destroyed a tanker, a small merchant ship, 4 M.T.Bs. and 10 barges, and damaged a tanker, an ammunition ship, 10 freighters, a minesweeper, 3 P.T. boats, two S.Cs. and numerous small craft, mainly off the east coast of Cebu, but a few of the small craft in Leyte Gulf. They

/destroyed...

19.10.1944.

Thursday.

War Diary.

SITUATION REPORT.

Australia & New Zealand.

Invasion of
Philippines.
(Contd.)

destroyed on Leyte 50 troop laden motor trucks
and set on fire numerous dumps and buildings.
They shot down two Japanese aircraft and destroyed
56 and damaged 28 on the ground.

11. 16 Lightnings swept the Sulu Archipelago from
Zamboanga this morning and destroyed or damaged
a freighter transport and a number of small craft.

12. Eight Liberators from Darwin bombed Pare Pare
(Celebes) today, where small type ship building
facilities exist.

19.10.1944
Thursday

War Diary

HOME COMMANDS

Policy

Spanish fishing vessels in prohibited zone.

Within last few weeks an increasing number of Spanish fishing vessels has been observed inside the declared sink at sight area in Bay of Biscay both near the French Coast and in South Western Approaches.

(2) Presence of Spanish fishing vessels in any part of declared area can not be tolerated at present time due to security and operational reasons.

Instructions have therefore been issued to C. in C. Plymouth and C. in C. Western Approaches that action should be taken to discourage fishing vessels from entering this area by dropping flares, shooting across bows etc. If this is unsuccessful C's in C. have been given discretion to authorize attack at sight.

(3) You should inform Spanish Ministry of Marine that numbers of unidentified fishing vessels, some of which are believed to have been Spanish, have recently been sighted inside the declared danger area, both near the French coast and to the northward; that the area declared dangerous remains a zone of active military operations and, as we have repeatedly informed Spanish Authorities, fishing vessels cannot be permitted to enter the area; that if, notwithstanding our repeated warnings, Spanish fishing vessels attempt to fish within declared areas, they will face a grave risk of being attacked and destroyed; that as previously stated the position will be reviewed after all French Biscay ports are in Allied hands.

(V.C.N.S. 191101A to N.A. Madrid).

For reasons given in C's in C. Plymouth, 121918, proposal in C. in C. W.A's, W.A.2982/0543/1 of 7th October and C. in C. W.A's 101838 are not approved.

(2) It is approved that C. in C. W.A. may exercise discretion to authorise attack at sight within the limits of his Command, leaving to C. in C. Plymouth similar discretion within Plymouth Command. Before such discretion is exercised however, C's in C. should first of all adopt tactics calculated to discourage fishing vessels entering the declared area by action such as dropping flares, shooting across bows of vessels etc.

(3) N.A. Madrid is being requested to make representation to Spanish Ministry of Marine regarding Spanish fishing vessels.

(V.C.N.S.19114A to C's in C. W.A. and Plymouth)

Abandonment of Arromanches.

My 17225 (which is being passed to Comnaveu and Comphibsukay). Para. 7 Recommendations have been approved by Supreme Commander.

(2) Request Admiralty views on para. 7 (D) (1) and (2) of my former.

(A.N.C.X.F. 191245A to Admty.)

Orders for German Navy upon Surrender.

Admty. message 181030. Joint Anglo-American letter handed to (?Soviet) Naval Staff on 13th October by which date Olsen had received his (?instructions).

(2) Urgency of matter was stressed.

(3) Hastening action taken to-day Chief of Naval Staff replied matter was still under consideration.

(4) Failing any development Olsen and I intend raising matter again about 23rd October.

(Adm. Archer, 191421 to Admty.)

/Movements ...

War Diary19.10.1944
ThursdayHOME COMMANDSMovements

- C.S. ALERT. Request Cable Ship ALERT be sailed to Dover as soon as convenient.
(2) Vessel will in future be based on S/M Cable Depot Dover which is her normal station.
(D. of S.D. 191129A to C. in C. Ports.)
- VINDICTIVE. A.M.122324A and F.O.G.M.A's 171228A and 181221A none to all addressees. Request VINDICTIVE may be berthed in Chatham Dockyard for about 10 days while ship recommissions. Request ship may be received at North Lock at 1530 on Monday 23rd October.
(2) Subject to our concurrence and compliance with numbers fuel and ammunition may be retained on board.
(3) Request C. in C. Plymouth sail ship to arrive Sheerness in day either p.m. Sunday, 22nd October or a.m. 23rd October.
(C. in C. Nore, 191614 to A.S. Chatham.)
- RODNEY. C. in C. Western Approaches' 181503 and Admty. 191022 not to all. Request you sail FAULKNER and IMPULSIVE to arrive Milford Haven a.m. 24th Oct.
(C. in C. H.F. 191907A to R.A.D. H.F.)
- C.S. ST. MARGARETS. On completion loading cable at Greenwich about end Oct. H.M.S. ST. MARGARETS is to be sailed to Mediterranean destination Algiers.
(2) C. in C. Nore is requested to arrange for ST. MARGARETS to be sailed to Milford Haven for inclusion in K.M.S.68.
(D.T.D. 191212A to C. in C. Nore, F.O.I.C.Milford.)
- KING GEORGE V. After transfer of flag to RODNEY on arrival of that ship at Scapa C. in C. H.F. is requested to sail KING GEORGE V escorted by KEMPENFELT, URSA and UNDAUNTED to the Clyde to embark passengers mails and stores.
(2) KING GEORGE V is also required to exchange 100 rounds of 14 inch shell. Details will be signalled.
(3) On completion of above C. in C. W.A. is requested to sail ships for Gibraltar.
(4) Admty. will promulgate route to Gibraltar.
(V.C.N.S. 191214A to Cs. in C. H.F., and W.A.)
- M/S H.Q. ship SYLVANA. My 191701 postponed 12 hours.
(C.T.G. 125.2, 191917A to SYLVANA)
- DAFFODIL and PRINCESS IRIS. DAFFODIL and PRINCESS IRIS referred to in Admiralty signal 151506A are engaged in movement of locomotives, Ambulance trains and other rolling stock from the U.K. This movement will continue into 1945 and is of utmost importance as supply to the armies is still restricted by rail limitations. There are also large impending commitments in Holland and Germany. There are no other means of transporting
/locomotives ...

19.10.1944
Thursday

War Diary

HOME COMMANDS

Movements

DAFFODIL
and PRIN-
CESS IRIS.
(Contd.)

locomotives across the Channel. Director of Sea Transport has been asked to investigate alternative means of lifting landing craft if you will supply him with details. Meanwhile it is requested that there be no withdrawal of L.S.S. Train Ferries from locomotive movement save for essential maintenance.
(S.H.A.E.F. 192130A to Admty & A.N.C.X.F.)

DEVONSHIRE.

Scapa arrival 2302 after exercises. DEVONSHIRE.
(A.C.O.S. 192303 to C. in C. Rosyth)

Operations

Situation Report

Naval.

Cositintrep No.197 Part II Naval A.
Unloading figures U.S. for 16th October:

Place	Troops	Vehicles	Stores	Pol.
Rouen	-	-	-	1096
Cherbourg	-	-	12118	8822
Brittany Ports	-	-	3792	-
Le Havre	-	49	1763	-
Beaches	7002	957	13938	39
Small Ports	-	-	1330	-
Total:	<u>7002</u>	<u>1006</u>	<u>32941</u>	<u>9957</u>
United States for 17th October:				
Cherbourg	-	-	11799	8497
Brittany Ports	-	69	Unknown	765
Le Havre	-	22	1206	-
Beaches	1202	479	9807	99
Small Ports	-	-	284	-
Total:	<u>1202</u>	<u>570</u>	<u>23096</u>	<u>9361</u>
British.				
East Calvados	-	56	1525	3337
Dieppe	-	-	4546	-
Boulogne	-	-	650	-
Ostend	<u>1704</u>	<u>276</u>	<u>1577</u>	<u>2001</u>
Total	<u>1704</u>	<u>332</u>	<u>8298</u>	<u>5338</u>
Combined				
Totals:	2906	902	31394	14699

(Adm. Ramsay, 190045A to Admty)

Operations

Channel.

Cross-Channel oil-pipe line. Preliminary survey now completed by SCOTT shows considerable silting up in suggested berth for "Tombola". Mooring of craft though not impossible is impracticable necessitating moorings at high

/water ...

War Diary

19.10.1944
Thursday

HOME COMMANDS

Operations

Channel

Cross-Channel oil-pipe line. (Contd.) water only. Should ship have to leave harbour in emergency, risk must be accepted. Limitation safe draught is 16 feet owing to shoals for ships of 250 feet length.
(N.O.I.C. Boulogne, 191010 to S.N.O. Pluto)

Patrol. Pins Cover Night 19/20th October.
G.H.1 L'AVENTURE Z.9 South.
G.H.2 VANOC Z.109.
(C. in C. H.F. 191101A to usual addressees)

Operations

West Coast France

Patrols. Nothing met. Sea condition unsuitable for small craft. No hope of landing diesel oil. Remaining in Ile D'Yeu area until 2000A. Fuel remaining PIORUN 65% BRISSENDEN 56%.
Weather report 7488, 0976.
(Force 28, 190856A to C. in C. Plymouth)

Ushant and Pemmarch nothing to report. Steering 138 degs. 19 knots to pass through position 046 degs. 39' N. 002 degs. 54' W. at 2030/19th thence altering 090 degs. to night patrol line. Opas 17 (B) Ile d'Yeu (C) Les Sables.
Weather 9380 1264.
(Force 28, 191535 to C. in C. Plymouth)
My P.C.S. at 2000A 046 degs. 52' N. 002 degs. 54' W. 305 degs. 15 knots. Weather report 7482 1276.
(Force 28, 191801A to Force 27)

Operations

Western Approaches

Patrols. Your 101213 September. 50% usable fuel expended
(2) Heavy weather damage. 4 inch gun shield displaced (?elevator) jammed. Starboard boat holed when spar snapped.
(3) No weather during which fuelling at sea could be contemplated has yet been experienced this patrol.
(PENNYWORT, 191100A to C. in C. W.A.)
Your 191411 acknowledged.
(2) Weather damage sustained whilst hove to.
(PENNYWORT, 191512A to C. in C. W.A.)
Disposition next 24 hours BORUM in Z.209 MALOY in Z.210 P.C.1262 in Z.128 and Z.201. P.C. 1263 in Z. 207. 4 P.T. in Z.209 and 210.
(C.T.G. 125.2, 191533A to C. in C. W.A.)

385

War Diary.19.10.1944
ThursdayHOME COMMANDSOperationsNorth Western Approaches

Patrols. Task completed. Proceeding Londonderry at 4 knots till weather moderates. Further signal will be made.
(NENE, 190245A to C. in C. W.A.)

Inconclusive D/F bearings on 6200 K/cs at 2055Z/18th suggest U-Boat may be to Southwestward of you and it is estimated that she is proceeding on a North Easterly course.
(D.D.I.C.190919A to SPORTSMAN, COLDSTREAMER)
If not in contact 5th E.G. leave present search so as to establish new Gamma Search at 2359/19th between 59 degs. 00' 09 degs. 20' and 58 degs. 42', 08 degs. 43'.
(2) On arrival in area 10th E.G. establish Gamma Search between 58 degs. 42' 08 degs. 43' and 58 degs. 31' 08 degs. 17'.
(3) 10th E.G. Report E.T.A.
(C. in C. W.A. 191401A to S.O. E.G's 5 and 10)
Your 191401, E.T.A. 10th E.G., negative, FOLEY 0200A/20th October. Unsuitable.
(S.O. E.G.10, 191625A to C. in C. W.A.)
Sailed FOLEY to join you request you arrange R/V.
(Com. D. W.A. 192233A to S.O. E.G.10.)

OperationsNorway

Operation "Hardy". The following operation is to be carried out. Force 2 consisting of DEVONSHIRE, TRUMPETER and CAMPANIA and six destroyers as detailed by Com. (D) leave Scapa a.m. on D day to carry out mining strikes off Norwegian Coast with Avengers from TRUMPETER escorted by fighters from TRUMPETER and CAMPANIA.
(2) Mining objectives are as follows.
(A) Lepsoyrev 62 degs. 35.5' N. 6 degs. 16' E.
(B) Harhamsfjord 62 degs. 38.7' N. 6 degs. 09.4' E.
Necessary intelligence will be supplied to ships concerned. Any shipping seen may also be attacked subject to certain restrictions which will be forwarded. If opportunity offers a separate anti-shipping strike by T.B.R's and/or fighters may be carried out after mining has been completed.
(4) DEVONSHIRE is requested to plan the operation in conjunction with TRUMPETER and CAMPANIA. TRUMPETER is to prepare the air plan.
(5) Outline of plan should provide for a full mining strike on each of the objectives in para. 2 above. Force 2 is to return to Scapa by early a.m.D. + 4.
(6) Codeword follows in my 191142.
(7) D Day will be signalled later.
(C. in C. H.F. 191140A to DEVONSHIRE, CAMPANIA, TRUMPETER.)
Para. (6) of my 191140 codeword "Hardy".
(C. in C. H.F. 191142A to DEVONSHIRE, CAMPANIA, TRUMPETER.)

/Operation ...

386

19.10.1944

ThursdayWar DiaryHOME COMMANDSOperationsNorway - Contd.

Operation against Aalesund. My 181515A being passed to C. in C. Rosyth photographic R/C of Aalesund and approaches especially at first and last light would be extremely valuable.
(A.C.O.S. 191140A to Admty.)
Your 181515A. (A) Yes. (B) Used as regular night anchorage for northbound convoys and as assembly port.
(C) General cargo and ore up to 7000 GRT.
(D) Approximately 70% use Northern anchorage.
(E) Lights: No anchor lights or searchlights used. Vessels at anchor must have lights rigged outside and under stern and bow.
Anti-sabotage measures. A/A gun crews keep sabotage watches day and night on ships' deck and quay. Orders given to fire on anyone approaching vessel by any unauthorised means.
(D.D.I.C. 191329A to A.C.O.S. Info: N.O.I.C. Lerwick.)
Request early photographic R/C of Aalesund and approaches preferably at first and last light, to locate enemy shipping.
(D.D.I.C. 192031A to J.P. R.C. Benson)

Operation "S.C". Intend sailing S.C. operation from Shetland.
(1) (70300A) 21st October from Scalloway.
(2) 068 degs. from Sumburgh Head 13 knots.
(3) 1900A/21st October.
(4) Between 1930A/21st October and 0600A/22nd October.
(5) 250 degs. to Sumburgh Head. 14 knots.
(6) p.m. 22nd October.
(7) 070 degs. Sumburgh Head. (8) No.
(N.O.I.C. Lerwick, 191853A to A.C.O.S.)
(1) 061 degs. 02' N. 004 degs. 31' E.
(2) Ramrose, Wanton. (3) 060 degs. 56' N. 004 degs. 37' E.
(N.O.I.C. Lerwick, 191855A to A.C.O.S.)

Patrol. VIKING reports in accordance with I.S.O.H.
(1) 13th October, 1117, P.C.S. of two 7,000 tons Sperrbrecher merchant ships escorted by one torpedo boat 67 degs. 11' N. 14 degs. 03' E. 000 degs. fourteen knots. Passed out of range.
(2) 14th, 1139. P.C.S. of 2500 ton merchant ship type as number 325 of Br.119 (4) escorted by one whaler 67 degs. 13' N. 14 degs. 14' E. 037 degs. 9 knots. Attacked with (4?) torpedoes. Range 1500 yards. One explosion one minute 25 seconds after firing, three more between seven and eight minutes later, probably on shore. Ineffective counter attack with six depth charges. Breaking up noises heard but result not seen.
(3) Various small steamers and number three type landing craft sighted.
(S.O. S/M. Lerwick, 192015A to F.O.S.)

OperationsNorthern Waters

Suspected U-Boat. By D/F on 3800 K/cs at 0315Z U-Boat within 20 miles of 61.10 N. 01.40 W.
(D.D.I.C. 190503A to C.s in C. Rosyth, H.F., C.S.1, C.S.10, A.C.O.S. H.Q.C.C.)
/Patrol ...

387

War Diary19.10.1944
ThursdayHOME COMMANDSOperationsNorthern Waters - Contd.

Patrol. If not in contact by 2000A/19th Thursday.
 (1) 6th E.G. is to proceed Londonderry in accordance with previous instructions.
 (2) 14th E.G. patrolling in Area extending 10 miles each side of a line joining position 061 degs. 00' N. 004 degs. 50' W. and 061 degs. 24' N. 005 degs. 50' W. if contact has not been established by daylight tomorrow Friday, E.G.14 is to proceed Skaalefiord and remain at 4 hours notice until further orders.
 (C. in C. Rosyth, 191039A to S.O. E.G's 14 and 6.)
 Intend detaching H.M.C.S. CHAUDIERE and H.M.C.S. QU'APPELLE at 2200A/19th to Reykjavik. E.T.A. 0800A (5 groups missed) provisions per ship be ready on arrival. 1000 pounds bread, one thousand pounds beef 200 pounds bacon and fresh provisions.
 Weather Report 3471 9653.
 (S.O.E.G.2, 191813Z to A.C.I.C.)

Convoy Operation "Trial".
 J.W.61. To enable me to complete fuelling and tanker discharging programme request figure for
 (a) estimated total fuel requirement of diesel frigate.
 (b) cargo furnace and diesel oil in tankers sailing in J.W. 61. A.M. 162051 refers.
 (S.B.N.O. North Russia, 191244A to C. in C. H.F.)

Allied Air Activity

Bombing and ground-strafting ranges for R.A.N.A.S. Reference my Staff Air Gunnery Officer's recent visit your offer of range facilities is much appreciated.
 (2) Practice bombing range and ground straffing range in Lough Neagh for Longkesh will probably be required from 1st November.
 (3) Grancha Point bombing range (for Ballyhalbert) also from 1st November South Island R.P. range from 14th November.
 (4) S.O.N.A.S. N.I. will inform you if there is any postponement.
 (5) It is anticipated that this training commitment will be completed by 1st February, 1945.
 (6) I will be glad if you will inform me of name and location of bombing and ground straffing ranges allocated in Lough Neagh.
 (R.A.N.A.S.(N) 191304, R.A.F. N.I. Info Admty. etc.)

Patrols. Am investigating suspicious object oil patch WOBW 4822 (55 degs. 48' N. 8 degs. 38' W.).
 (A/C WNSN, 191855 to 15 Group)
 P.C.S. of enemy - one Minesweeper QVCV 3634 base on an A.S.V. Fix obtained within half-an-hour of 2300 230 degs. 12 hostile.
 (A.C. TORC, 192320A to 18 Group)

388

19.10.1944
ThursdayWar DiaryHOME COMMANDSEnemy Air Activity

Activity in the North. German Air Force activity Oct 1st to 16th as reported by Russians.
(A) Zenit and Sea R/C flights.
Barents Sea 13th, 15th 4 A/C only.
Greenland Sea 3rd, 5th, 8th, 2 A/C, 9th 2 A/C 13th, 15th and 16th.
Greenland and Barents Sea 7 Ju.88, 2 He. 111, 2 He.115, 1 Fw.138 10th.
(B) Other R/C and fighter activity.
North coast of Norway 1st 11th 10 flights.
On patrol of Murmansk front 3rd 18 A/C, 1 shot down.
R/C of front 4th 5th.
(C) Bombing activity.
Objectives on Murmansk front bombed by 30 A/C 7th.
Linohamari area bombed by 12 Ju. (?87) with fighter escort 13th
(S.B.N.O. N. Russia, 191750A to C. in C. H.F. (R) Admty, C.S.10)

? V 2 SY 332 191810A. Spotter at A/A Site Ostend reports that at 0210A to-day, he sighted two rockets ascending vertically on rough bearing 040 degs. Unable estimate range or height before they disappeared into cloud. Cloud base about 1500 feet visibility 15 to 20 miles.
(N.L.O. 2nd T.A.F. 191810A to Admty, Com. Belgium, A.N.C.X.F.)

Mining

Situation Report. Situation report Operation "Pilgrim" and sweeps from Calais and Havre cancelled owing to weather. Negative results from other operations.
(Capt. M/S East, 190830A to A.N.C.X.F.)

Enemy Intelligence

German main units. PRINZ EUGEN and 2 old battleships were sighted at Gdynia October 12th. C.3.
(N.A. Stockholm, 191526 to Admty.)
O.I.C. Comment: Have no information of this but report is probably true.

TIRPITZ. Russians were unconvinced of movement of TIRPITZ in spite of A.M. 171910, A.M.171929 and later signals, which I had communicated to them in general terms, their R/C of 17th October having reported her in Altenfiord (my 171902 not to all addressees refers.)
(2) They have now reported (A) that R/Cs to-day Thursday confirms movement from Altenfiord and (B) that R/C over Tromso was unsuccessful owing to cloud.
(3) This was first I had heard of R/C over Tromso. Do you wish me to take any further action.
(S.B.N.O. N. Russia, 191928A to C. in C. H.F.)

389

19.10.1944
ThursdayWar Diary.HOME COMMANDSPort Facilities

Port en Bessin. Your 151401. Para. 1.
 (A) Avant Port 10 feet 6 inches Neap 14 feet 6 inches Spring Inner Basin 10 feet Neap 13 feet 6 inches Spring.
 (B) Tankers: One 230 feet. Four 240 feet.
 One 350 feet. Coasters: one 200 feet. Four 240 feet.
 Three 250 feet. One 300 feet.
 (C) 11 Avant Port as in (A) and all tidal. Four Inner Basin as in (A) and all tidal with maximum beam 28 feet 6 inches.
 (D) 15. (E) Unlimited. Exposed and poor holding ground.
 Para. 2. In addition three Tombola berths available for Tankers up to 5000 tons only in fair weather.
 (R.N.O. Port en Bessin, 191109A to A.N.C.X.F.)

Ostend. Survey party your 181250 would be most useful ship returning The Nore.
 (Com. Belgium, 191651A to A.N.C.X.F.)

Arromanches. A.M. 142155. Lifts for which L.S.D. are required are set out in F.O.B.A.A's 191300 and C.T.F.125's 161019 which are being passed to Admiralty.

(2) Consider all these of importance. L.B.F. cannot be left at Arrow unattended indefinitely, and it is my policy that the number of harbour craft and minor landing craft should be reduced before more damage is sustained by artificial harbour.

(3) Additional lifts are required by C. in C. Portsmouth's 172230.

(4) At least one L.S.D. will definitely be required for mounting operation "Infatuate", and it may prove necessary to call on the services of a second for that operation at short notice.

(A.N.C.X.F. 191745A to Admty, Info. F.O.B.A.A., C.T.F.125, C. in C. Portsmouth)

Calais. Ref. your 172002A. Text of S.H.A.E.F. Fwd. 16869 of 041030 was "(1) Development and allocation Calais Port is reference.
 (2) Port will be developed and operated by U.S.

Forces.

(3) Tonnage will be allotted to British in case of need such as interruption Ostend or Boulogne.

(4) Initially all clearance will be by road pending investigation rail capacity in relation port capacity.

(5) Movement from Calais to be co-ordinated by 21 Army Group. Agreed proposals after join R/C to be reported".

Copy was addressed to you.

(21 A.G. Rear, 192010 to Exfor Rear)

Your 151401A and further to my 182230A the following report is rendered in agreement with U.S. Army Authorities here at present.

(2) No authorisation to proceed has yet been received (?from) U.S. authorities but following estimates are based on a period of 3 working weeks after arrival of personnel equipment and material.

(3) Capacity of port for discharge from coasters will then be 2000 tons plus per day.

/(4) ...

390

19.10.1944
ThursdayWar DiaryHOME COMMANDSPort Facilities

- Calais. (Contd.) (4) In addition quay Gare Maritime (?will be) available for personnel and train ferry slipway built at southeast end of this quay L.S.T. Hard may also be available.
- (5) In order to effect this, northern lock to Bassin Carnot will be repaired and southern lock blocked. R.N. lifting craft will be required to assist in shifting sound lock gates.
- (6) From north over sill of locks to Bassin Carnot springs 27 feet neaps 24 feet, Width north lock (?45 feet).
- (7) M7 182230A. Cancel paragraph 5 and insert new paragraph "berths available in open anchorage".
- (8) A.N.C.X.F. pass to all addressees negative F.O.B.A.A., N.O.I.C. Boulogne.
(N.O.I.C. Calais, 192130A to A.N.C.X.F.)

Technical.

- Radar in STRIKER. Your 171406A para. 5. This is a staff requirement and should be inserted in your A. and A. List as Item 318. Fitting can not be undertaken until ship refits.
(F.O.C.T. 191150A to STRIKER.)
- German magnetic M/S boat. A.N.C.X.F. 111150A and my 151204. German magnetic M/S boat dispatched on October 19th 1600 hours aboard SS. SKARV to Southampton.
(F.O.B.A.A. 191934A to Admty, VERNON.)
- Repairs to Horta cable. Cable ship MARIE LOUISE MACKAY is now required to proceed to Azores area to repair Commercial Cable Company's Dartmouth-Horta cable interrupted approx. 25 miles from Horta.
(2) In view of the importance of this cable, request vessel may be sailed as soon as possible after loading necessary cable from Cable Hulk MACKAY BENNETT.
(3) Outstanding cable repairs off S.W. Eire will probably be taken over by Cable Ship JOHN W. MACKAY when she becomes available.
(D.O.D.(H), 192001A to C. in C. Plymouth)
- Repairs to Gibraltar Cable. Cable ship NORSEMAN is required to repair Porthcurno-Gibraltar No.4 cable interrupted in approx. position 40 degs. 50' N. 06 degs. 53' W.
(2) Very desirable that this cable is restored as soon as possible, as it is an extremely important link between the U.K. and the Mediterranean and beyond.
(D.O.D.(H), 192007A to C. in C. Plymouth)

Casualties and Defects

- Convoy O.S.92/
K.M.S.66. Your 182102A ALLINGTON CASTLE reports L.C.T.7014 sunk and survivors on board rescue ship. Am proceeding to join C.S.92 ZANZIBAR in company.
(TOBAGO, 190005Z to C. in C. W.A.)

/Request ...

391

19.10.1944
ThursdayWar DiaryHOME COMMANDSCasualties and Defects.

Convoy O.S.92/
K.M.S.66.
(Contd.)

Request you obtain brief signalled report of basic cause of loss of L.C.T's in tow of vessels of K.M.S.66.
(2) General policy regarding towage of L.C.T. is under review and action may be required before vessels of K.M.S. 67 sail. A.M.172013 refers.
(V.C.N.S. 190011A to C. in C. W.A.)

ROCHESTER cancel my 182145A.
(2) ROCHESTER and DAHLIA are to proceed independently to position 50 degs. 30' 9 degs. 47' W. to assist L.C.T's in O.S. 92/K.M.S. 66. Escorted by B.23 (S.O in FOWEY).
(3) ROCHESTER and DAHLIA acknowledge.
(C. in C. Plymouth, 190101A to ROCHESTER, DAHLIA)
Signal brief report of basic cause of losses of L.C.T's to enable any necessary action to be taken before next convoy sails. Report should include opinion as to whether losses were attributable in any way to faulty gear. A.M. 190011 not to all addressees refers.
(C. in C. W.A. 190142A to FOWEY, KNARESBOROUGH CASTLE, ALLINGTON CASTLE).
My 181950A. L.C.T. (1) 7014 has sunk 12 survivors on board rescue ship DUNDEE and 8 missing. DUNDEE has sustained damage and has been ordered to return Liverpool.
(S.O.E.G. B.2, 190150A to C. in C. W.A.)
Cancel my 190101A proceed to relieve KNARESBOROUGH CASTLE who is standing by L.C.T.(I) 488 and escort to Falmouth or Milford Haven as convenient.
(2) KNARESBOROUGH CASTLE P.C.S. at 2130A/18 was 51 degs. 01' N. 07 degs. 53' W. 108 degs. 8 knots.
(3) Report when joined intended destination and acknowledge.
(C. in C. Plymouth, 190225A to DAHLIA)
Have picked up 19 survivors from each L.C.T.(3) 491 and 480 both sunk by gunfire. Rescue tug has 12 survivors L.C.T.(3) 7014. Am rejoining convoy.
(ALLINGTON CASTLE, 190550A to Admty)
My 190225A. KNARESBOROUGH CASTLE and L.C.T. 488 believed to be proceeding Milford Haven.
(C. in C. Plymouth, 190555A to DAHLIA)
My 182149. L.C.T.(I) 488 (word omitted) (?and) sank at 0540A/19th October in approx. position 050 degs. 24' 006 degs. 55'. One further survivor picked up. Am searching area. Sea boat lost during rescue attempts crew saved. Request further instructions survivors names follows.
(KNARESBOROUGH CASTLE, 190830A to C. in C. W.A.)
Arrived BLANKNEY with weather defects.
(C. in C. Plymouth, 191048A to C. in C. W.A.)
Your 190830A. On completion of search rejoin convoy.
(C. in C. W.A. 191155A to KNARESBOROUGH CASTLE)
Your first consideration is prevention of further loss of life. Weather will again deteriorate. Opportunity should therefore be taken now to take off crews of all L.C.T's. Keep me informed of action taken.
Pass to Commodore of OS. 92
(C. in C. W.A. 191157A to FOWEY, TOBAGO, ZANZIBAR, ALLINGTON CASTLE, DAHLIA, KNARESBOROUGH CASTLE, ROCHESTER, KINGCUP, HUNTSVILLE.)

/ O.S. 92 /...

392

19.10.1944.
Thursday.War Diary.HOME COMMANDSCasualties and Defects

Convoy O.S.92. Area S.E. your track searched to depth 10 to 25 miles nothing further to report. 5 stragglers previously not reported met have been directed to new R/V. P.C.S. 049° 21' N., 010° 40' W., 247°, 15. On arrival convoy track propose sweep back till dark continuing base if nothing met. ZANZIBAR in company. Weather 2875 1354. Suitable.

(TOBAGO, 191222Z to FOWEY.)
Proceeding with L.C.T.(I) 7022 and 7023 in company to Falmouth.
(KINGCUP, 191310 to C. in C. W.A.)
O.S. 92 (corrupt group) 191157A.

TOBAGO and ZANZIBAR completed search south of convoy track and joined convoy in position 049° 10' N., 011° 21' W. at 1430Z. Now sweeping back along convoy track with co-operation of aircraft SLW4, proceeding thence as in my 191222Z via A.M. Q.Z.S.565. Weather report 2872 7854 suitable.
(TOBAGO, 191540Z to C. in C. W.A.)
All L.C.Ts. accounted for except 489, 494, 7015. Report forthwith if these are in company.
(C. in C. W.A., 191724A to FOWEY.)
Reference your 191157A and 191724A situation as known at 1800A.

Abandoned: 7014, 491, 480, 7023, 7022.
Unaccounted for: 494, 489, 7015.
Proceeding Milford Haven with KNARESBOROUGH CASTLE: 488.
Survivors: 38 in ALLINGTON CASTLE, 12 believed in Rescue Ship DUNDEE.
Crews of 7023, 7022 in KINGCUP.
Search by TOBAGO, ZANZIBAR, HUNTSVILLE and aircraft continues. ALLINGTON CASTLE in company O.S.92/K.M.S.66.
(FOWEY, 191910A to C. in C. W.A., but see 190830A.)
Your 191637 not to Admty.

Do not sink L.C.Ts. Remain in vicinity until weather moderates or until further orders. Report your position forthwith.
(C. in C. W.A., 191919A to KINGCUP.)
Your 191919A. My position 049° 48' N., 009° 27' W. I have a seriously injured man aboard, leg was taken off by a rope, he requires medical officer's attention.
(KINGCUP, 192020A to C. in C. W.A.)
Report immediately whether T.L.Cs. 494, 7015 or 489 are in tow.

(2) If not where tow was slipped and fate of crews.
(C. in C. W.A., 192133Z to SS. NAIRNBANK, FORT FINLAY, SAM FOYLE.)
Your 190142A. Primary cause of loss of L.C.T.(2)s. was very heavy sea causing the craft to founder.

(2) In opinion of survivors attention to the following points would provide greater safety.

- Welding of ramp door should be tested.
- Buoyant ? drums are insufficiently well secured.
- Auxiliary pumps are inaccessible in bad weather.
- Stretchers for hold covers require to be shored up from tank spaces.
- Mast should be properly stepped and stayed.
- Canvas hold covers require strengthening.

(3) Towing arrangements proved satisfactory.
(FOWEY, 192243A to C. in C. W.A.)

/Detach ...

393

19.10.1944.

Thursday.War Diary.HOME COMMANDSCasualties and Defects

Convoy O.S. 92/
K.M.S. 66.
(Contd.) Detach ship with doctor to R/V with KINGCUP standing by 2 abandoned L.C.Ts. in position 049° 48' N., 009° 27' W. Injured man had leg taken off by a rope. Report name of ship detached. (C. in C. W.A., 192352A to S.O. E.G.4.)

Convoy N.Y. 119. Have contacted Y.127 who states he is damaged. Am escorting him to Falmouth. (ROCHESTER, 190015A to C. in C. Plymouth.) Proceed so as to pass through position 195° Eddystone 20 at 0300A/19 thence sweep south-west at 8 knots until 0700A/19 to intercept three stragglers from N.Y. 119 proceeding east. If met they are to be directed into Plymouth. At 0700A/19 proceed as in my 181031 not to all addressees acknowledge. (C. in C. Plymouth, 190124A to Force 27.) Pass Gate forthwith to patrol at best speed in an area bounded on the north by 50° N. on the south by 49° 30' N., on the west by 4° W. and on the east by 3° 30' W. (2) Object - To divert stragglers from Convoy N.Y. 119 into Plymouth. (C. in C. Plymouth, 190136A to SKATE.) 2 barges adrift position 49° 42' N., (? 05°) 08' W. (A/C RQX.16, 190955A to 19 Group.) Proceed to R/V in position 49° 08' N., 6° 52' W. (2) Report any craft sighted and take off crews of disabled vessels before dark. Escort others to Falmouth or Plymouth. (3) Renewed gale from south to south-west imminent. (4) ROCHESTER take charge of ships addressed. (C. in C. Plymouth, 191248A to ROCHESTER, DAHLIA.) Report position, situation and ships in company. (C. in C. Plymouth, 191056A to C.T.G. 27.5 (U.S.S. STERN), U.S.S. O'TOOLE, U.S.S. MASON, U.S.S. CHASE, U.S.S. POWERS, U.S.S. BIRMINGHAM, U.S.S. ABNAKI, U.S.S. MAUMEE, H.M.S. SALADIN.) ROCHESTER 191202. ROCHESTER locate obstruction. If salvage impossible, sink it. (2) DAHLIA continue to position ordered in my 191248A. (C. in C. Plymouth, 191444A to ROCHESTER, DAHLIA.) Search between 4° W. and 5° 20' W. as far south as 49° N., assist Tugs OWL and CORMORANT if necessary. My 191141 refers. (C. in C. Plymouth, 191809A to SKATE.) The following have arrived from Convoy N.Y. 119 to date:- H.M.S. PRETEXT, H.M.S. ASTRAVEL, U.S.S. MAUMEE. U.S. L.Ts. 492, 536, 580, 651, 653, 784, 581. U.S. S.Ts. 501, 510, 676, 677, 718, 742, 748, 750, 751, 752, 747. All Y tankers listed in Port Director New York's 192140Z Sept. SS. SUERTE arrived Mounts Bay. (F.O.I.C. Falmouth, 191818A to Admty.) ROCHESTER's 191712. After sinking floats ROCHESTER proceed to R/V with DAHLIA as in my 191248. Thence sweep through position (AA) 049° 40' N., 007° 40' W. to (BB) 049° 12' N., 009° 01' W. (2) If nothing sighted on reaching (BB) sweep back to Scilly Isles. Disabled barges which cannot be salvaged are to be sunk. (4) (? Report) situation at 0800A/20. (C. in C. Plymouth, 191826A to ROCHESTER, DAHLIA.) Request immediate reply to my 191056A calling for situation report. (C. in C. Plymouth, 191835 to C.T.G. 27.5 (U.S.S. STERN).)

/Your ...

394

19.10.1944.
Thursday.War Diary.HOME COMMANDSCasualties and Defects

Convoy Your 181325 not to all addressees. U.S. Tugs
N.Y. 119. OWL and CORMORANT are now at Falmouth and are
(Contd.) available if required.
(C. in C. Plymouth, 190205A to C.T.G. 27.5.)
Action ROCHESTER attempting to sink undamaged
B.C.F. 3207 with deck load wooden barge still
considered salvageable not understood. Ref. your 191056A.
C.T.G. 27.5 in O'TOOLE standing by barge in lat. 49.33, long.
06.58. Request other patrol vessels sighting barges adrift call
(Vice Mall Granddad) prior to further damaging units this Task
Group. Please reply my 191801.

(C.T.G. 27.5, 192035A to C. in C. Plymouth.)

Have reports 2 barges latitude 49.26, longitude 05.20 and
one at 49.24 05.48. Send Service Tugs this Task Group to
salvage these. Will proceed there as soon as Tug L.T. 63 and
BERMINGHAM arrive to relieve at about 2330 here. Please advise.

(C.T.G. 27.5, 192155 to C. in C. Plymouth.)

JOHN M. BERMINGHAM with L.T. 63 and L.T. 579 and barge
in tow at 49.28 N., 07.31 W., 2000Z speed 6. E.T.A. Falmouth
1400Z/20th October. Expect to R/V O'TOOLE at 49.33 N., 06.59
W. leaving L.T. 63 with O'TOOLE to assist MASON searching for 3
lost barges area 48.45 N. and 10 W.

(JOHN M. BERMINGHAM, 192134 to C. in C. Plymouth.)

Following is a repetition of message 191915A from OWL
begins at 1810 rescued barges number B.C.F. 3212 and B.L. 3208.
Am proceeding at utmost speed to Falmouth. Will require
repairs and one new anchor. Sea 5 to 6. Ends.

(OWL, 192325A to C. in C. Plymouth.)

EMPIRE Your 182045 received corrupt. No relief
MALLORY. available. Escort ship to Oban thence proceed
direct base.
(C. in C. W.A., 190554A to INMAN.)

EDOUARD F.O.I.C. Liverpool and Com. W.I. are requested
JERAMAC. to sail CLOVER, NORTHERN SPRAY respectively to
arrive Moville by noon 21st October.
(2) Cdre. (D) W.A. is requested to sail NORTHERN
SPRAY (S.O.), CLOVER as requisite towards position
50° N., 29° W. to relieve NORTHERN SKY, HOMEGUARD as escort to
cable ship EDOUARD JERAMAC.
(3) NORTHERN SKY to signal R/V in due course.
(4) On relief NORTHERN SKY, HOMEGUARD to Liverpool.
(C. in C. W.A., 191006B to Com. (D) W.A., F.O.I.C. Liverpool)
My 191006. Add to para. (2) Relief should take place
before 2000 October 26th.

(C. in C. W.A., 191403A to Com. (D) W.A.)

Following from EDOUARD JERAMAC - "Recurring gale (high
seas?) ship labouring heavily, fear further damage. As soon
as weather permits recommend we proceed Azores for the United
States. Please arrange and rush reply".

(HOMEGUARD, 191840Z to F.O.I.C. Liverpool.)

19.10.1944.
Thursday.

War Diary.

HOME COMMANDS

Shipping and Convoys

Landing Appian. A.M. 172013A following craft detailed.
Craft for (A) Nil. (B) L.C.T. 478 and 493. (C) L.C.T.
Overseas. 869 and 1331. (D) L.C.T. 1057 and 1144. (E)
L.C.T. 1056 and 1332. (F) L.C.T. 1058 and
1240. (G) L.C.T. 1239 and 1330. (H) L.C.T.
1153. (I) L.C.T. 1105 and 1329. (J) L.C.T.
492.

(2) Following will not be ready to sail: L.C.T. 1320 straggler from first flight and L.C.T. 915, 1102 and 1238 which have not yet arrived in Clyde.

(3) Craft will be sailed to arrive at assembly ports before dark on 22nd October.

(4) F.O. 9 taking passage in L.C.T. 493, F.O. 71 in L.T. 1144.

(5) Intend attaching L.C.T. 1105, 1153 and 1320 to '9' L.C.T. Flotilla for voyage.

(6) All craft will require topping up with fresh provisions, fuel and water on arrival at assembly ports.

(7) F.O.I.C. Milford Haven is requested to pass purport of para. 1 (I) and (J) and paras. 4 and 5 of his signal to L.C.T. 492, 1105 and 1329 and to arrange for their commanding officers to attend conference.

(R.A.L.S.C.U., 191308 to Admty.)

Appian. A.M. 172013 para. 1 (E). SAMUR will now take Major Landing Craft in tow at Barrow in Furness.

(D.O.D., 191939A to C. in C. W.A., R.A.L.S.C.U.)

Prairie Pass to F.Os. I.C. and N.C.S.Os.
Anchorage Prairie Coaster Anchorage has now been dis-
to be dis- continued and vessels for Omaha and Utah discharge
continued. are to be sailed direct to their respective
Beaches.

(2) Coasters for Le Havre or Rouen are to be sailed to Pasture Anchorage (Q.Z.H.477) for pilot and onward routeing, those from the West of Portsmouth calling at Solent for onward convoy.

(3) All coasters now en route for Prairie, Omaha or Utah with a draft of eighteen feet or under should be diverted to Pasture if possible, those with a draft of more than eighteen feet to Omaha.

(D.T.D., 191848A to Cs. in C. Portsmouth, Plymouth, Nore.)

Far Shore Pass to F.Os. I.C. and N.C.S.Os.
Convoys A.M. 031341 October. Para. (3).
nomenclature. N - for "Spare" read "Folkestone".
Q - for "Spare" read "Dover".
(D.T.D., 191956A to A.N.C.X.F., C. in C. Nore,
C. in C. Portsmouth, C. in C. Plymouth, C. in C.
W.A., A.C. Dover, Com. Belgium, F.O.B.A.A., C.T.F. 125, Com. Z.
C.O.T., C.T.F. 123, A.N.C.X.F. (Buco), S.H.A.E.F. (Forward),
War Office, C.O.T. Etousa, Comnavu, 21 A.G. (Rear), F.O.I.C.
Netherlands, A.N.C.X.F. (P.H.))

19.10.1944.
Thursday.

War Diary.

FOREIGN STATIONS.

North Atlantic.

U/B hunt R/V 35.11 N. 15.11 W. at about 1200Z today 19th.
N.E. of S.O.E.G.9 detach 2 ships for refuelling accordance
Madeira. F.O.G.M.A. 171604. Then search area east of 14 W.
between 35 and 36 N.
(C.T.G. 22.2 190625Z to VERITY, E.G.9.)
S.O.E.G.9's 190930 not to all addressees

HYDERABAD is being sailed so as to arrive in position C 035°
(740') N. 012° 30' W. at 1400/21.

(2) Request you will (a) arrange R/V for HYDERABAD with E.G.9 and
(b) detach remainder of E.G.9 to fuel at Gibraltar when considered
necessary.

(F.O.G.M.A. 191522A to C.T.G. 22.2, Info. U.S.S. EMMONS, MCLANAHAN,
E.G.9, C. in C. W.A., Admty. Cominch, Commorseafon, Cinclant,
VERITY, U.S.S. MCDUGAL, GHERARDI HYDERABAD.)

My 191522. When E.G. 9 has parted company action addressees
are to assume temporary title of "Group One" VERITY assuming duty
of S.O.

(F.O.G.M.A. 192126A to VERITY, HYDERABAD, KILBURNIE,
KILMINGTON, (R) Admty. C.T.G. 22.2, Cominch, C. in C. W.A.,
9th E.G., Cinclant, S.B.N.O. Azores.)

LOCH ALVIE, P.C.S. 191000Z. 035° 26' 011° 50' 084° 14½ knots.
ST. JOHN. E.T.A. Gibraltar 200730Z. ST. JOHN in company.
Defects, (details).
Weather report 6181 2214.
(LOCH ALVIE 191031Z to F.O.G.M.A.)

BLACKMORE. Intend to sail BLACKMORE at 0900A/20th to Plymouth
for fuel and onward routeing to Sheerness. A.M.
181643A* not to all.
(2) - (6) Route and arrangements.
(F.O.G.M.A. 191246A.)
* BLACKMORE to be taken in hand for refit.

AMBUSCADE. A.M. 041125 not to all. AMBUSCADE has arrived
Gibraltar for deep sea trials.
(2) Boom trawler CONSBRO and safety vessel
ANCHUSA detailed.
(3) Minimum required depth for trials is 1000 fathoms.
(4) The following areas meet requirements (a) vicinity of 36° N.
01* W. (b) vicinity of 34° N. 08° 30' W.
(5) Owing to the present U-Boat situation and the liklihood of
worse weather in position B it is proposed to carry out trials
in A.
(6) If approved request permission for ships to operate from Oran
to shorten route to and from area.
(7) If A/S conditions unsatisfactory in (a) the U-Boat situation
can be further examined with a view to trials taking place in
(b) ships operating from Casablanca.
(F.O.G.M.A. 191246A to C. in C. Med.)

A.F.D.17. M.S.C.I.5. Intend sailing A.F.D. 17 in tow of
(KARIAT intended) LORIENT 1000/21 to Port Said for onward routeing to
Kilindini (A.M. 042244* Sept.) and 181600+ Oct.
neither to all refer.)

19.10.1944.

Thursday.

War Diary.

FOREIGN STATIONS.

North Atlantic.

A.F.D.17. (2) A. $4\frac{1}{2}$ knots or better.
(Contd.) (3) - (7) Route and arrangements.
(8) WOLBOROUGH (S.O.), SOUTHERN SEA
(F.O.G.M.A. 191622A.)
* In view of U-Boat situation A.F.D.17 not to be
towed to Clyde.
+ Pending other arrangements being made, it is considered
LARIAT is capable of towing dock alone through Med. and without
help of tugs.

U-Boat threat. In view of the possible U-Boat threat to the
Rescue tug for Gib. Western Mediterranean Approaches it is requested
that a rescue tug may be allocated and sailed to
Gibraltar as soon as possible.
(2) Loan of tug required until repairs to NIMBLE
are completed by 071206.
(F.O.G.M.A. 191714 to C. in C. Med.)

South Atlantic.

Prince George of Greece. (Extract.) Request permission for Prince George
of Greece and Princess Marie to travel in EMPRESS
OF SCOTLAND sailing 24th October for U.K.
Immediate reply is requested.
(C. in C. S.A. 191215B to Admty.)

Personnel required for 3 Frigates. Approx. 130 personnel, crew for 2nd Frigate, will
be available for passage on 1st November your
241841 August.
(2) As it is desired they should receive recom-
missioning training on arrival in U.K. can
expected date of commissioning now be given.
(C. in C. S.A. 191830B to Admty.)

M.V. BRAGANZA (sunk 12 Oct.) Second lifeboat with 15 survivors picked up by
Argentine ship RIO SALADO due Rio de Janeiro 21st.
My 181211 refers.
(B.N.S.O. Rio de Janeiro 191909Z.)

CAMBRIA. Cable ship CAMBRIA due to sail 21st to carry out
cable repair. repairs to cable between Victoria and Recife.
Com. Fourth Fleet proposes to allow her to sail
independently without escort. Air coverage to be
provided as found practical. Do you agree to this.
(B.N.S.O. Rio de Janeiro 191925Z to Admty.)

19.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

Greek Operations

Aegean S/M operations. (1) VAMPIRE at Castelorizo.
 (2) VIRTUE, VIVID 34° 49' 21° 24' to Malta.
 (3) First submarine Flotilla summary 2002A/19th.
 (4) MATROZOS 34° 32' 22° 49'.
 (5) VORACIOUS at Khios.
 (6) PIPINOS at Mitylene.
 (S.1, 190903A.)

Following received from C. in C. Med. As all caiques and small craft which we can acquire will be urgently needed shortly any enemy controlled ships which can conveniently be captured should not be sunk.

(2) This applies specially to those carrying cargo as opposed to troops which would require a guard to look after them.

(Capt. (S) 1 191147A to VORACIOUS, VAMPIRE, PIPINOS.)

Sail from Khios forthwith to join route ordered in F.O.E.C. 192229* para. 2 and then comply with that signal.

(Capt. (S) 1, 192330 to VORACIOUS, (R) F.O.E.C., F.O.L.E.M. Force, "A", H.Q.A.F.)

Air operations Balkan Details: Bad weather interfered with operations and many aircraft were unable to find targets. 8/15 Beaufighters despatched to sweep Salonika Bay made R.P. and cannon attacks on a C/V, one DR rpt DR of 1500 tons, one M/V rpt M/V of 1000 tons, 6 L.C. and one trawler of 300 tons. Strikes were seen on all vessels and one L.C. stopped.
 (H.Q.M.A.A.F. 190905A.)

Sailings for Piraeus. C.S.15's 171(535?) not to all addressees. Intend sailing (?H.M.S. TEAZER) L.S.T.36 FORT PEMBINA, FORT KULLYSPELL escorted by WHADDON at 0600A tomorrow Friday for Piraeus. Route Chianti Milk North and (corrupt group) east S. of A. ten knots E.T.A. position 754 1600A 22nd October Codeword "Hippopotamus" Wireless call sign Item Baker.
 (F.O.T.A.L.I., 191245A to (? TEAZER) C.S.15.)

Joint Naval Army R.A.F. Intell. Appreciation. 24 hours to 0900 hours 19th October '44. All times G.M.T.
 (3) Aegean shipping summary. Photo recce. 18th October revealed following. Cyclades. Melos. 2 Caiques present. Reliable source reports shipping movements stopped by 14th October but elements garrison leaving by seaplane. Khalkis. No fresh departures (? but other) U-boat moved to 100 yards north of bridge and 1 demolition crater in Tesn Quay.
 Comment. Presumably port now abandoned by enemy. (C. in C.M.E. 191305C.)
 Second and last part. Volos. Extensive damage apparently demolitions port area.
 Comment. Presumably, therefore, no further unloading here.

/Salonika...

19.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

Greek Operations

Joint Naval Army R.A.F. Intell. Appreciation. (Contd.)
Salonika. Not covered.
Conclusions.
(1) Following clearance and demolition Khalkis similar clearance to Salonika now in progress
Volos.
(2) Movement equipment and troops away from Leros already involving 6 vessels continues. Indications latter proceeding via northern fringe Cyclades. Bulk of remaining shipping will shortly be concentrated Salonika where preparations for demolition continue.
(C. in C. M.E. 191305C.)

G.2. Summary No.51. (Extract)
(2) Greece. Jannina entered by Zervas troops 14th October evacuation northwest Greece virtually completed. Movement northwards from Salonika being accelerated and CX reports refer to town being evacuated between 19 and 22 October.

Although this possible, unlikely that total evacuation of northern Greece can be effected before end of month. Eam reported in control on Lemnos an island believed evacuated. Reliable reports states last stand to be made on Leros.
(A.F.H.Q. No T.O.O. 19 Recd. 1430.)

Patras Situation Report No. 7.
Your 0728. Greek N.O.I.C. takes over from me at 0900 tomorrow 20th October.
(2) Intend sailing in L.C.A. 1300/20th.
(3) All quiet here. Discharge of L.C.Ts. satisfactory.
(4) Request signals for me be made from S.P.2362 (73).
(S.N.O., Pat. 191840A to F.O.T.A.L.I.)

Situation report number 464
(1) On 15th October carrier borne aircraft destroyed 4 armoured cars, 3 ammunition trucks, 27 lorries and 29 other vehicles, attacked an ammunition ship which blew up, and set a coaster on fire: all returned Volos area.
(2) Following day in northern Aegean ARGONAUT sank armed Caique with 200 infantry on board and TERMAGANT sank Siebel Ferry loaded with Radar equipment.
(3) On 17th October carrier borne aircraft in same area successfully attacked Caiques, barges, small craft and locomotives.
(4) Garrison of Santorin surrendered to AJAX on 18th October.
(C. in C. Med. 192114A.)

Enemy destroyer sunk W. of Skiathos.
One destroyer bearing 230° my position 39.17 N. 23.30 E.
(TERMAGANT 192249C to F.O.E.C.)
2 Funnel destroyer driven ashore and destroyed by TERMAGANT and TUSCAN in 039° 22' N. 023° 13' E. no damage or casualties to either ships.
(TERMAGANT, 192340C.)

400

19.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

General

Turkish ferry boats. Re conversion to L.L. minesweepers. C. in C. Med. 271137 July para. 3 and Admty. 291145 July para. 1 not to all refer. (F.O.L.E.M., 191015C.)

Transferred U.S. P.T. boats. 16 boats ex. 15th U.S. P.T. Squadron were transferred at Malta to R.N. on 17th October. Torpedo tubes have been removed.
(2) Boats have been (?allocated) as follows:-
(a) Manned by African Coastal Flotilla P.T. Nos. 206, 214, 215, 216.
(b) Manned by Yugo-Slav P.T. 201, 204, 205, 207, 208, 209, 211, 213.
(c) In reserve P.T. 203, 210, 212, 217.
(3) Request M.G.B. number may be allocated to all boats and Flotilla number to 2(a) and 2(b).
(4) Yugo-Slav manned boats when worked up will operate under F.O.T.A.L.I. in the Adriatic.
(C. in C. Med. 191107A to Admiralty.)

Aircraft for escort carriers. A.M. 172054 not to all. Intend 807 Squadron to re-arm with Seafires with G.G.S.
(2) Propose G.G.S. instructional unit and 807 Squadron should disembark to Dekheila for training. Minimum period estimated to be one week depending however, on training facilities which F.O.L.E.M. can made available.
(3) Further signal will be made concerning training.
(Cdre. Escort Carriers 191257B.)

MADISON . T.G. 80.6 121208A MADISON reports for duty. Proceeding San Tropez 1800A.
(?MADISON 191314A to C.T.F.86.)

ZZ Craft Request you will investigate lift of ZZ craft in accordance with para. 3 of A.M. 121921* with P.S.T.O. E.M. and report.
(A) Number and type of merchant ships required to lift craft and associate stores with craft complete.
(B) Requirements if ZZ craft are dismantled and time taken to erect on discharge.
(C. in C. Med. 191422A to F.O.L.E.M.)* Danube minesweeping.

VALIANT Arrived.
(N.O.I.C. Suez, 191653C.)

/M.V. ...

401

19.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

M.V. A.M. 181951. Swedes state they have received
NAGARA, urgent message dated the 18th October from
BORELAND. Swedish Consul Gibraltar that British Admiralty
has now instructed NAGARA and BORELAND to proceed
to Augusta, Sicily for orders. Swedes are
instructing their Consul that they cannot agree
to diversion as it would involve leaving safe conduct route.
(2) Swedes are obviously afraid that diversion might result in
attack by German units if vessels leave safe conduct route.
(3) In the circumstances request you will not arrange departure
of these vessels from Gibraltar until you are satisfied that
they can proceed direct to Piraeus by Black Route without
diversion.
(4) Future control of relief ships is under discussion with
Swedes.
(Hd. of M. 191802A to C. in C. Med.)

Cagliari, After withdrawal of Navdet Cagliari on or about
Sardinian 25th October C.G. S.O.S. Natoussa Signal passed to
ports. you in my 061701A refers. Intend to relinquish this
Port to Italian Naval Authorities N.O.I.C. Maddal-
ena will become F.O.W.I.T.S. Liaison Officer
for all ports in Sardinia.
(F.O.W.I.T. 191847A to C. in C. Med.)

B.Y.M.S.2009. Owing to one engine being out of action and the
other one doubtful, and generators giving trouble,
intend sailing B.Y.M.S. 2009 to Taranto for repair.
Have (corrupt group) defective (corrupt group)
tail from B.Y.M.S. 20 (2 incomplete groups) (2 corrupt groups)
(3 incomplete groups) M.S. Sailing signal follows.
(S.O. M/S. F. 13, 191945A to F.O.T.A.L.I.)

19.10.1944.

Thursday.

War Diary.

FOREIGN STATIONS.

East Indies.

Identifica-
tion of
light craft
by aircraft.

Considerable difficulty is being experienced in the identification of light craft by fast moving aircraft and the two star coloured light by itself is not considered sufficient in all cases. Special deck markings such as white bands and R.A.F. Roundels have also been introduced.

(2) It is understood that a U.S. type of coloured smoke flare (not the grenade in C.A.F.O. 1099/44) has been used successfully in home water.

(3) If this is confirmed request details may be given and immediate supply arranged.

(C. in C. E.F. 190231 to Admty.)

U/B dis-
positions.

No fresh information. Scale unchanged.
(C. in C. E.F. 190412Z.)

WHITE BEAR.

Admiralty's 021302 on arrival WHITE BEAR should be sailed independently to Colombo.

(2) Route as follows R 13° 54' N. 54° 00' E. S 9° 25' N. 70° 01' E. thence through 9° Channel to seaward end of Colombo searched channel.
(C. in C. E.F. 190521Z to Comic Aden.)

A/A sloops
allocated to
Eastern Fleet.

A.M. 231534 May para. 3B.
Following A/A sloops have been allocated to Eastern Fleet:
AMETHYST, BLACK SWAN, HART, MAGPIE, MERMAID, PEACOCK, PHEASANT, STARLING, WHIMBREL, WOODCOCK, WREN.

(2) One of the above is in lieu of CAM which has been damaged and whose allocation to you is cancelled. A.M. 281831 June refers. CRANE is expected to leave U.K. 13th November.

(3) All ships in para. 1 will be given limited refit including hull stiffening where necessary before leaving U.K.

(4) Ships are expected to leave U.K. to join your command approx. as follows - early December 9, early January 2.

(5) Request accounting bases for all ships be signalled in due course.

(D.O.D.(F) 191211A to C. in C. E.F.)

STATESMAN,
patrol report.

STATESMAN second Far East patrol.
(2) 6th October 0800 off Gokham Yai sank two 150 ton wooden diesel coasters by gunfire taking three Japanese and six Japanese prisoners.

(3) Remainder of patrol blank.
(C. in C. E.F., 191236Z.)

NEWCASTLE.

NEWCASTLE left.
(N.O.I.C. E.Af. 191355Z.)

19.10.1944.
Thursday.

War Diary.

FOREIGN STATIONS.

America & West Indies.

U/B dis-
positions.

Estimates.
(N.S.H.Q. 191301Z, Cominch 191459.)

M.V. MANGALORE,
TRAVANCORE.

Request routes of MANGALORE and TRAVANCORE and whether now proceeding singly. N.O.I.C. Faroes 161940* refers.
(Cominch 191447Z.)

* Cleared and sailed Swedish ships MANGALORE and TRAVANCORE chartered by International Red Cross.

FELICITY.

Anticipate FELICITY will be ready to proceed from Halifax 22nd October. Intend sailing independently to Azores for onward routing to U.K. (C. in C. C.N.A. 191509A to Admty.)

SEAWOLF.

Anticipate SEAWOLF ready to sail about 28th Nov. My 172022 August request confirmation that allocation to CORNWALLIS for training duty in your 161348 May not to S.B.N.O.W.At. still stands and that SEAWOLF should be sailed to Halifax. (B.A.D. 191548Z to C. in C. C.N.A.)

PREVENTER.

When ready about 24 October sail PREVENTER (A.N. 77) from New York to U.K. in appropriate H.X. convoy.
(Cominch 191831Z to Comeastseafron.)

Task Group
22.5.

Proceed when ready toward 47 N. 40 W. to operate against homebound submarine now estimated south of Flemish Cap.
(Adcom Cinclant 191952Z to C.T.G. 22.5.)

Merchant ships
control after
the war.

Concur in draft report of conference on merchant ship control after cessation of hostilities with Germany.
(N.S.H.Q. 192029Z to Cominch C. & R.)

Stragglers
report No.

Returned Halifax from S.C. 159 KATLA (Ice.) Oct. 18 engine defects.
(N.S.H.Q. 192141Z.)

404

19.10.1944.

Thursday.

War Diary.

FOREIGN STATIONS.

Australia & New Zealand.

M.V. DELIUS
overdue.

DELIUS due Fremantle 15th October from Cochin has not yet arrived.
(Cdr. S.W. Pacific Sea Frontier 190646Z.)

Digest 1002.

Digest for October 18th.
U.S. S/M contacted three large ships Northern Makassar Strait early hours course 35° speed over 20 knots.

(11) P.T. boats contacted possible submarine night 16th near Miti Island where torpedoes encountered previous night. Believed from shore positions.

(13) Local sources report that 25 Jap. transports arrived Lingayan Gulf on West Coast Luzon 14th October. Troops disembarked 17th also unloaded modern artillery and ammunition then commenced preparations for beach defences.

(18) Allied landings effected 17th and 18th October on two Islands Leyte Gulf namely ?Sullbn repeat ?Scdubn and Dinagat encountering negligible enemy interference. Heavy naval surface units bombarded airfield and town off Dulag on East Coast Leyte Island afternoon 18th.

(G.H.Q.S.W.P.A. 190830.)

GEELONG
sunk.

H.M.A.S. GEELONG sank 18th October as a result of night collision with U.S. tanker YORK in 006° 04' S. 147° 50' E. Crew were safely transferred to YORK.
(A.C.N.B. 191109Z.)

U-BOAT CAMPAIGN.

S/M attack
& sighting
summary.

Para. B. (1) A/C had disappearing contact at 0325Z/19 in 59° 44' N. 06° 38' W.
(D.D.I.C. 191013Z.)

U/B dis-
positions.

Estimates.
(D.D.I.C. 191309A, 191324A.)

20.10.1944.

Friday.

War Diary.

SITUATION REPORT.

Home Commands.

1. A Norwegian Token Force is to accompany the Russians "if and when they pursue the Germans into N.W. Norway." But the Russians add that "time is of extreme importance, and the Force should reach Petsamo in the next few days."

2. On sailing the corvette CLOVER, Tobermory completed working up their thousandth ship.

West Coast
France.

3. (a) Two U-Boats reached La Pallice on Oct. 6th greatly to the benefit of German morale.

(b) ALBRIGHTON has been driven off her patrol, leaking slightly from weather damage.

Western
Approaches.

4. (a) The situation of the two scattered convoys 200 miles off Lands End begins to clear. As regards K.M.S. 66, of the casualties named yesterday, L.C.T. 7014 definitely foundered, but 7022 is afloat, and 7023 near her, with the frigate DRURY standing by. L.C.T. 489 is still unaccounted for. 494 and 7015, their crews still on board, are being sought for by TOBAGO, ZANZIBAR and HUNTSVILLE. The frigates DRURY, GOODALL, BULLEN and ANGUILLA are joining in the general hunt, but KINGCUP has put in to Falmouth with a badly injured survivor. Of the ships in convoy, FORT FINLAY and SAM FOYLE have been stragglers since a.m. 18th, NAIRNBANK since yesterday, and LAGARTO is definitely in distress, with ALLINGTON CASTLE standing by her. First reports suggest that the L.C.T. casualties were due to faulty lashing of cargo and buoyancy drums, hold cover supports too weak, and to the forward power bilge pumps proving inaccessible in heavy seas. C. in C. Western Approaches will hold a Board of Enquiry at Liverpool on Sunday. Meanwhile major landing craft will not sail in tow in convoy K.M.S. 67.

(b). As regards N.Y. 119, S.Ts. 511, 719 and 720 are definitely sunk; the destroyer SKATE is standing by 2 barges until relieved by the tugs CORMORANT and OWL, O'TOOLE is standing by another barge, and BIRMINGHAM is bringing one in. MASON and ROCHESTER are searching in general, and DAHLIA is escorting damaged FLUORSPAR in to Falmouth.

Norway.

5. Flag Officer, Submarines holds ULA to blame for her misadventure reported on the 17th, (q.v. para. 4(b)) in that her position at the time was outside her attack-restriction area and that the recognition grenade which she fired is not a submarine-to-aircraft method of identification, and looked menacing to the aircraft. He suggests amending C.B. 03092 so as to give submarines 20 miles law all round their restricted-attack strips.

20.10.1944.
Friday.

War Diary.

SITUATION REPORT.

Foreign Stations.

Mediterranean.

Riviera.

6. The French destroyer FORBIN whilst escorting minesweepers in the San Remo area came under heavy fire from enemy batteries, one of which she silenced, and she also hit an ammunition dump. The U.S. destroyer EBERIE also shelled shore targets.

Greece &
Aegean.

7. (a) The weather prevented discharge in Piraeus today, but the unloading of ships in Leontos and Heracles harbours continued satisfactorily.
(b) The Greek Cabinet has landed at Piraeus and drove with the Naval and Army force commanders to Athens where they were enthusiastically welcomed.
(c) Convoys (short titles H.P/P.H.) are to be sailed from the heel of Italy to Piraeus arriving 27 October and thereafter on a 5 days' cycle.
(d) A Greek N.O.I.C. was to take over from S.N.O. Patras at 0900 today.
(e) It is reported that the submarine base at Salonika was destroyed by the enemy on 11 October.
(f) Carrier borne aircraft bombed Kos today.

East Indies.

8. ILLUSTRIOUS sailed from Durban today to Trincomalee to rejoin the Eastern Fleet after refit.

Australia & New Zealand.

Invasion of
Philippines.

9. This forenoon strong U.S. Army forces landed on several beaches on Leyte Island after intense bombardment by heavy surface ships including battleships and cruisers and covered by carrier aircraft. Opposition to all landings was negligible and casualties were very light. Only 4 aircraft passed over the area and no attacks were pressed home until the afternoon when one ship was torpedoed. Another ship was hit later by a light bomb.

20.10.1944.
Friday.

War Diary.

SITUATION REPORT.

Australia & New Zealand - Contd.

Philippines

10. Carrier borne aircraft from the 7th Fleet Task Group attacked the Panay/Cebu area today, destroying 7 luggers and damaging 2 M.T.Bs. besides causing damage ashore. 6 Japanese aircraft were shot down.

20.10.1944.
Friday.

War Diary.

HOME COMMANDS.

Policy.

Netherlands Mission at Brussels. This is a S.C.A.F. message number 108, further to Netherland Mission Directive S.H.A.E.F./17502/3 Ops. (C) dated 15th September. Advance elements of S.H.A.E.F. Mission (Netherlands) are now established at number 18 Avenue des Gaulois, Brussels. Object is to have an advance Echelon of Supreme Headquarters in Belgium to handle Netherlands matters until such time as the Netherlands Government moves from London on to Netherlands soil when the Mission will be formally accredited to it. The Head of the Mission is Major General J.K. Edwards (British), Deputy Head of Mission is Brigadier General George Peter Howell (United States.) Telephone number not yet allotted but Mission can be reached through Headquarters 21st Army Group switchboard. (S.H.A.E.F. 201530A to Secretary Combined Chiefs of Staff, Secretary U.S. Joint Chiefs of Staff, Central District - U.K. Base for British Chiefs of Staff, Secretary The Admiralty, The Under Secretary of State the War Office, The Under Secretary of State the Air Ministry, Supreme Allied Commander Mediterranean Theatre, Allied Naval Commander Expeditionary Force, Commanding General 12th Army Group, Commander in Chief 21st Army Group, Commanding General 6th Army Group, Commanding General Comm. Zone (Main), General 1st Allied Airborne Army, Special Force Headquarters (attention Brig. Mockler - Ferryman) S.H.A.E.F. Mission France, S.H.A.E.F. Mission Belgium, S.H.A.E.F. Mission Luxembourg.)

Royal Norwegian (token) Force for Norway. 192215A. (Please pass Force 134 A/QGO 103.) Reference my 06(?19th October). If project approved by C. in C. Royal Norwegian Forces suggest Norwegian Token Force should be one (corrupt group) company less transport approx. 200 personnel plus elements of District Commodore Staff and Port Party 15 personnel. C. in C.

Home Fleet informs me of possibility Force sailing in fast merchant ship due leave U.K. for North Russia approx. the end of October.

(Scottish Command 201923A to S.H.A.E.F.)

Cite S.H.G.C.T. 20th October 1815A your O.6 of 19th October refers.

(1) Information now received from Military Mission Moscow to following effect:-

A. Soviet Government has approved and promised all possible assistance in having a Token Norwegian Force operating with Russians if and when it becomes necessary to pursue Germans into North West Norway. Soviet Government propose, it is understood, to request that this Norwegian Token Force be sent from U.K. to Petsamo.

B. Military Mission, Moscow, consider that participation by small group of Norwegians in Russian advance would be helpful both from Political and Military point of view and would lessen the prospect of Russians assuming a dominating attitude in Norway.

C. Soviet Government have emphasised that time is of extreme importance and that if Norwegian Token Force is to participate it would have to reach Petsamo in next few days.

409

20.10.1944.
Friday.

War Diary.

HOME COMMANDS.

Policy

Royal Nor-
wegian
(token) Force
for Norway.
(Contd.)

(2) The request of Norwegian Government to participate is apparently being submitted through Diplomatic channels and the matter has not yet been referred to this Headquarters by Combined Chiefs of Staff. This cable is therefore in the nature of a warning order only.

(3) You should take immediate steps, in consultation with your joint Commanders, the Norwegians and the War Office, to plan the dispatch of such a Token Force, referring any major points for decision to this Headquarters.

(4) Preliminary views of this Headquarters are that Norwegian Force of some 120 from United Kingdom together with small Norwegian Mission would suffice. Force and Mission to be transported by warship to Murmansk or Petsamo. Norwegian Commander to come under Russian Command for operations on arrival. British or United States participation to be limited to small Liaison Staff attached to Norwegian Force Headquarters including Maintenance and Civil Affairs Representation. Maintenance to be Russian responsibility except for items not available locally which will be delivered to Russians at Murmansk by normal convoy for onward transmission through Russian channels. Three months stocks of such items to accompany force.

(5) We are not prepared to concur in any executive action regarding negotiations for move of Police Battalions pending receipt of instructions from Combined Chiefs of Staff.
(S.H.A.E.F. 202150A to Scotco.)

Movements.

EREBUS &
ROBERTS.

Proceed in company with ROBERTS, as necessary to arrive Southend in daylight today. Anchor on arrival EREBUS 119° E. Nore Sand Buoy, 4½ cables, ROBERTS 123° E. Nore Sand Buoy, 7½ cables. Amend V.A. Dover 201135 accordingly.

(2) Fuel either at Southend or Sheerness a.m. tomorrow Saturday as arranged by N.O.I.C. Sheerness.

(3) Report E.T.A.

(4) Your 200830A refers.

(C. in C. Nore 201216A to EREBUS, ROBERTS, etc.)

EMPEROR,
ATTACKER,
STALKER,
HUNTER,
ROYALIST.

No carriers can be spared operationally before end of November, in order to ensure completion by May 1945 of all carriers EMPEROR will be sailed to U.K. by first week in December ATTACKER, HUNTER and STALKER will be refitted at Gibraltar. Work on ROYALIST is being investigated with a view to taking in hand at Alexandria A.M. 151622 to all refers.

(C. in C. Med. 201259 to Admty.)

DUGUAY TROUIN

French Navy requests permission for anchorage berth in Rade de Brest for cruiser DUGUAY TROUIN.

(2) Facilities are needed for 2 to 3 days during the beginning of November.

20.10.1944.
Friday

War Diary

HOME COMMANDS

Movements

DUGUAY (3) Purpose of visit is landing of ratings ex
TROUIN battleship RICHELIEU and embarking of Civilian
(Contd.) Dockyard personnel destination Casablanca.
(4) Ship displaces about 8,000 tons and has
maximum draft of 23 feet.
(5) No cargo is involved, French Navy will provide
ship to shore and land transportation.
(A.N.C.X.F., 201520 to C.T.F.125).

RORQUAL H.M. S/M RORQUAL will be ready to sail 23rd
October for E.F. Request she may be sailed in
suitable convoy to Gibraltar.
(F.O.S., 201909A to C. in C.W.A.).

Operations

Situation Reports

Naval Cositintrep No.198. Part Two Naval. Unloading
figures. Correct stores figures for October 17th
to read as follows:-
Brittany Ports 3844. United States Total 26940.
Combined Total 35238.

British for 18th October.

	<u>Troops</u>	<u>Vehicles</u>	<u>Stores</u>	<u>Petrol</u>
E. Calvados	None	50	1543	None
Dieppe	None	None	3557	None
Boulogne	15	49	84	None
Ostend	1906	156	2580	1934
British Total	1921	255	7764	1934

United States figures not received.
(Admiral Ramsay, 200105A to Admiralty.).

Operations

North Sea

Patrols Patrol for tonight Friday 3 COTSWOLD, 4 EKINS,
5 KITTIWAKE, 6 MACKAY, 7 LA COMBATTANTE, 8A
SHELDRAKE, 10 PUFFIN, 17A HOLDERNESS, 20 GARTH.
(2) 16 TORRINGTON, 19 THORNBOROUGH and

STEVENSTONE.

(3) Additional escort F.N.16, D.S. SLAZAK, F.S.10 COTTESMORE.
(C. in C. Nore, 201003A to usual addressees).

Frigates carrying out Nos. 16 and 19 patrols may at commanding
officers discretion anchor in Ostend Roads or the Small Downs for
the day between patrols.

(2) Ships are to report their intentions on leaving their patrols
each morning.

(3) Until the re-allocation of C/F Flotillas to Ostend and
Ramsgate is complete the M.T.Bs. working with the frigates are to
return to bases from which they sailed.

(C. in C. Nore, 201138A to D.16).

20.10.1944.
Friday

War Diary

HOME COMMANDS

Operations

North Sea - Contd.

EAGLE ships Com. i/c Belgium 161038 and C. in C. Nore 191522.
for Schelde. Concur in provision of EAGLE ships for Schelde.
Consider all possible steps must be taken to
prevent aircraft minelaying.
(A.N.C.X.F., 201015A to Admty.).

Further to my 162153 and Cdre. Belgium 201015 following 6
EAGLES are considered the most suitable for Schelde, ROYAL EAGLE,
KOPANES, ARISTOCRAT, GOATFELL, SCAWFELL, MOOSEJAW. Propose
last 4 be transferred to the Nore in anticipation of this require-
ment.

(C. in C. Nore, 201917A to Admty.).

Operations

Channel

Patrol. Pins cover night 20th/21st October.
G.B.1 ANTHONY Z.109. G.B.2 L'ESCARMOUCHE Z.9 S.
(C. in C. Portsmouth, 201225A to usual addressees).

Cross Your 191010A report whether alternative Tombola
channel site exists suitable for tankers of deeper
oil pipe draught accepting possible loss of one of the
line. berths referred to in your 191843A para.D.
(F.O.B.A.A., 201416A to N.O.I.C. Boulogne).

Operations

West Coast France

Patrols. Les Sables visited, stores landed. F.F.I. report
2 German U-Boats arrived in La Pallice 6th
October.

German morale La Rochelle area much improved and
likely to improve further.

Opas 17. (a) Les Sables. (b) (Corrupt group). (c) Roche Bonne
Bay. Weather report 7378 9667.

(Force 27, 201535A to C. in C. Plymouth).

Hove to in strong W.S.W. gale 10 miles south Ile D'Yeu.

(Force 27, 202130A to C. in C. Plymouth).

ALBRIGHTON's breakwater and deck vicinity damaged heavy sea.
Main leak stopped but still leaking slightly. Consider
ALBRIGHTON should return Plymouth when weather moderates in view
of continuous bad weather. Intend sailing her accordingly
escorting to Belle Ile vicinity thence TANATSIDE return to patrol.
ALBRIGHTON in no danger and further escort not required.

(Force 27, 202301A to C. in C. Plymouth).

Operations

Norway

Force 1. E.T.A. 1645A today Friday 20th October Force 1 in
company.

/Request...

20.10.1944.
Friday

War Diary

HOME COMMANDS

Operations

Norway

Force 1
(Contd.)

Request gates 1730.
(IMPLACABLE, 200750A to A.C.O.S.).

Force 2
(Operation
"Hardy").

My 191140 para. (7). D.Day Monday 23rd October.
(C. in C.H.F., 201105A to DEVONSHIRE, CAMPANIA,
TRUMPETER).

Submarine
ULA held to
blame for
being depth
charged on
October 4th.

Position of ULA given in para.3 of S.O. Submarines
Lerwick 171401 passed to Admiralty H.Q.C.C. under
T.O.O. 172224 was based on observation of one
star at 1900 and was 16 miles to southward of
D.R. position.

See p 336
p109

(2) In view of this and the fact that aircraft
concerned had obtained a Gee fix on sighting con-
sider ULA was undoubtedly outside her attack
restriction area. It is considered that C.O.ULA
should not have relied on this sight since he was so close to
the limit of his attack restrictions and should have reported his
approximate position so as to enable attack restrictions to be
amended.

(3) The O.O.W. ULA carried out incorrect recognition procedure
since a pattern 65 grenade is not a method of identification by
a submarine to aircraft and the firing of the grenade caused
the aircraft to consider he was being fired at by ULA.

(4) With reference to paras. 6 and 7 of appendix 1 to C.B.
03092(43) it is considered that H.Q.C.C. and F.A.A. authorities
should automatically add 20 miles at each end of the submarines
route in addition to each side of the restricted strip since the
existing time overlap made by requesting authorities does not
allow for navigational errors along the route in that the
submarine is still theoretically covered up to the limit of the
time overlap.

(5) Subject to approval of authorities addressed it is requested
that procedure in para.4 may be brought into force forthwith and
an amendment to the C.B. quoted will be proposed.

(6) S.9 pass to ULA.
(F.O.S., 20111A to H.Q.C.C., C. in C.H.F., Admty.).

Operation
"S.C."

Ramose Challenge postponed. Expected time of
departure now 1400A/21st October.
(N.O.I.C. Lerwick, 201359A to A.C.O.S., S.O. S/M.
Lerwick).

Operations

Northern Waters.

Patrol.

Sail with moderate despatch with 14th E.G. at
0800A tomorrow Saturday 21st and steer for
position 062 degs. 00' N. on the Greenwich
meridian. Acknowledge.
(C. in C. Rosyth, 201034A to S.O.E.G.14).

/Intend...

20.10.1944.
Friday.

War Diary

HOME COMMANDS

Operations

Northern Waters

Patrol (Contd.) Intend carrying out V.P.75.
(1) 0830A/21st October.
(2) 1900A/21st October.
(3) Not later 0700A/24th October.
(4) 245 degs. true towards Noss Head Bressay.
Not more than 20 knots.
(5) Not later than p.m. 24th October.
(6) No.
(7) No.
(8) 065 degs. Noss Head Bressay. (9) No.
(N.O.I.C. Lerwick, 201553A to A.C.O.S.).
(1) 065 degs. true from Noss Head (?speed) not more than 18 knots (my 201553).
(2) 061 degs. 22' N. 004 degs. 30' E.
(3) Blank.
(N.O.I.C. Lerwick, 201558A to A.C.O.S.).
Intend to carry out V.P.72.
(1) 0830A/21st October. (2) 2000A/21st October.
(3) Not later than 0600A/22nd October.
(4) 235 degs. true towards Noss Head Bressay. Not more than 20 knots.
(5) P.M. 22nd October. (6) No. (7) No. (8) 055 degs. Noss Head Bressay. (9) No.
(N.O.I.C. Lerwick, 201846A to A.C.O.S.).
(1) 055 degs. from Noss Head. Not more than 18 knots. My 201846.
(2) 062 degs. 10' N. 005 degs. 30' E. (3) Blank.
(N.O.I.C. Lerwick, 201847A to A.C.O.S.).

E.G.11 C. in C.W.A. is requested to transfer temporarily to A.C.I.C. E.G.11 to the operational control of A.C.I.C. (A.C.N.S.(H), 201244A to C. in C.W.A.). A.M. 201244. Request you will assume operational control of 11th E.G. forthwith. (C. in C.W.A., 201312A to A.C.I.C.).

Convoy Your 081039. Fuelling at sea successfully J.W.61. practised from escort oiler LAURELWOOD by Russian submarine Chasers 1502 and 1485. All C.Os. were present. Harbour trials made with escort oiler HOREG. Details report follows. (N.O.I.C. Aultbea, 201531A to C. in C.H.F.).

C.S.10 in VINDEX with NAIRANA, TRACKER and DIDO leave Scapa escorted by 21st escort group a.m. on Saturday 21st October. Time of departure will be signalled.

- (2) NUBIAN and UNDAUNTED are sailing with C.S.10 and provide additional escort until C.S.10 joins convoy J.W.61.
(3) When NUBIAN and UNDAUNTED are to return to Scapa. (R.A.D.H.F., 201710A to NUBIAN, and UNDAUNTED)
J.W.61 (A) 1700/20th. (B) LARK, LAPWING, CAMELLIA, OXSLIP, RHODODENDRON, WALKER, DUCKWORTH, ESSINGTON, COOKE, BERRY, ROWLEY. Sail to overtake DOMETT.
(C) 30 ships plus 6 Russian submarine chasers.
(D) Cmdre. M.W.S. Boucher R.N.R. in S.S. FORT CREVECOEUR.
(E) Vice Cmdre. of convoy Master SS. FORT YUKON.

/(F)...

20.10.1944.
Friday

War Diary

HOME COMMANDS

Operations

Northern Waters

Convoy (F) Rear Cmdre. Master M.T. DOLABELLA. All ships
J.W.61 and escort hold Outcon 928.
(Contd.) (N.C.S.O. Loch Ewe, 201750 to C. in C.W.A., Admty.,
A.C.O.S., A.C.I.C., C. in C.H.F., C. in C. Rosyth,
F.O.S. and Capt. (D) H.F., S.B.N.O. Archangel,
S.B.N.O. North Russia, N.D.O. 13th Group, H.Q.
A.D.G.B., H.Q.C.C.).

J.W.61. FORT YUKON, FORT ROMAINE, FORT CREVECOEUR, LAUREL-
WOOD, SYRIAN PRINCE, LAPLAND, SAN VENANCIO, DOLABELLA. Norwegian
ship NOREG, MARATHON. American ship COLLIS P. HUNTINGTON,
DONALD W. BAIN, JAMES. M. GILLIS, ANDREW W. PRESTON, ELEAZAR
LORD, WILLIAM WHEELWRIGHT, JOYCE KILMER, ABNER NASH, BENJAMIN
SCHLESINGER, ELOY ALFARO, ^{et al} L. WINSLOW, HENRY ADAMS, JOHN
SAMUEL WILLIAMS, KEITH PALMER, LAWRENCE J. BRENGLE, NICHOLAS
BIDDLE, PARK BENJAMIN, STAGE DOOR CANTEEN, WILLIAM PEPPER,
WINIFRED L. SMITH.

Russian submarine chasers 1477, 1485, 1502, 1504, 1510 and 1517.
D/F guard. 365 kc/s FORT ROMAINE 446 kc/s DOLAKA.
All ships hold Outcon 928 S/P 22 72 (32) (33) except Russian
submarine chaser.

In addition LAURELWOOD holds S.P.2413 (61) SAN VENANCIO S.P.2413
(176) DOLAKA S.P.2413 (516) NOREG S.P.2413 (1736) and MARATHON
S.P.2413 (27).

(N.C.S.O. Loch Ewe, 201752A to C. in C.W.A., Admty., C. in
C. H.F.).

Allied Air Activity

ULA S.9 reports that at 0015/19th in vicinity of 31
again buoy an aircraft with navigation lights on
attacked? tracked low over LOCH MONTEITH and ULA on approx.
course 020 degs. illuminating the former by search-
light between two and five minutes later four
heavy explosions believed depth charges were heard
and flashes and tracers were sighted to northwards.
(F.O.S., 201147A to H.Q.C.C.).

Role of It is wished to draw attention to increased
2nd T.A.F. responsibilities of 2nd Tactical Air Force now
that A.E.A.F. has been incorporated in S.H.A.E.F.
These responsibilities include Base Defence (85
Group) and fighter protection east of Dunkirk as
well as tactical support of N.A.G.

(2) 2nd T.A.F. are at present located at Brussels alongside
N.A.G. but small staff and limited facilities of Com. Belgium
prevent him keeping them fully informed of Naval operations in
their area.

(3) Ostend plot should maintain close liaison with 2nd T.A.F.
through N.L.O. and C. in C. Nore is requested to make any other
arrangements he may consider necessary.

(4) If appointment of S.O.I.S. proposed in my 091105 not to all
is approved it is considered that subject to concurrence of
C. in C. Nore S.O.I.S. should later be responsible for co-ordinating
operations with 2nd T.A.F.

(5) A.N.C.X.F.(P.H.) pass to F.O.N.P.1731.
(A.N.C.X.F., 201225A to Admiralty, C. in C. Nore, A.C. Dover etc.).

415

20.10.1944.
Friday

War Diary

HOME COMMANDS

Enemy Air Activity

ULSTER
QUEEN
type V.
Flying
bombs.

A63 20th October. Enemy aircraft from which flying bombs are launched fly at such very low altitude except whilst actually launching flying bomb that range of pick up of shore based Radar stations is too short for interception purposes. The limiting factor is optical horizon which is particularly limited on east coast owing to low sites on which Radar station inevitably placed. Flying bombs are launched from enemy aircraft almost every night and launching area on majority of occasions is within a radius of 35 miles from W.H.4803. The only practicable method of increasing length? of track on which interception can be made would be by use of shipborne Radar. Requirement is for ships equipped with control facilities and with Radar capable of continuous tracking of aircraft at 200 feet up to a range of 25 miles. Understand ULSTER QUEEN has recently had considerable success in Aegean Sea in controlling interceptions by night of enemy aircraft flying below 500 feet. Request investigation as to immediate availability of similar control ship or ships to aid in interception of enemy aircraft launching flying bombs off East coast. To cover the areas so far used by enemy aircraft for launching flying bombs estimate 2 ships would be required but one ship suitably stationed would have been within Radar range of the majority of recent raids. Immediate requirement is one ship plus one relief.
(H.Q.F.C., 201920A to Air Ministry).

Mining

No - All operations cancelled owing to weather.
operations. (Capt. M/S, 200830 to A.N.C.X.F.).

M/S. Flotillas Reference my number 1804/X/0500/48 of 27th
for September. Following flotillas are earmarked
Belgium. for Belgium. 159th M.S.F. 205th M.S.F. 118th
M.S.F.

(2) On completion of Oropesa sweep of alternative
Ostend Approach Channel Force at Ostend should be
2 B.Y.M.S. of 159th M.S.F. and 6 M.M.S. of 118th M.S.F.
(3) Request ships be sailed accordingly.
(4) Estimate SYLVANA 205th M.S.F. and remainder of 159th M.S.F.
will be required second week November.
(A.N.C.X.F., 201550A to C. in C. Nore, Com. Belgium, N.O.I.C.
Ostend).

Deep On completion of present series of operations
minefields request PLOVER be ordered to lay a further series
in Irish of four parallel lines of deep mines; the first
Channel. line extending in a direction 180 degs. from
position 51 degs. 30' N. 08 degs. 10' W, the
initial positions of succeeding lines being 5
miles apart along a line drawn 210 degs. from the
above quoted position.

/ (2) ...

416

20.10.1944.
FridayWar DiaryHOME COMMANDSMining.

Deep minefields in Irish Channel (Contd.)

(2) Mines, spacing and depth settings as for operation "C.D."

(3) Supply of mines will be arranged at Milford Haven outfits being allocated serial numbers Z.7 to Z.10 inclusive.
(A.C.N.S.(H), 201803A to C. in C.W.A.).

Enemy Intelligence

TIRPITZ Cancel A.M. 181945A.
Examination of photographs taken at 1230/18th shows TIRPITZ lying with bows in position 69 degs. 38' 45" N. 18 degs, 49' 20" E. pointing east.
Four small vessels 150 feet alongside starboard side.
Only other vessel seen in vicinity is A.A. ship HARALD HAAFAGRE lying to northeast of TIRPITZ in position estimated to be 69 degs. 39' 30" N. 18 degs. 51' 40" E.
Battleship protected by booms from bow and stern landwards and by further boom approx. 200 feet from and parallel to starboard side.
(D.D.I.C. 201240A to A.I.G.21, A.I.G.47, A.N.C.X.F., Cominch, N.A. Stockholm, Ad. Archer Moscow, H.Q.C.C., H.Q.B.C., Comnavu, S.B.N.O. North Russia, S.B.N.O. Archangel, B.A.D. Washington).
My 181631. Following is amplifying report. Initial interpretation of photographs verifies net round ADMIRAL VON TIRPITZ which is in position stem 069 degs. 38.8 N. 018 degs. 49.1 E. ships ahead 110 degs. Suspected possibly (Norwegian Coast Defence ship) EIDSVOLD north of Haakoy. Interrogation of crews gives large white ship 2 tall funnels believed merchant ship in Tomasbakken anchorage Ramfjorden.
5 merchant ships 2 - 3000 tons Tromso anchorage. Submarine inward bound at mouth of Kvalsund. 16 He. 115 one Bv. (?285 of 222) at Sorreisen seaplane station. No aircraft observed at Bardufos other than the Ju.52 reported and little sign of airfield activity. Photographs are being sent to you for interpretation no interpreters outfits being allowed IMPLACABLE.
(IMPLACABLE, 202327A to C. in C.H.F.).

2 U-Boats in Bay. Following message received from C.G. 94 Div. Two submarines reported by F.F.I. going east from Ile de Groix at 1630/18th - to be relayed to Commander in Chief Plymouth.
(Comnavforfrance, 201801A to C. in C. Plymouth).

U-Boats

Suspected U-Boat. U.S.S. O'TOOLE at 2328Z made sound contact 49 degs. 30' 06 degs. 55'. Made repeated attacks with depth charges and Hedgehog. No positive evidence of damage. Lost contact at 022Z. Evaluated as possible submarine. Continuing search in area with U.S.S. JOHN M. BIRMINGHAM.
(O'TOOLE, 200323 to Admty.).

/U-Boats...

417

War Diary20.10.1944.
FridayHOME COMMANDSU-Boats - Contd.

U-Boats destroyed. Request you will convey our congratulations to the crew of Liberator S/206 on the destruction of a U-Boat on 19th September.
(1st Sea Lord, 200936A to Air Ministry, Info. A.O.C. in C. Coastal Command, A.C.O.S.).

We congratulate PORCHESTER CASTLE on the destruction of a U-Boat on 9th September.
(1st Sea Lord, 201027A to PORCHESTER CASTLE).

U.247 (sunk 1st Sept.). We congratulate H.M.C. ships ST. JOHN and SWANSEA on the destruction of U.247 on 1st September. The tenacity of ST. JOHN in holding a difficult contact was most commendable.
(1st Sea Lord, 201022A to ST. JOHN, SWANSEA).

Tobermory. Corvette CLOVER, the thousandth vessel to be worked up at Tobermory, sailed at 2200 today.
(Com. WESTERN ISLES, 202201A to C. in C.W.A.).

Casualties and Defects

Convoy O.S.92/
K.M.S.66. DRURY detached - your 192352A refers.
(S.O.E.G.4, 200115A to C. in C.W.A.).
NAIRNBANK 18th October 0845A. L.C.T.494 tow wire parted in position 035 degs. 172 miles from L. Stood by to render assistance. Visibility low. Last sighted proceeding under own fire. Fate unknown.
(SS. NAIRNBANK, 200810Z to C. in C.W.A.).
L.C.T.7015 and 491 believed slipped tow 035 degs. 170 miles L 1500/18 proceeded in company with L.C.T.494 heading 270 degs. Did not signal me. Fate unknown.
(SS. FORT FINLAY, 201020 to Admty.).
Unidentified wreckage or waterlogged derelict position 050 degs. 53' 009 degs. 07' at 2245Z/19th. Estimate search described my 192200Z covered by 1800Z/20th on arriving position 050 degs. 59' 008 degs. 56'. Consider this search area the most promising request instructions for shifting on completion.
ZANZIBAR in company. HUNTSVILLE in vicinity. A/C not present, my P.C.S. 050 degs. 09' N. 009 degs. 04' W, 112 degs. 12 knots. Weather report 3762 8058. Unsuitable.
(TOBAGO, 201107Z to C. in C.W.A.).
After transfer of Doctor, KINGCUP proceed to Falmouth to land injured man. DRURY stand by L.C.Ts.
(2) If transfer impossible KINGCUP proceed to Falmouth forthwith.
(3) My 192352 not to all refers.
(4) KINGCUP report position and drift of L.C.Ts.
(C. in C.W.A., 201157A to DRURY, KINGCUP).
Your 201157.
Weather unsuitable to transfer doctor. Am proceeding to Falmouth. L.C.T.(3)'s in position 49 degs. 51' N. 09 degs. (12') W. drifting 60 degs. 1 knots.
(KINGCUP, 201305A to C. in C.W.A.).
L.C.T.489 broke lug 034 degs. 198 miles from L at 1730Z/18th October reported able to make Port. L.C.T.488 broken adrift 037 degs. 194 miles from L at 0930Z destroyer standing by. This reply already sent through destroyer escort.
(SS. SAM FOYLE, 201400Z to C. in C.W.A.).

/ DE...

20.10.1944.
FridayWar DiaryHOME COMMANDSCasualties and Defects.

Convoy DE SLD 81 (LAGARTO).
O.S.92/ S.O.S. Require assistance immediately (unread).
K.M.S.66 No lifeboats, damage due to seas.
(Contd.) (Lands End Radio, 201547A to C. in C. Plymouth,
C. in C.W.A., Admty., 10th Grp.).
L.C.T 7022 and L.C.T.7023 are now about 5 miles
apart. KINGCUP has both crews on board and
proceeded at 1400. TOBAGO and ZANZIBAR are searching vicinity
Weather report 5662 9658.
(DRURY, 201630A to C. in C.W.A.).
Convoy hove to in position approx. 047 degs. 50' N. 011 degs.
25' W. SS. LAGARTO in distress. ALLINGTON CASTLE standing by.
KNARESBOROUGH CASTLE has not rejoined, request additional
escorts be sent to assist.
(FOWEY, 201736A to C. in C.W.A.).
Proceed forthwith to relieve ALLINGTON CASTLE standing by
SS. LAGARTO in distress in approx. position 47 degs. 50' 11
degs. 25'.
(2) On relief ALLINGTON CASTLE rejoin convoy.
(C. in C.W.A., 201940A to DRURY).
Intercept 1846Z 500 kc/s type A.2.
SLD 81 DE SLD 1 (Commodore Convoy to LAGARTO).
Escort vessel should be standing by your make your call sign
so that she can contact you by D.F.
(Lands End Radio, 201949A to C. in C. Plymouth, Admty.,
C. in C.W.A.).
L.C.T.(I) 7022 and 7023 abandoned DRURY standing by in
position 050 degs. 06' N. 008 degs. 39' W. at 1230Z.
Drifting medium type ships boat no life in position 050 degs.
16' 008 degs. 35' at 1540Z.
HUNTSVILLE despatched to search the vicinity of L.C.T.(I) 494's
last sighting expect to join him at daylight.
My P.C.S. 050 degs. 52' N. 008 degs. 25' W. 275 degs. 12 knots.
Weather report 3565 9078 unsuitable.
(TOBAGO, 202043A to C. in C.W.A.).
Two L.C.Ts. danger to navigation abandoned in 49 degs.
51' N. 09 degs. 12' W. at 1305A/20th Oct.
(C. in C. W.A., 202157A to TOBAGO, ZANZIBAR, HUNTSVILLE,
Escorts K.M.F.35A).
Reference A.M. 190011/October.
I have today interviewed Lieut. Turpin, R.N.V.R. Commanding
officer of L.C.T.7014 which foundered under stress of weather on
Wednesday, 18th October, while on passage with convoy K.M.S.66 in
tow of SS. NAIRNBANK.
(2) At 0630 tow apparently parted in the length of chain in
NAIRNBANK.
Engines were started and endeavour made to keep up with convoy
but engines stopped at about noon due to water in fuel. Ship
then wallowed beam to sea and slowly filled up and sank at 2155.
(3) Statements confirm generally the basic causes of loss
already reported by signal and the sequence of events was as
follows:-
During the night of Tuesday-Wednesday, the wire lashing securing
forward buoyancy drums parted. Many were seen to be crushed and
practically all lost overboard, as a result some buoyancy was
lost forward. Between 0400 and 0630 on Wednesday the weather
deteriorated and heavy seas were shipped which caused some of the
hold cover supports to collapse. The weight of seas in canvas
covers then tore away the foremost 25 to 35 ft. of hatch
/covering...

20.10.1944.
Friday

War Diary

HOME COMMANDS

Casualties and Defects

Convoy O.S.92/
K.M.S.66
(Contd.) covering and hold slowly flooded despite the after 70 ton pump being run continuously. The forward power pump was quite inaccessible under existing conditions. The water in fuel was probably due to hull strain of possible damage to tanks by caravan cargo which broke adrift.

(4) Intend to hold a board of inquiry at Liverpool on Sunday 22nd October.

(C. in C.W.A., 202326A to Admty., R.A.L.S.C.U.).

Two L.C.T. are missing in S.W. approaches as follows:-

(A) Number 494 last seen 0845/18th in position 50 degs. 19' 10 degs. 02'.

(B) No.7015 last seen 1500/18th in position 50 degs. 21' 10 degs. 01'.

Both had crews on board.

(2) Other shipping in area.

(A) Convoy O.S.92 (S.O. escort in Fowey) hove to in approximate position 47 degs. 50' 11 degs. 25'.

(B) FORT FINLAY and SAM FOYLE stragglers from convoy since about 0001/18th.

(C) NAIRNBANK straggler since 1800/19th.

(D) LAGARTO in distress in vicinity of convoy. ALLINGTON CASTLE standing by until relieved by DRURY.

(E) DRURY leaving position 49 degs. 51' 09 degs. 02' about 2100 20th towards LAGARTO.

(F) Three friendly submarines in or near convoy.

(G) Two abandoned L.C.T.Nos. 7022 and 7023 in position 49 degs, 51' 09 degs. 12' at 1305/20th drifting 060 degs. 1 knot at that time.

(H) Unidentified wreckage in position 50 degs. 53' 09 degs. 07' at 2345/19th.

(I) K.M.F.35A(S.O. escort in TORTOLA) passes 51 degs. 22' 08 degs. 00' at 1100/21st routed through 50 degs. 00' 11 degs. 00' 12½ knots.

(3) TOBAGO, ZANZIBAR and HUNTSVILLE search for L.C.Ts. 494 and 7015 in area between parallels 50 degs. 00' and 50 degs. 50' and meridians 07 degs. 00' and 06 degs. 00'.

(4) GOODALL, BULLEN and ANGUILLA who left Holyhead about 2115/20th through Q.Z.S.565 search for same L.C.Ts. in area between parallels 50 degs. 00' and 50 degs. 50' and meridians 08 degs. 00' and 07 degs. 00'.

(C. in C.W.A., 202340A to GOODALL, TOBAGO).

S.O.S.at 1446. Require assistance immediately please hurry lifeboat damaged due to seas.

At 1526A lost man overboard 20' ago. At 1514Z our position 134 degs. 42' from L. At 1545Z position 2 miles astern of convoy column 4. At 1456 steering 090 degs. at 8 knots.

(SS. LAGARTO, No T.O.O./20th).

Phoenix 194 AX reported by INVERFORTH foundered in position 135 degs. Nash Point. Light 7.5 at 2045A/19, believed to be 11 fathoms. TRENTONIAN with tugs SAUCY and HESPERIA docked Barry.

Tug HUDSON arrived Swansea. INVERFORTH arrived Swansea with all survivors. No loss of life.

(F.O.I.C. Milford Haven, 200117A to Admty.).

420

20.10.1944.
Friday.War DiaryHOME COMMANDSCasualties and Defects - Contd.

Convoy N.Y.119 Have detached DAHLIA to escort U.S.S. FLUORSPAR to Falmouth.
(ROCHESTER, 200936A to C. in C. Plymouth, (R) (?DAHLIA).

N.Y.119. Situation Report at 1000A/20.

- (a) Arrived Falmouth - PRETEXT, ASTRAVEL, MAUMEE, L.T.492, 536, 580, 651, 653, 784, 581. All S.T. except S.T.511, 719, 720 all known sunk. All Y tankers. Floats B.C.F.3212, B.C.L.3208.
(b) SKATE standing by two barges 49 degs. 26' N. 05 degs. 14' W.
(c) C.T.G.27.5 in O'TOOLE standing by Barge 49 degs. 31' N. 6 degs. 06' W. L.T.63 probably in company.
(d) BIRMINGHAM with L.T.579 with barge in tow proceeding Falmouth. E.T.A. 1500A/20.
(e) MASON searching in vicinity 48 degs. 50' N. 10 degs. W.
(f) POWERS with AENAKI towing B.C.L.3162 proceeding Falmouth.
(g) L.T.538 proceeding independently to Falmouth.
(h) ROCHESTER sweeping force from 49 degs. 13' N. 9 degs. W. towards Scillies.
(j) DAHLIA escorting SS. FLUORSPAR (ex O.N.S.260) to Falmouth.
(2) T.G.27.5 remain under orders of C.T.G.27.5 until salvage operations completed.

F.O.I.C.Falmouth is requested to comply with C.T.G.27.5 191801Z not to all addressees and to sail OWL and CORMORANT when ready to R/V with C.T.G. 27.5 in 49 degs. 31' N. 06 degs. 06' W. or as subsequently ordered by C.T.G.27.5 reporting expected time of arrival at R/V.

(C. in C. Plymouth, 201054A to C.T.G.27.5, F.O.I.C.Falmouth, T.G.27.5).

220 degs. 10 miles Wolf Rock, JOHN M. BIRMINGHAM observes changed situation at (1000Z) 20th October proceeding Falmouth with L.T.579 and barge in tow and L.T.63 towing disabled L.T.643. Hoping to make 5 knots and arrive 1830Z.

(JOHN M. BIRMINGHAM, 201100Z to C. in C. Plymouth, F.O.I.C.Falmouth).

If nothing sighted on sweep back to Scillies proceed to search at first light 21st for barge reported drifting in position (C) 49 degs. 28' N. 05 degs. 48' W. at 2155/19.

- (2) SKATE is patrolling in vicinity of two barges last seen in position (D) 49 degs. 26' N. 05 degs. 14' W.
(3) Tug CORMORANT will sail from Falmouth at 0400A/21 to recover barge in position (C).

(C. in C. Plymouth, 202200A to ROCHESTER).

SKATE is patrolling in vicinity of two barges last seen in approx. position (D) 49 degs. 28' N. 05 degs. 14' W.

ROCHESTER will search at first light for barge reported in position (C) 49 degs. 28' N. 05 degs. 48' W. at 2155/19.

- (2) Request you will sail tugs CORMORANT and OWL at 0400A/21, CORMORANT to position (C) OWL to position, (D) to recover barges and tow to Falmouth.

(C. in C. Plymouth, 202202A to F.O.I.C. Falmouth).

Two derelict barges drifting in vicinity of position 49 degs. 26' N. 05 degs. 14' W.

One derelict barge in vicinity of position 49 degs. 24' N. 05 degs. 48' W. SKATE and ROCHESTER patrolling in vicinity.

- (2) Other derelict barges may be encountered between 49 degs. and 50 degs. N. and between 3 degs. W. and 10 degs. W.

(C. in C. Plymouth, 202212A to VINDICTIVE).

/DANUBE...

20.10.1944.
Friday

War Diary

HOME COMMANDS

Casualties and Defects - Contd.

DANUBE V. DANUBE V damaged by mine at anchor in Rade Carnot, will require towing to U.K. as soon as weather allows.
(2) Casting fractured on fuel supply chest to boiler and other minors defects.
(3) Ship not, repetition not making water and main engines appear to be undamaged.
(4) 3 slight casualties only.
(N.O.I.C. Boulogne, 201138A to S.N.O. Pluto, V.A. Dover).

EDOUARD JEREMAC is to return to U.K. when weather permits. HOME GUARD's 191840 refers.
(D.O.D.(H), 201741A to C. in C.W.A.).
Cancel my 201600.
(Com.D.W.A., 202333A to NORTHERN SPRAY).

Shipping and Convoys

Landing craft not to sail in K.M.S.67 (See "Cas.")
Cancel A.M. 172013 and A.M. 191939, not to all.
(1) Major landing craft will not proceed in tow of vessels of K.M.S.67.
(2) Further signal will be made regarding re-constitution and assembly and sailing of D Squadron.
(D.O.D., 201108A to C. in C.W.A., R.A.L.S.C.U.).
In view of A.M. 201108A please cancel my 191308A.
(R.A.L.S.C.Y., 201436A to Admty.).
In view of recent experience in rough weather of L.C.G.(M) 106 a report on which follows, it is considered advisable that these craft should not be sailed unless in company.
(2) Request sailing authorities should be so informed.
(R.A.L.S.C.U., 201553 to Admty.).

422

20.10.1944.

Friday.

War Diary.

FOREIGN STATIONS.

North Atlantic.

U/B search Your 201140Z affirmative. Request you search area
N.E. of E. of 14 W. between 35 and 36° N. again tonight.
Madeira. T.G. 22.2 will search north of 36 conducting air
search to radius of 70 miles weather permitting.
S.O.E.G.9 and VERITY have for action by other
means. Detach remainder E.G.9 for refuelling as
necessary. Arrange R/V with HYDERABAD direct.
(C.T.G. 22.2 201323Z to S.O.E.G.9, VERITY, Info.
F.O.G.M.A.)

F.O.G.M.A. 191522A. R/V with me in position C at 1400A tomorrow
21st.
(S.O.E.G.9 201730Z to HYDERABAD, (R) F.O.G.M.A. C.T.G. 22.2.)
LOCH ALVIE S.O. and KILMORE are being sailed so as to arrive
in position D 035° 30' N. 012° 00' W. at 1430A/22 October.
(2) Request C.T.G. 22.2 will (?arrange) R/V with Group One.
(3) On arrival LOCH ALVIE is to fulfil duty of S.O. Group One.
(F.O.G.M.A. 201645A to LOCH ALVIE, C.T.G. 22.2, (R) Group 1,
C. in C. U.S. Fleet, Commorseafon, KILMORE, E.G. 9, C. in C.
W.A., Cinclant, Admty. S.B.N.O. Azores.)
Arrivals St. John LOCH ALVIE, PORT COLBORNE, MINNOW from the
west. Departures HYDERABAD to join C.T.G. 22.2
(F.O.G.M.A. 202101A.)

South Atlantic.

ROTHER. Ref. A.M. 190028A*. ROTHER is already overdue for
refit and can be released on return of TEES. Re-
quest: (a) estimated date return of TEES, (b)
A.C.O. may be appointed to TEES having sufficient
experience to assume duty of S.O.E.G.58 and Senior to C.O. WYE
who is not yet considered sufficiently experienced for S.O. of
Group. My 161835Z August and A.M. 291717B August refer.
(F.O.C.W.Af. 201226Z to Admty.)
* Relief for Cdr. McCleaves of ROTHER.

ILLUSTRIOUS. Sailed ILLUSTRIOUS, ROEBUCK, QUALITY, RAPID from
Durban to Trincomalee. C. in C. E.F.121152 not to
Admiralty refers. S.O.A. 17 knots.
(2) - (4) Arrangements.
(C. in C. S.A. 201431B.)

M.V. BRAGANZA Third lifeboat with Master and 25 men reached shore
(sunk 12th 60 miles south of Rio Grande. My 191909 refers.
October.) (B.N.S.O. Rio de Janeiro 201445Z.)

CAMBRIA. No objection to your 191925.
(D.O.D.(F) 201812A to B.N.S.O. Rio de Janeiro.)
Request early reply to my 191925. Ship being
held Rio de Janeiro pending receipt of your con-
currence to her sailing without escort.
(B.N.S.O. Rio de Janeiro 202045Z to Admty.)

20.10.1944
Friday

War Diary

FOREIGN STATIONS

Mediterranean

- Corfu. Situation report No.31.
(1) L.C.T.(2) 101 loaded with 25 pounder guns and vehicles at N.A.N. to-day, then broached (corrupt group) beach. LS.H.315 towed her off in as (corrupt group), and she is now safely berthed along-side L.C.T.(2) 160 at Sugar. Engines are undamaged, but possible Hull damage is being examined.
(2) Weather tonight quite unsuitable for L.C.I.(L) 184 to tow L.C.P.(L).
(3) Your 191105 understood.
(N.C. Force Mercerised, 200016 to F.O.T.A.L.I.)
L.C.I.(L) 184 sailed at 0030 with personnel and stores for Monopoli. S. of A. 9. E.T.A. 1730 20th. Single Operator period minimum broadcast.
(N.C.F. Mercerised, 200109 to F.O.T.A.L.I.)
- Possible threat of U-Boats to Western Med. Approaches. Your 191714A. ASPIRANT X at present on passage Marseilles to Naples allocated and diverted accordingly.
(C. in C. Med. 200933A to F.O.G.M.A.)
X Rescue tug.
- U.407 (sunk 19 Sept.) Request you will convey T.L. congratulations to the forces engaged in the successful hunt which resulted in the destruction of U.407 on 19 Sept. (1st S.L. 201006A to C. in C. Med.)
- Equipment of assault carriers. Your 261141/August - this has been investigated and it is hoped to increase substantially the fitted stowage for 500 lb. M.C. bombs in Assault Carriers.
(2) After consultation with Commander Lewin, it is considered these ships will derive greater benefit from an increase in the outfit of 60 lb. R.P's and motors and steps are in hand to increase these outfits from 320 to approx. 1300.
(3) It is further proposed to convert the 250 lb bomb stowages to 500 lb. bomb stowages in view of the few remaining squadrons restricted solely to the carriage of the 250 lb size.
(D.A.W.T. 201125A to F.O.E.C.)
- Weather. My 191031/delayed 24 hours owing to bad weather.
(N.O.I.C.Brindisi, 201156)
X H.A. 74 Brindisi Joiners.
- AMBUSCADE. Your 191246 which is being passed to F.O.W.M. Paras. 5 and 6 approved.
(C. in C. Med. 201158Z to F.O.G.M.A.)
- Harbour Police at Jibuti. Your 031529 and Commodore Aden's 050912. Understand the original request was made by the B.L.O. of the Northern Area to the Governor of Jibuti for a shipping control system working in liaison with shipping Intelligence at Mombasa.

424

20.10.1944
FridayWar DiaryFOREIGN STATIONSMediterranean

Harbour Police at Jibuti. (Contd.) This request was passed by the Governor to Comar Beyrouth in whose area Jibuti is, and subsequently transmitted by telegram to Naval France. (2) Before taking further action Naval France is awaiting a written report from Jibuti by sea. (F.O.W.M. 201238A to C. in C. Med.)

Black Sea and Danube-Enemy intelligence. From Intelligence Report up to October 19th. Distributed enemy vessels (corrupt group) cancel: gunboat TCHERNSHU not reported since anchored, remaining 3 all above Budapest: minesweeper depot ship KRIMHILD previously at Leopoldville Gates moved up above Budapest October 17th: 2 special purpose auxiliary vessels remaining Leopoldville Gates except mines. Night October 17th 3 laid in Danube at Calafat and October 11th 4 magnetic mines destroyed between 955 and 965 kilometres (corrupt group). October 12th Austrian mines swept off last night. One ground mine destroyed in (corrupt group) October 16th and one off (corrupt group) October 19th. (N.L.O.Black Sea, 201250)

Aegean S/M patrols. Unless otherwise ordered by Capt. (S) 1 remain on Skiathos patrol until 0800C/22 when return Khios to arrive 0800C/23rd route as in my 192229C. F.O.L.E.M. please inform H.Q.B.A.F. (F.O.E.C. 201252C to VORACIOUS, (R) Capt. (S) 1, F.O.L.E.M. Force A. A.H.Q.E.M.)

THEMISTOCLES (Greek Destroyer). Orders to sail to Piraeas. 0700C/21 escorting Serial 100. (R.A. Alexandria, 201321 to THEMISTOCLES)

Joint Naval Army, R.A.F. Intell. appreciation. (Extract). 24 hours to 0900/20. All times G.M.T. (3) Aegean Shipping Summary. Ph. R/C 19th Oct. revealed following:
Stylis. Nil shipping and quays largely demolished therefore presumably abandoned by enemy.
Volos. Poor cover prevents statement on shipping but further demolitions observed.

Salonika. First cover since 16th October showed 30 arrivals small vessels mainly from Volos namely 1 Corvette, 4 trawler escort vessels, 6 pioneer landing craft, 3 I boats 11 small launches, 1 ESTE Lighter, 4 caiques. Departed torpedo boat SOLFERINO, 2 E/R boats, 1 boomlayer, 1 ferry and 2 caiques probably on local trips or escort tasks Salonika - Volos area. SOLFERINO destroyed by our Naval forces night 19/20th Oct. off Sporades representing loss of last remaining enemy heavy escort. Total shipping Salonika 104 all types including BOURGAS ZEUS and LOLA CX reports crew of LOLA discharged and vessel probably to be used as block ship. Dismantling of other craft and jettisoning of material continues.

/Conclusions: ...

425

20.10.1944
FridayWar DiaryFOREIGN STATIONSMediterranean

Joint Naval Army, R.A.F. Intell. appreciation. (Contd.)

Conclusions: With probable clearance by now of active shipping for Volos practically all Aegean shipping less small craft left in Crete and Dodecanese concentrated at or moving to Salonika. Convoy movement from Leros probably also to Salonika still in progress.
(C. in C. M.E. 201325C)

Roumanian Fleet.

87586 CA 6.
Your R.A.C.58/801 / cipher 15th October.
From Admty. It is agreed Russian action does not accord with Article 1 but may have been taken under reparations clause in Article 11.
(2) You are entitled to be kept informed concerning all matters arising out of the enforcement of the terms of surrender. You should, as first step, make official enquiry of Russian Commission concerning policy they are adopting for Roumanian Fleet. (War Office, 201330A to British Military Mission, Bucharest.)
/ No T.O.O.

M.V. AKKA.

Your 191125. For operational reasons it became undesirable to permit AKKA to proceed to Pireaus. She was therefore met and escorted to Malta by British Naval Unit. AKKA will be allowed to proceed as soon as conditions permit.
(Admty, 201400A to N.A. Stockholm)

Swiss sailings to Marseilles.

Swiss are most anxious to resume commercial sailings to Marseilles. Request report whether you and Military Authorities agree observing that main difficulty may be facilities for onward transit of cargoes.
(2) If agreed, presume route should be as in your 051829, four days notice of sailing being required. Request you will also state whether effective arrangements could be made at Marseilles.
(a) to prevent unauthorised persons approaching ships, (b) to prevent stowaways embarking, and (c) to examine all baggage, packages and cargo loaded on outward bound Swiss vessels, and cargo and hold baggage on inward bound Swiss vessels.
(3) Examination of passengers and crews would take place at Gibraltar where more information is available for adequate check.
(A.C.N.S.(F), 201401A to C. in C. Med.)

SALVESTOR.

On completion of salvage work at Poros my 172002 not to all addressees refers, request you will sail SALVESTOR to E.F. after quick docking in Levant.
(C. in C. Med. 201408A to F.O.L.E.M.)

Swedish relief ships.

Swedish relief ships should leave black route at 37 degs. 01' N. 24 degs. 00' E. and proceed thence to 37 degs. 21' N. 23 degs. 42' E. where they will be met and piloted to Piraeus. This

/ Change...

War Diary

20.10.1944
Friday

FOREIGN STATIONS

Mediterranean

Swedish relief ships. (Contd.) change is due to mining situation and is made at request of Swedish Consul Piraeus. Request all concerned may be informed accordingly when change is due. (C. in C. Med. 201433A to Admty)

SWIFTSURE. Admiralty 172347A October. Request 3 days at Gibraltar for practices. (SWIFTSURE, 201614A to C. in C. Med.)

Convoys for Piraeus. C.S.15 171535 not to Admiralty. Intend sailing convoys from Heel to Piraeus arriving midday 27th October thence on 5 days cycle. (2) Request that registry (?port) and (?escort force) may be allocated for these and return convoys. (F.O.T.A.L.I. 201651 to C. in C. Med. Info. C.S.15, F.O.L.E.M. Admty.)

SAVORGNAN DE BRAZZA. C.C.S. 358 Paras. 2 and 3. French Admiralty propose that SAVORGNAN DE BRAZZA should return to Mediterranean to recommission and refit. (2) French state morale of crew is low and consequently recommissioning is important. Request your remarks on this point and also your views on necessity for refit. (C. in C. Med, 201812A to C. in C. E.F.)

HUNTER. From position 79 proceed by basic westbound route to 92 thence 7 89 70 and 16 to Gibraltar. E.T.A. 1400A/23. (F.O.W.M. 201924A to HUNTER)

M.E. Balkan Sitrep No.340. Two. Int. Greece. Salonika, 11 Oct. S/M base destroyed by enemy. Aegean. Cos CX reports 18 (or 13) Oct 90 Germans departed. Aerodrome evac. and undefended. Three. Political. Islands. Andros. B.L.O. reports 17 Oct. populace gave British magnificent reception. E.A.M. dispersed celebrations in village Syneti arrested and deported several persons to concentration camp Evvoia. Four. Land Ops. B. Islands. Lemnos. Force 142 report Mudros occupied 16 Oct. After fighting in town enemy attempted withdrawal by sea. Enemy cas. unknown but approx. 70 P.W. Our cas. 1 Officer and 1 O.R. Five. Sea Ops. NTR. (C. in C. M.E. 202010C)

Gulf of Patras mine-sweeping. Byrin situation report 7. Ozia - 2 Channels widened to-day 4 cables to Northward. 47 mines were cut in vicinity following position: (A) 341 degs. Cape Papas light 3.5 miles. (B) 014 degs. Cape Papas light 3.5 miles.

427

20.10.1944
Friday

War Diary

FOREIGN STATIONS

Mediterranean

Gulf of Patras mine-sweeping. (Contd.) (C) 063 degs. Cape Papas Light 6.3 miles and 6 conical static obstructor near position 317 degs. Cape Papas light 4.1 miles. (2) The following types of mine have been encountered so far: German O, R, V, X star repetition X star, Y and either Italian J or Greek type of I.S. Vintage together with a number of dummy mines equipped with chains as an anti-sweeping device. (3) Poor visibility and heavy rain curtailed sweeping operations to-day Friday. (4) Intend continuing to widen channel to Southward tomorrow Saturday together with further sweeping for influence mines in harbour and approaches. (S.O. 13th M/S.F. 202038A to F.O.T.A.L.I.)

Landing at Scarpanto. (Extract). Cositintrep No.467 Part II. Two. At dawn on 17th October two of H.M. Destroyers^k arrived at Scarpanto Naval landing parties received enthusiastic welcome from population and were unopposed. (C. in C. Med. 202130A)

*Do DELANESE
* TELEPHONE
CLEVELAND*

Situation Report No.165. (1) At Piraeus weather remains ideal and discharge of cargo continues satisfactory throughout 18th and 19th October 5 Swedish relief ships were swept into landing party anchorage. Greek Cabinet has landed and drove with our Naval and Army force Commanders to Athens where they were received wildly and enthusiastically welcomed. (2) Allied Coastal Force patrol in night 18th intercepted a coaster with 2 escorts off Rapallo in gale which prevented fire of torpedo P.T. 20 suffered 2 casualties in this organization when her bridge was hit and wrecked. (3) On night 19th 3 M.T.B. fought (smaller) organization with 2 enemy destroyers (in) ZARA Channel. (C. in C. Med. 202137A) *Zara*

M.V. NAGARA, BORELAND. Swedish ships NAGARA and BORELAND should be held at (?Gibraltar) until called forward by F.O. 15th C.S. and are then to be sailed direct to Piraeus by Black route as amended by my 201433. A.M. (?191)802 and your 191050 and 191442 not to all addressees. (C. in C. Med. 202222 to F.O.G.M.A.)

Cositintrep No.470. Part 2. (Extract). (3) In Zara Channel on night of 19 October. 3 M.T.B's fought inconclusive action with 2 enemy destroyers. (C. in C. Med. No T.O.O./20th)

20.10.1944.
Friday.

War Diary.

FOREIGN STATIONS.

East Indies.

U/B dis-
positions.

Area VP 766 U-Boat (German) fixed by D/F night 16/17th in Northern entrance to Malacca Strait may be (?proceeding) into this area. Scale remains X 5 P. Other areas believed clear of U-Boats (German). Scale W.5.
(C. in C. E.F. 200352Z.)

Proposed
Kilindini/
Aden inter-
mediate troop
convoys.

Agreed but it is suggested that 3 days at Kilindini for intermediate ships is sufficient to effect minor repairs (?only.) If ships are coal burning barely sufficient time to refuel and clean prior to re-embarkation. C. in C. E.F.'s 131006 D. of S.T.'s 182331 and Admiralty's 091244.
(2) For major repairs and dry dock intermediate ships must exchange with C.M/M.C. ships of similar capacity. Speed of trade convoys in this area average 9 knots. Is this speed acceptable for fully embarked ship.
(S.S.T.O. E.Af. 200725Z.)

Merchant
ships - out
of position
reports.

F.O.N.I.C. (corrupt group) pass to N.C.S.O. A merchant ship recently torpedoed and sunk when 250 miles astern of her plotted position, could have been given a safe route if her true position had been known.
(2) Masters are to be impressed with the importance of making the reports required by appendix to Moiri I.J. when on the E.I.S., and the out of position reports required by Moiri I.J. when they have proceeded off the station.
(C. in C.E.F. 200852Z to All concerned.)

Formosa.

(Extract.) First phase interpretation by 14th U.S.A.A.F. of P.R. of Southern Formosa on October 15th revealed following:
(5) Shipping at Takao 23 undamaged vessels totalling 55,500 tons. No naval craft. 2 vessels over 380 feet 2 by 200 feet destroyed. 1 by 300 feet damaged. 30 large warehouses along main wharf and large Mitsubishi fuel tank destroyed. Heavy damage to buildings at Acohol plant. At Toshien 8 ships totalling 14,900 tons. 1 by 300 feet submerged at harbour entrance and 3 small M/Vs damaged.
(A.C.S.E.A. 200936Z.)

U.859 (sunk
23 Sept.)

Request you will convey T.Ls' congratulations to TRENCHANT on the destruction of U.859 on 23rd Sept.
(1st S.L. 201025A to C. in C. E.F.)

Naval Scout
Unit.

Consideration is being given to forming and equipping the two remaining sections of the Naval Scout Unit on the same lines as the two sections now completing preparations to proceed to S.E.A.C. in November.

429

20.10.1944.
Friday.

War Diary.

FOREIGN STATIONS.

East Indies.

Naval Scout
Unit.
(Contd.)

(2) It would be of assistance if you could indicate whether you are likely to have a requirement for the remaining sections of N.S.U.

(3) In view of present supply situation, it is doubted if these two sections would be ready to leave U.K. before March/April, 1945.

(D.D.O.D.(C) 201301A to C. in C. E.F.)

Operation
against
Nicobar Is.

(17.10.44 and

19.10.44)

Operation
"Millet"

The following communique is proposed: Allied units of the E.F., including battleships and carriers operated in the Nicobar area during the week commencing 15th October. The operations were directed against the chain of Islands which contain airfields and small harbours useful to the enemy's sea and air communications.

(2) The operation opened with a bombardment of Car Nicobar synchronized with air attacks on that island and on Nancowry harbour. The enemy were apparently unprepared. The bombardment was carried out deliberately and lasted for about 2½ hours during which targets of importance were successfully engaged.

(3) An air sweep over Car Nicobar staffed the A/A gun positions and air fields on which constructional machinery was hit. The air attack on Nancowry sank one medium sized ship, 5 (corrupt group) small ships and started fire among the harbour installations.

(4) A night bombardment of Car Nicobar, followed by 5 operations against Car Nicobar and Nancowry, were repeated later with equally satisfactory results, both during bombardment and air attack. On this occasion however, the enemy were more prepared and while our aircraft were returning they were attacked by hostile fighters. Our carrier borne fighters defeated decisively this interference and the enemy lost at least 8 of his aircraft. 6 further attempts by the enemy to interfere with the movements of the force failed.

(7) No damage or casualties were suffered by our ships but one naval bomber aircraft and 3 naval fighters did not return.
(C. in C. E.F. 201330Z.)

430

20.10.1944.
Friday.

War Diary.

FOREIGN STATIONS.

America & West Indies.

U.S.S. GEN. W.A.MANN. U.S.S. GENERAL W.A. MANN alter forthwith for H. 36.00 74.00 omit K. (Com. 10th Fleet C. & R. 201023Z to U.S.S. GEN. W.A. MANN.)

U/B dis-positions. Estimates. (N.S.H.Q. 201309Z, Cominch 201501Z.)

UGANDA. UGANDA is allocated to operational control of Admiralty as of 21st October. (N.S.H.Q. 201505Z.) B.A.D's 182325* not to all being passed E.G. 25 will be available to provide escort for UGANDA from Halifax to U.K. Request your intentions. (N.S.H.Q. 201554Z to B.A.D.) *Not yet identified in W.R.

Measures to meet U/B situation. Should the U-Boat situation demand additional British escort forces for ocean convoy in the western Atlantic, request information whether additional servicing and layover facilities would be available for two groups at New York and one group at Halifax. Each group would consist of six ships. (D.T.D. 201522A to B.A.D. N.S.H.Q.)

SEAWOLF. Your 191548. It is assumed that SEAWOLF will be allocated to CORNWALLIS request submarine be sailed to Digby N.S. on completion of refit. (C. in C. C.N.A. 202035Z to B.A.D.)

SEA NYMPH. Convoy U.C. 40B. 5 ships arrived New York 201900Z October. In addition SEA NYMPH arrived 200905Z. (P.D. New York 202138Z.)

ATROPO. Italian S/M ATROPO escorted by U.S.S. FREDERICK C. DAVIS arrived 2000Z/20th. (N.O.B. Bermuda 202301.)

Australia & New Zealand.

M.V. DELIUS. Cancel my 190646 DELIUS arrived Melbourne 20th October. (Comsouwespacseafon 200516Z.)

/Digest...

431

20.10.1944.
Friday.

War Diary.

FOREIGN STATIONS.

Australia & New Zealand - Contd.

Digest No. 100.

(Extract.) October 19th.

(7) R/C Liberator searching central Philippines destroyed one floatplane on water near Despacado Island on northern Samar sea.

(8) China based aircraft co-operating with this area sighted one aircraft carrier, two cruisers, three destroyers 90 miles south east Hainan Isles course north west early afternoon.

(9) United States submarine contacted 5 large ships eastbound 135 miles south east Hainan Island after dark.

e/ (20) Late report Cohof strong forces United States army landed several beaches east coast Leyte Island in central Philippines mid morning 20th October in vicinity Unbag and Taoloban. Landing was preceded by intense bombardment beachheads including battleships, cruisers and covered by carrier plane aircraft and (?resistance) was negligible and our casualties extremely light, one enemy plane dropped bombs during operations.

(21) During preliminary operations Leyte Gulf minesweepers and hydrography craft were twice attacked by odd enemy planes 18th October without effect, nearly 200 mines collected and beach defences captured.

(G.H.Q.S.W.P.A. 200815.)

U-BOAT CAMPAIGN.

U/B dis-positions.

Estimates.

(D.D.I.C. 201325A, 201328A.)

21.10.1944.
Saturday.

War Diary.

SITUATION REPORT

Home Commands

Channel.

1(a) The small coaster GUERNSEY QUEEN was mined just outside Bassin a Flot at Boulogne, blocking it for approximately 10 days.

(b) Cherbourg can now take one large tanker and 19 Liberty ships drawing 31 ft., two 22 ft. and six 16 ft. coasters, and two train ferries, and can berth them all, if necessary, on one tide.

Western Approaches.

2(a) The dispersals from Convoy K.M.S.66 are rejoining, including S.O. Escort in FOWEY, KNARESBOROUGH CASTLE, and submarines THRASHER and SEASCOUT. L.C.Ts. 489, 494 and 7015 are still being sought for by TOBAGO, ZANZIBAR, HUNTSVILLE, GOODALL and ANGUILLA. BULLEN has relieved DRURY standing by the derelict L.C.Ts. 7022 and 7023 in 49° 37' N., 7° 51' W. KINGCUP is on her way to them with fresh crews from Falmouth, and trawler NORTHERN SPRAY with Tug EARNER has been sent to provide towage. DRURY has relieved ALLINGTON CASTLE standing by LAGARTO, now reported in 46° 26' N., 8° 35' W., 180 miles E.S.E. of her yesterday's position, and now making for Falmouth at 8 knots.

(b) Of N.Y.119, O'TOOLE and BERMINGHAM have arrived safely with their craft in Falmouth, and tug OWL has also brought in two carfloats. Aircraft of 19 Group have located Barge B.C.F.2310 off the Lizard, ROCHESTER is standing by D.C.L.3162 and B.C.F. 3204 some 160 miles further west, and RUBY with rescue tug GOLIATH is on her way to them. SKATE is escorting tug CORMORANT with Barge B.C.L. 3150 to Falmouth, but reports D.C.L. 3164 to be sinking and unsalvageable.

(c) SS. QUEEN ELIZABETH, inward bound with U.S. troops, has been diverted to clear the scattered convoys.

Foreign Stations

Mediterranean

VALIANT.

3. VALIANT, proceeding from the Eastern Fleet to the U.K. to refit grounded on entering the Suez Canal. She was refloated 6½ hours later, but the Suez Canal Company refuse to accept responsibility of transiting the ship through the Canal.

/Adriatic ...

433

21.10.1944.
Saturday.

War Diary.

SITUATION REPORT

Mediterranean - Contd.

Adriatic.

4(a) Naval and military reconnaissance parties landed at Gruz today from M.Ls. and reported very little damage to harbour facilities.
(b) It is reported that when the partisans took Dubrovnik it is believed that the enemy scuttled three craft at Slano. The remainder of their force based on these places (4 I-Boats) after losing a gun lighter which sank on passage encountered 3 Allied M.G.Bs. and 2 M.T.Bs. near Dugi Island (43.57 N., 15.05 E.) The coastal forces sank 2 I-Boats and took 2 intact with 95 prisoners, without suffering any casualties.
(c) Between Spezia and Rapallo last night coastal craft on patrol made attacks on three large heavily armed ships and under continual illumination were driven off by heavy fire, suffering only superficial damage. Enemy coastal batteries fired star shells at regular intervals throughout the night, and an engagement between enemy forces was observed. A similar type of engagement took place tonight; one enemy lighter was sunk and two of our craft were damaged.
(d) Coastal Air Force last night attacked 3 E-Boats off Ancona and possibly damaged one. A 150 ft. vessel was attacked today in the Gulf of Venice and a schooner was blown up. Balkan Air Force set a merchant ship on fire in Olib harbour and attacked a 2500 ton collier in the Gulf of Arsa.

Greece &
Aegean.

5(a) Unloading was accelerated again today at Piraeus in fine weather.
(b) The 3rd Corps is sending forward a Commando Force to operate from the Sporades against the Salonika area. The first flight of 50 are due at Pelagos p.m. tomorrow in two Fairmiles, (M.G.S.) followed by 2nd A.S.H.F.

East Indies

6. The U.S. tanker SS. VERENDRYE reports firing at a submarine off Vizagapatam today. The submarine submerged.

21.10.1944.
Saturday.

War Diary.

SITUATION REPORT

Australia and New Zealand

Invasion of
Philippines.

7. Satisfactory advances were made on Leyte Island today, and Tacloban town and airfield were captured. Desultory air raids were made at dusk and dawn against beachheads and ships in Leyte Gulf; the ships shot down 3 enemy bombers.

*AUSTRALIA, cruiser, was damaged by enemy air attack in the Gulf of Leyte. (see P. O. R., 1896, 27.10.44)
(no signal in W.D.)*

War Diary.

21.10.1944.
Saturday.

HOME COMMANDS.

Policy.

Norwegian Token Force. Your A.Q.G. 0103/20th October, 1944.
(1) Proposals in above cable agreed for planning purposes but would draw attention to desirability of small United States/British liaison staff accompanying force.
(2) You will realise that no concurrence can be given to any executive action pending receipt of instructions from Combined Chiefs of Staff.
(S.H.A.E.F. 211330A to S.C.O.T.C.O.)

Movements.

Combined Operations H.Q. ship EASTWAY. Arrived EASTWAY.
(F.O.I.C. Milford Hæen 210041A to C. in C. W.A.)
Sailed EASTWAY to Portsmouth E.T.A. Needles 1400A/
22nd October.
(F.O.I.C. Milford Haven 211515A to C. in C. Portsmouth.)

17th D.F. Faroes arrivals Capt. (D) 17 in ONSLOW, OPPORTUNE, ORIBI, OBEDIENT, ORWELL, OFFA.
(N.O.I.C. Faroes 210723A to A.C.O.S.)
ONSLOW, OPPORTUNE, ORIBI, OBEDIENT, ORWELL, OFFA departed Skaalefjord.
(N.C.I.C. Faroes 212312A to C. in C. H.F.)

DIADEM. (1) On completion of practices about 1800 today 21st October proceed by standard route to Rosyth arriving Oxcars Gate at 0740A/22nd October.
(2) Pass over deep D.G. Range on passage up harbour.
(3) My 141634 and C. in C. Rosyth 171511 refer.
(C. in C. H.F. 211336 to DIADEM.)
Scapa departure DIADEM.
(A.C.O.S. 211708A to C. in C. Rosyth.)

KING GEORGE V. Intend to sail KING GEORGE V early a.m. 28th October for Greenock arriving Clyde Gate at 2359A/
28th October. Admiralty 191214, refers.
(C. in C. H.F. 211526A to Admty. C. in C. W.A. F.O.I.C. Greenock.)

L.S.D. NORTHWAY. NORTHWAY sailed for Boulogne 1350A/21st October, E.T.A. 2100.
(C. in C. Portsmouth 211648A to F.O.B.A.A., N.O.I.C. Boulogne.)

BATORY. Reference my 201427A, SS. BATORY unable to anchor off Roscoff owing to weather, has returned to Plymouth.
(2) My 201827A (re death of a French civilian on board) is being investigated at Plymouth.
(3) BATORY will be resailed to Roscoff when weather permits after favourable medical report.
(C. in C. Plymouth 211755A to Admty.)

21.10.1944.
Saturday.

War Diary.

HOME COMMANDS.

Operations.

Situation Reports.

Naval.

Cositintrep No. 199 part 2 Naval.
Unloading figures 18th October.
United States.

	Troops	Vehicles	Stores	Pol.
Cherbourg	Nil	Nil	11,276	8,038
Beaches	8,941	457	8,160	68
Brittany Ports	Nil	61	2,708	Nil
Small Ports	Nil	Nil	691	Nil
Le Havre	Nil	Nil	1,357	Nil
Rouen	Nil	Nil	110	116
U.S. total	8,941	518	24,302	8,222
Combined Total	10,862	773	32,066	10,156

U.S. troops unloaded on 16th should read 9,469 instead of 7,002 and stores and Pol figures for October 17th should be corrected to read as follows:

Rouen 180 and 1,470. U.S. total 17,120 and 10,831. Combined Total 35,418 and 16,169 respectively.
19th October. British.

	Troops	Vehicles	Stores	Pol.
East Calvados	Nil	Nil	400	633
Dieppe	Nil	Nil	4,064	Nil
Boulogne	87	41	Nil	Nil
Ostend	222	69	1,186	629
British Total	309	110	5,650	1,262

United States

	Troops	Vehicles	Stores	Pol
Cherbourg	Nil	Nil	8,904	10,222
Beaches	183	169	2,719	1,451
Brittany Ports	Nil	4	606	Nil
Small Ports	Nil	Nil	266	Nil
Le Havre	Nil	Nil	1,948	Nil
Rouen	Nil	Nil	442	2,385
U.S. Total	183	173	14,885	14,058

Combined totals 492 283 20,535 15,320

(Adm. Ramsay 210045 to Admty.)

Cositintrep No. 200. Part 2, Naval.

A. General. A Danube class tug was damaged by a mine whilst at anchor in Rade Carnot Boulogne.

B. Unloading figures:

War Diary.

21.10.1944.
Saturday.

HOME COMMANDS.

Operations.

Situation Reports.

Naval. (Contd.)	Troops	Vehicles	Stores	Pol
East Calvados	530	475	986	321
Dieppe	-	2,749	-	-
Boulogne	-	-	-	-
Ostend	1,613	-	800	-
British total	2,143	3,224	1,786	321
United States				
Cherbourg	-	-	9,632	14,382
Beaches	4,417	190	6,130	54
Brittany Ports	-	35	72,120	-
Le Havre	-	18	3,174	-
U.S. Total	4,417	243	21,056	14,436
Combined total (Adm. Ramsay 212302A to Admty.)	6,530	3,467	22,842	14,757

Operations.

North Sea.

Operation "Moonshine". Carry out operation "Moonshine" ships sailing p.m. today Saturday.
(C. in C. Nore 211443 to F.O.I.C. Humber.)
"Moonshine". Your 211443. Sailed HOPEWELL, NONSUCH and GAY VIKING at 1925.
(F.O. Humber 211931 to C. in C. Nore.)

Patrols. Night dispositions 21/22 October. Humber Force nil
Harwich Force Group 2 with F.S. 11 SLAZAK, patrols 3 DAKINS, 4 WIVERN, 5 PUFFIN, 8A KITTIWAKE, 10 GUILLEMOT, 15 TALYBONT, 16 DUFF, 19 THORNBOROUGH, Group 4 harbour MACKAY, COTSWOLD, KRAKOWIAK, RIOU, SOUTHDOWN, STEVENSTONE, WALPOLE, STAYNE, TORRINGTON, CURZON, MALLARD, SHELDRAKE, RETALICK.
Sheerness Force Group 5 with F.N. 17 HOLMES, with T.M.M. 5 RUTHERFORD, Patrols 6 VIMY, 7 VERSATILE, 17A HOLDERNESS, 20 WENSLEYDALE, Group 6 harbour GARTH, BLEASDALE, COTTESMORE, FERNIE, LA COMBAT TANTE, PYTCHLEY, VIVACIOUS, COSBY, CUBITT, HEATHER, LOOSESTRIFE. At Southend CALGARY.
(C. in C. Nore 211527A to Admty.)

Operations.

West Coast France.

Patrol. Endeavour to take up night patrol between Ile d'Yeu and Sables d'Olonne by 1830A today 21st.
(2) Leave patrol at first light 22nd and return through BB 47° 01' N. 3° 30' W. to Plymouth.
(C. in C. Plymouth 211240A to TANATSIDE.)

/Detached...

21.10.1944
Saturday

War Diary

HOME COMMANDS

Operations

West Coast France

Patrol (Contd.) Detached ALBRIGHTON at 1300 in position 047° 05' N. 003° 48' W. in accordance with with my 202301. Am proceeding to night patrol area. Opas 17. A. and B. Ile d'Yeu. C. Roche bonne. Weather report 6480 0076. (Force 27, 211315A to C. in C. Plymouth.)

Carry out operation "Assault".

A. Force 26 TARTAR (S.O.) PIORUN.
B. 1600A/21st October.
C. Through CC 48° 28' N. 5° 35' W. DD 46° 58' N. 4° 01' W. to vicinity of Ile d'Yeu.
D. Patrol between Belle Ile and Gironde by day and between Ile d'Yeu and Les Sables d'Olonne during dark hours.
G. TANATSIDE as in my 211240A. ALBRIGHTON returning to Plymouth with weather damage estimated in vicinity of Ushant 0001A/22 speed 8 knots.
K. Derelict barges may be encountered in Western Channel SKATE, ROCHESTER tug CORMORANT searching. (C. in C. Plymouth 211319A to TARTAR, PIORUN.)

Operations

Western Approaches.

Patrols Following programme for Support Groups supersedes my 011141 not to all:-

Group	Sail	Return	Sail
1	Oct. 28	Nov. 21	-
2	Nov. 10	-	-
3	-	Nov. 9	Nov. 21
4	Nov. 2	Nov. 26	-
5	-	Oct. 25	Nov. 6
6	Nov. 2	Nov. 26	-
9	-	Nov. 1	Nov. 13
10	-	Nov. 1	Nov. 13
11	-	Oct. 29	Nov. 10
14	-	Nov. 8	Nov. 20
15	-	Nov. 9	Nov. 21
17	-	Oct. 26	Nov. 7
18	Oct. 24	Nov. 17	Nov. 29
19	-	Nov. 3	Nov. 15
20	-	Oct. 31	Nov. 12
21	-	Nov. 9	Nov. 21
26	Oct. 24	Nov. 17	Nov. 29
30	Oct. 23	Nov. 16	Nov. 28

(C. in C.W.A. 211815A to Com. D.W.A., Capt. D. Liverpool, Greenock, Belfast.)

Your 211218A. My P.C.S. at 2000A 050° 00' N. 010° 29' W. X. 218° 13½ knots altering to 187° at 0100A. Weather report 6571 2774. Schnorkel Suitable. (S.O.E.G. 20, 211905A to C. in C.W.A.)

21.10.1944
Saturday

War Diary

HOME COMMANDS

Operations

North Western Approaches

Patrols Tenth and 5th Escort Groups searching area to Southwest of W.11's marker.
(S.O.E.G.10, 211058A to C. in C.W.A.)
Request you will sail PORCHESTER CASTLE and KENILWORTH CASTLE forthwith at best speed to join 10th E.G. in vicinity of St. Kilda.
S.O. 10th E.G. is to signal rendezvous.
(C. in C. W.A. 211303A to Com. D. W.A.)
If not in contact by dark tonight
(a) 5th E.G. shift Gamma search 225° 30 miles.
(b) 10th E.G. search area between parallels 58° and 57° 30' and Meridians 08° and 09° area round St. Kilda should be searched during the night.
(C. in C.W.A. 211305A to S.O.E.G.'s 5 and 10.)
Take PORCHESTER CASTLE under your order and slip forthwith and proceed to Merville thence at best speed to vicinity of St. Kilda to join S.O. Escort Group 10. S.O. Escort Group 10 is requested to arrange rendezvous. Acknowledge.
(Com. D.W.A. 211305A to KENILWORTH CASTLE)
Area round aircraft marker thoroughly searched without result. Complying with your 211305 suitable.
(S.O.E.G.10, 211801A to C. in C. W.A.)

Operations

Norway

Operation "Hardy" Cancel my 181515A para. 1 and my 191140A (not to N.O.I.C. Lerwick.)
(A.C.O.S., 211150A, to Admty.,)

Operation "S.C.". Ref. my 191855* Please insert at beginning of text "My 191853".
(N.O.I.C. Lerwick, 211230A to A.C.O.S.)

Intended attack on Aalesund Request that questions asked in my 181515 may now be answered with regard to Haugesund.
(A.C.O.S. 211839 to Admty.)

Operations

Northern Waters

Patrols Intend to carry out V.P.77 -
(1) 0830A 22nd October.
(2) 1900A 22nd October
(3) Not later than 0700A 26th.
(4) 278° toward Noss Head Bressay not more than 20 knots.
(5) Not later than p.m. 26th October.
(6) No. (7) NO.
(8) 098° Noss Head Bressay. (9) No.
(N.O.I.C. Lerwick, 211017A to A.C.O.S.)

/Establish...

440

21.10.1944
SaturdayWar DiaryHOME COMMANDSOperationsNorthern Waters

Patrols (Contd.) Establish Gamma patrol between positions 61.43 N. 02.46 W. and 60.55 N. 01.30 W. by 1800A 21st today Saturday 14th E.G. to operate along Northwest half and 17th E.G. along Southeast half of patrol line. A/C from 18 Group C.C. will cover the area by day and by night all aircraft encountered are to be regarded as friendly unless observed committing a hostile act.
(C. in C. Rosyth 211117A to S.O.E.G.'s 14 and 17.)
Shift patrol to area 063° 40' N. to 64° 30' N. 022° 30' W. to 023° 30' W.
(2) Previous experience shows that U-boats operating off Reykjavik know swept channels and lie off Skaour or Reykjanes. In northerly wind they may lie off Stadr 5 miles east of Reykjanes.
(A.C.I.C. 211736A to S.O.E.G.11.)
At 0800A tomorrow Sunday 22nd, move centre point of patrol line 21 miles 224°. My 211117* refers.
(C. in C. Rosyth, 212359A to S.O.E.G.s. 14 and 17.)
* Establishment of Gamma patrol.

6 Russian S.Cs. for Russia. Six Russian S.Cs. which have been weatherbound at Falmouth are to remain there for the present.
(2) Stores for S.Cs. now at Loch Ewe should be sent to Falmouth.
(D.D.D.(H) 211755A to F.O.I.C. Falmouth.)

Allied Air Activity

M.O.N.A.Bs. 1 and 2 to become NABBINGTON and NABBERLEY Reference my letter A/PDQ.03323/44 of 19th October, 1944 and my 181158 August. Approved to commission M.O.N.A.B. No. 1 at once and M.O.N.A.B. No.2 early in November (about three weeks before sailing date) as independent Cormands carrying own accounts and bearing ships names NABBINGTON and NABBERLEY respectively.
(2) Suitable non-seagoing vessels should be renamed NABBINGTON and NABBERLEY and commissioned as nominal depot ships for the two M.O.N.A.Bs.
(3) While commissioned M.O.N.A.Bs. are in U.K. administrative arrangements will conform generally with those already promulgated in C.A.F.O.1900/44 of FLYCATCHER (R.N. Air Station, Ludham). After embarkation of M.O.N.A.Bs. correspondence should be addressed to the Commanding Officers, H.M.S. NABBINGTON, NABBERLEY etc. c/o G.P.O. London.
(4) Arrangements for administration of M.O.N.A.Bs. on arrival at overseas destination will be promulgated later.
(5) Remaining M.O.N.A.Bs. will be commissioned approximately three weeks before sailing dates with ships names in new series beginning with letters NAB..
(6) My 111655 October, to C. in C. E.F. and R.A.(A) E.F. also refers.
(Hd. of Air Branch, 211104A to F.O.N.A.S.)

21.10.1944.
Saturday.

War Diary.

HOME COMMANDS.

Mining.

Deep mining in St. George's Channel. Carry out operation C.D.A.5 163 5 21st October. (F.O.I.C. Milford Haven, 211031A to C. in C. W.A., PLOVER.) My 211031 sailed PLOVER. Escort SWEETBRIAR. (F.O.I.C. Milford Haven 211645A to C. in C. W.A.) A.M. 201803 Oct. not to all addressees. Orders for the laying of further minefields by PLOVER are as given in W.A. 00657/9 dated 1st Oct. with following alterations (a) short title of operation C.D.2 (B) para. 2. (b) Escort SWEETBRIAR. (c) Para. 3 serial No. of lays Z.7 to Z.10 inclusive. (d) Para. 9 serial No. Z.7 to Z.10. (e) Para. 11 initial position 14th 051° 30' N. 008° 10' W. Lay Z.7 to be on a line 180° from initial position No. of mines spacing and depth setting as in operation "C.D." the initial positions succeeding line is to be 5 miles apart alongside a line 210° from initial position of lay Z.7. (f) Para. 14 N.O.I.C. Milford Haven is requested to issue necessary warning. (C. in C. W.A. 211940A to N.O.I.C. Milford Haven.)

Mine off Shoreham. Have detonated acoustic mine 199 Shoreham break-water 12.6 miles. (M.M.S. 61 211115A to C. in C. Portsmouth.)

Sweeping of Q.Z.X. 14 and 586. M/S Flotilla 6th is required to carry out Oropesa S.A. clearances of:- (a) Q.Z.X. 14 to width of 1 mile from eastern limit. (b) Q.Z.X. 586, and N.O.I.C. Harwich is requested to sail ships as soon as ready to start this clearance. (2) Flotilla to anchor nightly in Small Downs or Margate Roads. (3) Communications. (4) (a) Q.Z.X. 14 declared as result of suspected enemy moored mines early days of war. (b) Q.Z.X. 586 contained 100 British M Mark I mines laid at 18 feet in January 1942. That part of area within 2 miles of line N.F.3 to N.F.4 Buoy has already been swept with negative results. (C. in C. Nore 211738A to M.S.6, N.O.I.C. Harwich.)

Enemy Intelligence.

German withdrawal from Norway. Norway anticipated withdrawal of troops. My telegram 191606. During past 7 days concentration estimated around nearly 20,000 German Infantry in Glomma Valley in vicinity Elverum has been causing concern to Swedish Staff. A.2. (2) There is now some indication of their movements southward and it is anticipated after re-grouping they are about to embark for sea transport southward.

21.10.1944
Saturday

War Diary

HOME COMMANDS

Enemy Intelligence

German withdrawal from Norway (Contd.)

A.3.
 (3) Comment. Above report tends to support inference expressed in my 191606. (N.A. Stockholm, 211033 to Admty.)
 N.I.D. Comment: Elverum is north of Oslo.

German northgoing Bombers.

B.2 report states that 29 Ju. 88 A/C passed Oslo North bound about mid-day 21st October.
 Comment: Probably Bomber reconnaissance or torpedo Bombers.
 (D.D.I.C., 212336A to C. in C.H.F., C.S.10, A.I.G.47)

Port Facilities

Cherbourg

Ref. your 151401A.
 (a) 31 feet deepest draft acceptable all deep water berths at mean high water neap and mean high water spring.
 (b) Any length vessel can be accepted.
 (c) Completed as of 20th October. 19 Liberty Ship length berths 31 foot draft. One large tanker berth 31 foot draft, two coaster berths 22 foot draft, six coaster berths 16 foot draft, two train ferry berths. Additional berths under construction not completed. 7 Liberty Ship length berths 31 foot draft. Two coaster berths 24 foot draft.
 (d) Can berth any required number of ships on one tide. (C.T.G.125.2, 211043A to A.N.C.X.F.)
 Ref. your 151401.
 Additional information (e).
 16 in outer anchorage not advisable to use in winter months. 15 libertys, 8 coasters. Anchorage can be worked to barge during fine weather. Poor anchorage winter months. Three Libertys Petite Rade worked to Dukws in moderate weather. (C.T.G.125.2, 211837A to A.N.C.X.F.)

Calais

Cipher T.N.618. Ref. signal S.62695 of 171635. Also request permission for immediate start on construction by British at Calais of 1 L.S.T. Hard for British Discharge of wheeled and tracked vehicles.
 (Exfor. Rear 211150 to S.H.A.E.F.)
 T.N.631. Secret. Further to our T.N.618 of 211150. Possibilities of completion and use of L.S.T. Hards Calais by 5 November now under examination for use M.T. in conjunction with Netherlands Civilian relief. Results of recce. not available 48 hours but request consent commence work if practicable and Naval clearance permits.
 (Exfor Rear, 211915A to S.H.A.E.F., A.N.C.X.F.)

Havre

My 172215 para. 7. As Havre is now ready to receive them the first 10 Phoenix including the 3 now waiting in Thames for weather to moderate should be diverted to Havre.
 C.T.F.125's 201059 (not to all) refers.
 (A.N.C.X.F. 211200A to Cs. in C. Portsmouth, Nore, Plymouth.)

443

War Diary21.10.1944
SaturdayHOME COMMANDSPort Facilities - Contd.

Ostend Your 151809 not to all. Request FRANKLIN be sailed to Ostend to leave surveying party and return to Nore. C. in C. Nore is requested to confirm that she can be accepted.
(A.N.C.X.F. (Main) 211745A to C. in C. Portsmouth, Info, C. in C. Nore, Admty., Com. i/c Belgium, N.O.I.C. Ostend, FRANKLIN.)

Weigh in time to pass Spithead Gate 0730A tomorrow 22nd and proceed to Dover by searched channels in force. Speed 14 knots expected time of arrival 1530.

(2) Communication constant W/T watch on 2450 kcs. shifting to 1700 kcs. off Hastings help messages on 2700 Kcs.

(3) A.C. Dover is requested to sail FRANKLIN a.m. 23rd Oct. for Ostend A.N.C.X.F.'s 211745 not to all refers.

(4) Acknowledge.
(C. in C. Portsmouth, 212214A to FRANKLIN.)

Boulogne. My 211801 not to all addressees.
Regret to report that GUERNSEY QUEEN was mined, probably magnetic, outside entrance to Bassin a Flot whilst entering at 1415 today 21st.

(2) Ship now sunk and capsized in entrance to Bassin and will require approximately 10 days to cut up and remove.

(3) My 191848 and my 211135. No berth available in Bassin a Flot until wreckage is removed.

(4) (Corrupt) L.C.T.(5) 8 Pendant R, (corrupt) TID and first class lifting craft immobilised until entrance cleared.
(N.O.I.C. Boulogne, 211838A to F.O.B.A.A., A.N.C.X.F. (Main), (R) A.N.C.X.F. (Buco); P.S.T.O. Helme; Captain M/S North France; D. of S.T. (? Admiralty); W.O.D.F. Movements; Exfor Rear Movements.)

Dieppe Your 161930 and 181930 (neither to all).

(2) Concur in proposal to transfer far shore terminal to Dieppe provided substitute be found for QUEEN EMMA whose length is too great. ISLE OF GEURNSEY for consideration.

(3) Transfer of home terminal to Newhaven possible but not recommended if vessel of suitable radius and speed for longer run can be provided. Transfer would entail considerable administrative re-arrangement and delays with stores etc. might arise.

(4) It is assumed served every other day will continue to suffice.
(C. in C. Portsmouth, 212151A to A.N.C.X.F.)

Technical

Schnorkel- C. in C. Rosyth's 181727A proposed dates 28th/30th
detection October inclusive. Area "f". Request SOKOL
trials. be sailed to arrive Leith p.m. 26th October.
(N.O.I.C. Leith, 211720 to S.9)

Snag (2) Request YMUIDEN be sailed to LOCHINVAR as
locator relief for COMITATUS.
trawlers. (3) Accounts to be transferred to LOCHINVAR.
(4) KUNISHI and YMUIDEN will be employed on
experimental work in connection with Snag Locator Sweeps.
(Admty., 211759A to Cs. in C. Portsmouth and Rosyth.)

444

21.10.1944
SaturdayWar DiaryHOME COMMANDSCasualties and Defects

Convoy O.S.92/
K.M.S.66. To clear scattered convoys alter course from position N for new position O 48.40 N. 14.00 W. thence to K.
(Plot.(O.D.), 210726A to SS. QUEEN ELIZABETH)
Re your 201430Z to 51KF/ 1 URM/ 1URA/. No acknowledgement received after two further Broad-casts at single naval operator periods on full power. Any further Broadcasts required please.
(Lands End Radio, 210730A to C. in C. W.A.)
/ BYMM L.C.T.7015. / MZXJ L.C.T. 489. / MZXM L.C.T. 494.
Your 201942. My P.C.S. at 1100A/21st 048 degs. 02' N. 011 degs. 26' W. course 350 degs. 7 knots. Rejoining convoy.
(KNARESBOROUGH CASTLE, 211105A to C. in C. W.A.)
Report P.C.S. IAGARTO and nature of damage.
(C. in C. W.A. 211441A to DRURY)
My P.C.S. at 1600Z 049 degs. 55' N. 008 degs. 13' W. 060 degs. 13 knots.
Sweeping 20 miles front to eastward, thence extend search to H as in your 202339.
TOBAGO, ZANZIBAR, HUNTSVILLE fuel remaining noon to-day 41, 42, 45% respectively. Weather report 9370 1375. Suitable.
(TABAGO, 211516Z to C. in C. W.A.)
A/C reported L.C.T. 190 degs. 30 miles from me.
My position 049 degs. 58' N. 007 degs. 50' W. Proceeding to investigate.
(GOODALL, 211615A to C.in C. W.A.)
Having embarked relief crews for L.C.T. 7022 and 7023, proceed at 1900A/21st October to comply with C. in C. W.A.'s 202335A.
(2) Copies of relevant weather reports are attached.
(F.O.I.C.Falmouth, 211617A to KINGCUP)
Sailed tug EARNER escorted by NORTHERN SPRAY to approx. position of SS. IAGARTO 47 degs. 32' 00" N. 11 degs. 45' 00" W. Routed via Trevoise Head. Speed 10 knots.
EARNER has orders to report intentions as to which port he will make for, Milford Haven or elsewhere, according to weather conditions encountered.
(F.O.I.C.Milford, 211643A to C. in C. W.A.)
Following has been received from Cdre. O.S.92/K.M.S.66.
Begins: Following ships have rejoined and are now in company. Nos. 21, 31, 42, 43, 51, 71, 72, 73, 74, 83, 91, 102 and 103. S/Ms THRASHER and SEASCOUT and escort vessel FOWEY.
TRIDENT reported ahead of convoy proceeding 8 knots, one propeller fouled by wire. T.O.O.211713A. Ends.
(FOWEY, 211739 to C. in C. W.A.)
My 211615A. There are L.C.Ts. 7022, 7023 abandoned as in your 202340A now in position 049 degs. 37' N. 007 degs. 51' W. (X.13). Am leaving BULLEN to stand by till weather moderates, when will endeavour to take in tow. Am continuing search with ANGUILLA for 494 and 7015.
C. in C. Plymouth pass to CORMORANT, OWL.
(GOODALL, 211745A to C. in C. W.A.)
My P.C.S. at 1730A 046 degs. 26' N. 008 degs. 35' W. 020 degs 8.
IAGARTO has had heavy weather damage to bridge and gun tower shifted. No compass or boats. Request desintation. Your 211441A refers. Weather report 6873 3307.
(DRURY, 211845A to C. in C. W.A.)

/Cancel ...

445

21.10.1944
Saturday

War Diary

HOME COMMANDS

Casualties and Defects

Convoy
O.S.92/
K.M.S.66.
(Contd.)

Cancel previous instructions to EARNER. Proceed with EARNER to recover 2 abandoned L.C.T.'s in position 049 degs. 37' N. 007 degs. 51' W. at 1745/21st. BULLEN is standing by.
(C. in C. W.A. 212231A to NORTHERN SPRAY.)
Reference your 211845 which is being passed to F.O.I.C.Falmouth. Destination of LAGARTO is

Falmouth.

(C. in C. W.A. 212305A to DRURY)

After contacting BULLEN, KINGCUP is to take charge of operations. EARNER escorted by NORTHERN SPRAY has been diverted to assist. My 212231 refers. On arrival of EARNER, BULLEN is to rejoin GOODALL.

(C. in C. W.A. 212326A to KINGCUP)

TRIDENT.

P.C.S. 46 degs. 49' 12 degs. 52' 180 degs. 8. Wire round one screw. Request total bombing restrictions.

(TRIDENT, 211001A to F.O.S.)

OCEANWAY.

OCEANWAY damaged in collision. Essential repairs being undertaken highest priority. Expected date of completion will be signalled later.

(C. in C. Portsmouth, 211238A)

CITY OF
OMAHA.

Acting as rudder for CITY OF OMAHA. Steering approx. 180 degs. 8.5 knots afloat intend slipping tow line at dusk to carry out observant. At daylight will continue as rudder weather permitting.

My position by dead reckoning at 1430Z 049 degs. 03' N. 027 degs. 24' W.

Weather report 4872 1943.

(COBOURG, 211501Z to C. in C. W.A.)

Your 211501Z. Keep SALVONIA informed of your position and arrange R/V. S.B.N.O. Azores 202340Z refers. SALVONIA reports P.C.S. at 1900Z/21 42.42 N. 28.22 W. 002 degs. 11.5 knots.

(C. in C. W.A. 212142A to COBOURG)

My position 2100Z 048 degs. 35' N. 027 degs. 29' W.

(2) Will signal R/V course and speed when tow is secured again at daylight. My 211501Z not to all addressees refers. Pass to SALVONIA. Weather report 4471 2153.

(COBOURG, 212303Z to C. in C. W.A.)

EDOUARD
JERAMAC.

(1) Operation abandoned weather commencing to deteriorate again. Proceeding in accordance with your 210008A by standard route (C) South Ireland unless otherwise ordered. Request destination for E. JERAMAC.

(2) P.C.S.1500A/21st 050 degs. 34' 029 degs. 02' X 087 degs. 9. Weather report 4471 1653.

(NORTHERN SKY, 211502A to C. in C. W.A.)

/GUERNSEY QUEEN ...

21.10.1944
Saturday

War Diary

HOME COMMANDS

Casualties and Defects - Contd.

GUERNSEY My 211801 Part 1. Regret following merchantship
 QUEEN. casualty. My 211440 refers.
 (1) GUERNSEY QUEEN (567 tons)
 (2) British. (3) 21st October, 1944 at 1315 hours
 G.M.T. (4) Entrance Bassin en Flot. inside
 Boulogne Harbour. (5) 16th. (6) Sunk. (7) 13 survivors.
 (8) Casualties: Missing believed killed - 2.
 Seriously wounded - 1. Wounded - 4.
 (9) Agreed S.S.T.O. and M.W.T.
 (N.O.I.C. Boulogne, 211801A to Admty)

Shipping and Convoys

NORTHWAY. Your 210826 not to all addressees, approved to
 effect repairs necessary before continuing.
 (2) It is important to avoid unnecessary delay in
 sailing.
 (C. in C. Portsmouth, 210954A to NORTHWAY, (R)
 S.H.A's concerned, F.O.B.A.A., N.O.I.C. Boulogne.)

Hospital (1) Hospital carriers for British casualties are
 Carriers required as follows:
 for Far To Arromanches one per week. To Dieppe two per
 Shore. week. To Ostend one daily.

(2) Following programme is intended for Ostend:

1	2	3	4	5	6
Ship	Sailing Date	From	Sailing from Ostend	Return Port	Date
DUKE OF LANCASTER	21st Oct.	Soton	21st Oct.	Southampton	22nd Oct.
DINARD	22nd Oct.	Soton	22nd Oct.	Southampton	23rd Oct.
NAUSHON	23rd Oct.	Soton	23rd Oct.	Tilbury	24th Oct.
DUKE OF ARGYLL	24th Oct.	Soton	24th Oct.	Tilbury	25th Oct.
NAUSHON	25th Oct.	Tilbury	25th Oct.	Tilbury	26th Oct.
DUKE OF ROTHESAY	26th Oct.	Soton	27th Oct.	Tilbury	27th Oct.

(3) Thereafter, DUKE OF ARGYLL, NAUSHON and DUKE OF ROTHESAY should maintain a daily service between Tilbury and Ostend, but an additional hospital carrier could probably be made available temporarily from Southampton to meet an emergency.
 (4) It is assumed that tidal conditions will preclude a hospital carrier being received at Ostend on 26th October.
 (5) Authorities concerned are requested to sail hospital carriers in accordance with the foregoing.
 (A.N.C.X.F. 211845A to All British F.O's i/c and N.O's i/c on the Continent, C. in C. Portsmouth, C. in C. Nore, F.O.i/c London, A.N.C.X.F., D. of S.T., P.S.T.O. N.W. Europe, Exfor Main, Exfor Rear, Searail 10. (R) Admty, Commodore Southend)

21.10.1944
Saturday

War Diary

HOME COMMANDS

Shipping and Convoys - Contd.

Coaster tonnages A.M. 221723 August, para (b) for the purposes of this signal Coasters are to be regarded as vessels up to 1600 tons gross. (Admty., 211945A to Cs. in C. Nore, Rosyth, A.C.O.S., A.C.I.C.)

Major troopship movements. Following is summary of major troopship movements in and out of Clyde and Liverpool during period to 20/11.

Serial No.	Convoy	Ship	Port	Due
(A) In				
1	A.T.159	QUEEN ELIZABETH	Clyde	23/10
2	C.U.43	LARGS BAY	Clyde	
		U.S.MARINE ROBIN	} Liverpool	25/10
		ESPERANCE BAY		
3	ex M.K.F.35	BATORY	Clyde	Abt. 26/10
4	A.T.161	AQUITANIA	Clyde	28/10
5	ex C.U.43	CARNARVON CASTLE	Clyde	Abt. 28/10
6	C.U.44	FRANCONIA	} Liverpool	2/11
		U.S.SATURNIA		
		DOMINION MONARCH		
7	M.K.F.35A	TAMAROA	Liverpool	Abt.1/11
8	A.T.163A	STAFFORDSHIRE	Liverpool	7/11
9	A.T.162	U.S. WESTPOINT	Clyde	8/11
10	A.T.163	QUEEN MARY	Clyde	9/11
11	-	ILE DE FRANCE	Clyde	9/11
12	C.U.45	EMPRESS OF SCOTLAND	Liverpool	Abt.9/11
13	A.T.164	Ships not yet allocated to ports		10/11
14	A.T.165	PASTEUR	Liverpool	11/11
15	A.T.165A	ANDES	Liverpool	16/11
16	S.D.59	U.S. WAKEFIELD	Liverpool	17/11
17	C.U.46	BERGENSFJORD	Clyde	17/11
18	A.T.166	Ships not yet allocated to ports		18/11
		NIEUW AMSTERDAM	Clyde	18/11
(B) Out				Sails
19	T.A.157	QUEEN MARY	Clyde	22/10
20	T.A.158	MAURETANIA	Liverpool	25/10
21	T.A.159	QUEEN ELIZABETH	Clyde	28/10
22	U.C.43	U.S. Ships ex C.U.43 } plus VOLENDAM	Clyde	29/10
23	T.A.160	ANDES	Liverpool	31/10
24	T.A.161	AQUITANIA	Clyde	1/11
25	Advance K.M.F.36	CIRCASSIA	Clyde	Abt.1/11
26	K.M.F.36	Composition as notified.		6/11
27	U.C.44	U.S. Ships ex C.U.44 plus ARAWA	Clyde	} Abt.6/11
		RANGITIKI	Liverpool	
28	O.N.264	MATAROA	Clyde	Abt.6/11
29	T.A.163A	U.S.WESTPOINT	Liverpool	10/11
30	D.S.59	BERGENSFJORD	Clyde	11/11
31	T.A.163	QUEEN MARY	Clyde	13/11
32	T.A.163	ILE DE FRANCE	Clyde	14/11
33	-	EMPRESS OF SCOTLAND	Liverpool	17/11
34	T.A.164	PASTEUR	Liverpool	18/11
35	T.A.165A	U.S. WAKEFIELD	Liverpool	20/11
36	-	EMPRESS OF AUSTRALIA } SCYTHIA	Liverpool	31/10

21.10.1944
SaturdayWar DiaryHOME COMMANDSShipping and Convoys

Major troopship movements. (Contd.) (2) The above is for your information and guidance and is liable to alteration during period to 28th October when further signal will be made.
(D. of S.T. 212115A to P.S.T.Os. Clyde and Scottish, and N.W. Ports.)

Convoy N.Y.119 Arrived U.S.S. O'TOOLE, POWERS, ABNAKI, BERMINGHAM and MASON.
(C. in C. Plymouth, 210102A to Port Director, New York.)
R.O. 202202A* Postpone sailing of tugs at immediate notice from daylight.
(C. in C. Plymouth, 210333A to F.O.I.C. Falmouth.)
* Tugs CORMORANT and OWL.
Intend sailing U.S.S. MAUMEE escorted by U.S.S. CHASE and U.S.S. BERMINGHAM at 1000A/21 to Plymouth.
(F.O.I.C. Falmouth, 210918A to C. in C. Plymouth.)
Request you will sail CORMORANT forthwith to position 119 Lizard 27 to recover barges and tow to Falmouth. SKATE is standing by.
(C. in C. Plymouth, 210947A to F.O.I.C. Falmouth.)
My 210918A sailed.
(F.O.I.C. Falmouth, 211115A to C. in C. Plymouth.)
Barge B.C.F. 2310 abandoned, my position is 49.35 N. 04.55W. Position based on a Gee fix obtained within half-an-hour of 1400.
(A/C JKY 16 211445 to 19 Group.)
Pass boom at 1830A/21 and proceed to Milford Haven, expected time of arrival 0900A/22.
(2) Constant W/T watch 2300 kcs.
(F.O.I.C. Falmouth, 211521A to DAHLIA.)
Barge B.C.F. 2310 abandoned my position is 49.33 N. 05.46 W position based on a Gee fix obtained within half-an-hour of 1700.
(ACJKY 36 211735A to 19 Group.)
My 211620 paragraph K amended orders proceed with GOLIATH to R/V with ROCHESTER standing by barges B.C.L. 3162 and B.C.F. 3204 in position 49° 11' N. 07° 32' W. at 1520 today.
(2) Inform ROCHESTER expected time of joining.
(3) Acknowledge.
(C. in C. Plymouth 211751A to RUBY.)
My 191818A the following additional ships have arrived to date U.S.S. BERMINGHAM U.S.S. CHASE L.T. 537 63 643 and L.T. 579 towing one car float U.S. Tug OWL recovered two car floats and towed to Falmouth.
(F.O.I.C. Falmouth, 211840A to Admt.)
Am escorting CORMORANT. Barge D.C.L. 3150 in tow to Falmouth. Barge D.C.L. 3164 unsalvage and considered to be in a sinking condition.
(SKATE, 211942A to C. in C. Plymouth.)

War Diary21.10.1944
SaturdayFOREIGN STATIONSNorth Atlantic

U-Boat hunt Request Group 1 search area East of 12 W. between
N.E. of 35 degs. 30' and 36 degs. 30' N. tonight.
Madeira. T.G.22.2 will search between 11 and 14 W. on 37 N.
conducting air-search to radius of 70 miles
weather permitting. Refer F.O.G.M.A. 201645A/
LOCH ALVIE and ST. JOHN R/V with Group one 36 degs.

00' N. 11 degs. 00' W. at 1100Z/22.
(C.T.G. 22.2, 210931Z to LOCH ALVIE, ST. JOHN, Cinclant, (R) Admty.
Cominch, F.O.G.M.A., Commorseafon, C. in C. W.A. Comnavzor,
S.B.N.O. Azores, Group 1.)
/ Former not identified.

MONNOW S.O. PORT COLBORNE and if ready ST. JOHN will be
sailed so as to arrive (? in position) 035 degs. 30' N. 011 degs.
30' W. at 0900A October 23rd.

- (2) Request C.T.G. 22.2 will arrange R/V with Group One.
- (3) On joining MONNOW is to assume duty of S.O. Group One.
- (4) Request C.T.G. 22.2 will detach VERITY when Logistics requires
(VERITY 191035 to F.O.G.M.A. only.)

(F.O.G.M.A.211146A to C.T.G.22.2 MONNOW. Info: E.G.9, Group 1,
ST. JOHN, C. in C. W.A., Admiralty., C. in C. U.S. Fleet, Cinclant,
Commorseafon., S.B.N.O. Azores, PORT COLBORNE.)

Will cease flight operation at 1800Z due heavy swell.
Group 1 has direct in another system. 1800Z/21 position 37,03
N. 11.20 W. Weather 4872 2015.

(C.T.G.22.2, 211750Z to C. in C. Lant.)

?CONTRAMAESTRE Your 111942/. On receipt of Spanish request for
CASADO. our consent you should state that as voyage is
purely for commercial purposes, we assume that
vessel will fly Spanish merchant flag. We shall
require her to take out a ship's Navicert and to
call at Gibraltar for control. If Spaniards will not agree to
call at Gibraltar for control our consent to voyage cannot be given
and we reserve our rights.
(A.C.N.S.(F), 211320A to N.A. Madrid). / N.T. in W.D.

Tug ENVOY. In A.M. 182249/for your 161604 read your 171132.
(Capt. i/c R.T. 211623A to F.O.G.M.A.)
/ H.M. Tug ENVOY developed serious oil fuel leaks.

South Atlantic

NIGELLA. Sailed NIGELLA to Kilindini (Route and arrangements)
(N.O.I.C. Durban, 210621Z)

U-Boat (Uruguay). ALMIRANTE RODRIQUEZ LUIS reports
report. sighting possible U-Boat at 2100Z/15 in 032 degs.
42' S. 002 degs. 20' E. course 135 degs. speed
unknown.

/Ship ...

450

21.10.1944
SaturdayWar DiaryFOREIGN STATIONSSouth Atlantic

- U-Boat report.
(Contd.) Ship sighted was very large Cigar shape no funnel bridge or mast and was seen thrice before disappearing. On third occasion a brilliant white light was seen for one second coming from unknown ship.
(C. in C. S.A. 211219B to all concerned)
- U-Boat hunt W. of Capetown. 1200/21 position 17.59 S. 29.20 W. course 114 speed of advance 15 will begin air search daylight 22nd October paralleling S/M. track to about: 36.30 05.00 E. 0800/27 then retrace to 35.00.01.50 E. and establish barrier across probable track. All times Z.
- E.T.A. "Chop" 0130/22 19 32 S. will continue guard NRS NKM X and start guard SW rept. SLX 0000 23. Request any information available on S/M probable future traffic NKM X. Weather 9581 1824.
(Com. 4th Fleet, 211437 to C.T.G. 22.1. Info: Cominch, C. in C. Lant, Admty., C. in C. S.A., F.O.C.W.Af.)
X as received.
- Prince George of Greece. Your 191215, not to P.S.T.O.A. It would be preferred that H.R.H. Prince George and party should not travel in a ship carrying Prisoners of War in view of possible consequences in event of ship being attacked.
- (2) If, however, passage to U.K. is urgent for health reasons and alternative means of passage., i.e. overland via Mediterranean, have been fully considered, no objection is seen to passage in EMPRESS OF SCOTLAND provided position on board ship is fully appreciated by H.R.H. and he is prepared to accept the risks involved. Accommodation of party should in no way be at the expense of other personnel.
- (3) If passage is undertaken in EMPRESS OF SCOTLAND Foreign Office request that diplomatic visas be granted to party.
- (4) Ref. P.S.T.O.A. 161618, not to all, in circumstances no objection to embarkation of women and children internees in ship.
- (5) Agreed.
(4th S.L. 211533A to C. in C. S.A.)

451

21.10.1944.
Saturday.

War Diary.

FOREIGN STATIONS

Mediterranean

Signal traffic to Alexandria. Normal traffic may now be resumed to Alexandria. A.M. 120056 is cancelled. (Hd. of M., 210506A.)

Riviera. Cositintrep period from 200000A to 210000A.
(1) FORBIN escorting minesweepers in San Remo vicinity has been heavily fired from four enemy batteries of medium calibre. Fired 311 rounds. Results 000890 probably ammunition dumps explosion T 01589 Filr guns ceased fire S 959875 battery destroyed - fourth battery unlocated. EBERLE has fired 59 rounds on 859881 and 859879 and has been fired from 105 m.m. guns about 851891.
(2) FORBIN and EBERLE relieved by JOUETT and MADISON, Comdesron 10 and ELLYSON by Comdesdiv 25 and WOOLSEY. EL YUON and EBERLE to Oran. FORBIN to Toulon.
(3) No change in front line. Ref. 202007A from FORBIN and 201830A from EBERLE not to all. (C.T.G. 80.2, 210905A.)

Black Sea - Russian Naval Attache report.
intelligence. One 7,000 ton passenger steamer ADJARISTAN had been (? sunk), KERCH and FEODOSIYA has been refloated.
(2) In this area 2 or 3 C (corrupt groups) 6 or 7 large tugs, 3 or 4 icebreakers have been salvaged recently.
(3) Port of Odessa clear of obstructions.
(4) Constructions of (corrupt) ton tidal basin has begun at Nicolaev.
(S.O.(I) Istanbul, 211102C.)

SS. GUINE. My 171704/. Portuguese and Jewish Authorities urgently requesting route may be provided, as Ministry of Marine will not allow ship to sail until provided.
(N.A. Lisbon, 211104A to C. in C. Med.)
/ GUINE propose leaving Lisbon.

Aegean, destroyer and S/M patrols. Begins sail from Mitylene at 1402A/22nd. Pass through Khios and Samos Straits thence by standard route to arrive in position (D) at 1302/24th.
(Capt. (S) 1, 211135A to PIPINOS, (R) VORACIOUS, VAMPIRE, C.O.M.E.C., F.O.L.E.M., S.O. Force 51.)
Take NAVARINON under your orders part company at 1000C tomorrow 22nd and proceed so as to arrive on patrol north of Skiathos Channel at 2100C. Pass east of Psathura Light.
(2) Attention is called to S.O.(I) E.M. 201954 October.
(3) VORACIOUS leave patrol for Khios 0800C/22nd and may be sighted on passage.
(4) Acknowledge.
(F.O.E.C., 211757C to TEAZER, Info. NAVARINON, F.O.L.E.M., VORACIOUS, Capt. (S)).

/F.O.L.E.M. ...

21.10.1944.
Saturday.

War Diary.

FOREIGN STATIONS

Mediterranean - Contd.

F.O.L.E.M.
(Athens). (1) F.O.L.E.M. will be absent from Alexandria from 22nd October until further notice. During this time he will use the title F.O.L.E.M. (Athens) S.H.A. 265.
(2) - (4) Administrative arrangements.
(F.O.L.E.M., 211255 repeated 211613C.)

Desron 10.
Convoy of
U.S. Assault
ships, This re-encyphers C. in C. Med. 202123 begins:
Request ocean route for convoy of U.S. Assault ships and Desron 10 sailing Oran about 25th October destinations - (A) New York 6 XAP.
(B) Boston Desron 10 with Transdiv I.
(C) Philadelphia three ships.
(D) Norfolk 5 ships. Ends.
(C. in C. Med., 211356A to Admty.)

SS.
PETRONELLA
(sunk 15th
October). Amend para. 2 of my 161059 to read Dutch.
Ref. para. 7 survivors now known state 35, including 7 ship's officers, 4 D.E.M.S. ratings, 4 Indian R.Es., 8 Chinese and 12 unknown survivors, have been communicated to F.O.L.E.M., for P.S.T.O. who is being requested to make necessary report.
(C.S. 15, 211509A.)

Route for
Swedish
relief
ships. Following has been received from C. in C. Med.
begins.
Swedish relief ships should leave Black route at 37 degs. 01' N., 24 degs. 00' E. and proceed thence to 37 degs. 21' N., 23 degs. 42' E. where they will be met and piloted to Piraeus. This change is due to mining situation and is made at request of Swedish Consul Piraeus. Ends.
Request you will inform Swedes accordingly. Black route is the agreed route for relief vessels proceeding to Piraeus.
(Admty., 211735A to N.A. Stockholm.)

Commando
Operations
against
Salonika. 3 Corps sending forward Commando Force to operate from Sporades against Salonika Area.
(2) First flight of 50 arrive Pelagos p.m./22nd in 2 Fairmiles followed by 2nd A.H.S.F.
(3) Request latest intelligence on Sporades especially Skiathos by emergency signal.
(4) Further details of operation follow.
(5) F.O.L.E.M. recypher and pass to Tactical H.Q. Force 142.
(C.S.15, 211753A to C.O.M.E.C.)

M.V. AKKA. Greek relief. Swedish authorities would be grateful if AKKA could remain at Malta until she receives orders from them to proceed on voyage to Greece.
(N.A. Stockholm, 211846 to Admty.)

453

21.10.1944.
Saturday.War Diary.FOREIGN STATIONSMediterranean - Contd.L.C.T.(3)
377 (lost
4th Oct.)A.F.O. 5948/43 and my 161227 October not intended to convene board of enquiry as in the absence of survivors it would not be possible to elucidate any more than is already known.
(2) Loss considered due to stress of weather.
(C. in C. Med., 211908A.)M.E. Balkan
Sitrep No.
341.(Extract)
(2) Int. Greece. Thessaly. Unconfirmed report from 3 Corps Lamia evac. night 17th Oct. Force 133 report Volos evac. night 19th Oct. Skopelos. C.X. reports 15th Oct. Grn. 47 Germans. Furnol.Force 142 reports two or three German storeships lie up daily.
A.F.H.Q. report H.Q. Army Gr. E. Mitrovica.
(5) Sea Ops. N.T.R.
(C. in C. M.E., 211950C.)M.V. NAGARA,
BORELAND.

A.M. 191802 and C. in C. Med. 202222. Swedes will not agree to NAGARA and BORELAND leaving Gibraltar unless four days notice of sailing is given to Germans. They state that as this is normal procedure they are not prepared to agree

to any alteration without German consent. They are averse to raising matter with Germans at present in case latter withdraw all safe conducts.

In these circumstances C. in C. Med. is requested to inform F.O.G.M.A. at least four days in advance of dates on which he wishes these vessels to sail for Piraeus. F.O.G.M.A. should inform masters and is requested to pass sailing date to Swedish Consul Gibraltar requesting him to inform Swedish Govt. in order that latter may notify Germans. Swedes are being asked whether they will agree to notice being reduced to two days. If they agree further signal will be made.
(Hd of M., 212028A to C. in C. Med., F.O.G.M.A.)Situation
Report
No. 466.(1) Due to adverse weather conditions, no discharge took place in Piraeus SS. vessels on 20th October, but unloading of ships in Leontos and Heracles harbours continued satisfactorily.
(2) On 20th October, carrier borne aircraft bombed Kos.

(3) In Ventimiglia area U.S.D. EBERLE on 18th October, scored direct hits on self propelled guns and a house, an enemy battery returned her fire.

(4) S.H.A. 208 is added to A.I.G. 387 and Admt. is requested to amend "S" order 5 accordingly.

(C. in C. Med., 212201A.)

/ Not yet promulgated in War Registry.

VALIANT.

VALIANT grounded on entering the canal and was refloated 6½ hours later. After further steering trials in Suez Bay Canal Company refuse to accept responsibility of transiting ship

through the Canal, both on account of steering difficulty and structural weakness forward which in their opinion might prove disastrous in the event of grounding in the rocky portion of the

/Canal ...

21.10.1944.
Saturday.

War Diary.

FOREIGN STATIONS

Mediterranean

VALIANT.
(Contd.)

Canal. Further conference with S.N.O.R.S.C.A. Captain of VALIANT and Canal Company is being held on 23rd to investigate possibilities. Further signal will be made.
(F.O.L.E.M., 212207C to Admty.)

Hellicats. Your 181759.
These Hellicats are not modified to carry R/P.
(D.N.A.O., 212225A to C. in C. Med.)

VIRTUE,
VIVID. Arrived submarines VIRTUE, VIVID.
(V.A. Malta, 212300.)

455

21.10.1944
SaturdayWar DiaryFOREIGN STATIONSEast Indies

- U-Boat report. SSSS S/M on surface refuses to identify self position Q70S at 0100 G.M.T. (KXZE) R.M. WILLIAMSON, No T.O.O/21. Recd. 0234)
- U-Boat dispositions. No fresh information. Scales unchanged. (C. in C. E.F. 210325Z)
- Escorts for K.M.F. convoys. Escort is available Aden 3rd November for P. of W. convoy in para. 3 of your 121942. Convoy title A.P.75 Para. 1 of my 140557 refers. (C. in C. E.F. 210531Z to P.S.T.O.M.E.)
- LARIAT. Rescue Tug (?LARIAT) will be based on Ceylon. Your 161604 refers. (2) Assume envoy will not join Eastern Fleet in view of F.O.G.M.A.171132. Request confirmation. (C. in C. E.F. 210955Z to Admty)
- U-Boat reported off Vizagapatam. Position 17 R 38 N. 83 R 43 E. suspicious. ((WSUS) VERENDRYE, 211115Z) Wake of S/M sighted my 211115 G.M.T. position 17 degs. 40' N. 83 degs. 45' E. (VERENDRYE, 211230) (2 corrupt groups) S/M sighted my 211115 G.M.T. position 17 degs. 40' N. 83 degs. 45' E. (VERENDRYE, 211230Z) S/M submerged we fired gun abaft the beam and astern at 1,000 to 4,000 yards. (VERENDRYE, 211830)
- ASSYNT, LOCH TORRIDON. A.M. 280812 May. Information is requested as to when H.M.S. ASSYNT and H.M.S. LOCH TORRIDON may be expected on this station. (C. in C. E.F. 211222 to Admty)
- M.L.1057. Board of Enquiry on loss of M.L.1057 (?presided) over (by) Capt. Roper, O.B.E. of H.M.S. NEWCASTLE has formed the opinion that the explosion was almost certainly due to the detonation of the demolition charges. (2) While the reason for this explosion cannot be definitely stated the Board are inclined to the view that it may (? not) be due to these charges becoming (? unstable) at high temperature. C.B. 3125/44 (?Section) VI para. 186 states that (?they should) not be stowed in temperatures above 90 degs. Evidence suggests that the temperature of the charges at the time, might have been as high as 120 degs. (3) The Board recommends - (A) (?new) launches should be (?fitted with) economizing lockers for demolition charges. (B) Lockers should be lagged. (C) Charges that cannot be thus stowed should be landed. (4) Reports following by air. (5) My 131117/ Oct. not to all addressees refers.) (N.O.I.C. E. Af. 211335 to C. in C. E.F.) / Not yet identified in W.R.)

War Diary

21.10.1944
Saturday

FOREIGN STATIONS

America and West Indies

- GUADALCANAL's Group. Searching area about 5612 2912 based on DNQ/
bearing on 5080 K/cs at 202110Z. Cinclant 191924
and 201327 not to all refers. Weather 4872 0366.
(C.T.G. 22.7, 210755 to Cinclant)
- UGANDA. H.M.S. UGANDA transferred to R.C.N. and commissioned
H.M.C.S. UGANDA 1200/21.
(UGANDA, 211215Q)
- U-Boat dispositions. Estimates.
(N.S.H.Q. Ottawa, 211247Z, Cominch, 211550Z)
- Russian S.C.'s. Sail 6th Russian Group when ready about 24th Oct.
comprising S.C. 1479, S.C. 1487, S.C. 1499, S.C.
1503, S.C. 1506, MAYPORT to New York via Macri
B C.T.G. 02.6 provide one escort to buoy 14 off
lookout where C.T.G. 02.5 provide relief escort
to destination.
(Comeastseafon, 211825Z to C.T.G. 02.6, 02.5)
- LIONESS,
FLYING
FISH,
collision. LIONESS (not commissioned) while slipping at
1200Z/21 from alongside H.M.S. FLYING FISH caused
damage to FLYING FISH of a minor nature not affect-
ing seaworthiness with the exception of a small
fracture in plate at break of forecastle station
75½ port side. Repairs to this item being taken
in immediately. Other damage as follows: (details)
Slight superstructural damage sustained by LIONESS.
(N.O.I.C. St.John N.B. 211911Z)
- U-Boat incidents and casualties. No report 19th and 20th.
About 2130/19 Mexican Tanker SS. JUAN CASIANO
reported sunk by collision approx. 90 miles off
Savannah.
(C) 0248/20 GUADALCANAL Radar contact 54 24 N.
31.00 W. All times Z.
(Cominch, 211957Z)
- G.U.S./U.G.S. sailings in Med. Request you will ascertain whether Cominch has any
objections to independent sailing of G.U.S./U.G.S.
ships in the Mediterranean.
(V.C.N.S. on O.D.1500/44 212026A to B.A.D.)
- T.G.22.5. Cancel my 191952Z /.
(C. in C. Lant, 212253Z to C.T.G.22.5)
/ C.T.G. 22.5 to proceed when ready to operate
against homeward bound S/M S. of Flemish Cap.

457

21.10.1944
SaturdayWar DiaryFOREIGN STATIONSAustralia and New Zealand.Digest
No.1004.

(Extract). For October 20th.

Operations Leyte Gulf proceeding splendidly in every respect. First landings made approx. 1000/20th October. Local time and opposition mainly from mortar fire encountered from beaches causing some damage landing craft but only few casualties. Nil opposition. Other Beachheads. Our forces advancing inland against little enemy interference. Only 4 enemy A/C over area but nil attacks pressed home until afternoon when probably single plane torpedoed 1 ship. Later another ship hit by light bomb.

(3) During 19th October 2 Jap. dive bombers ineffectually attacked shipping Leyte Gulf and another made suicidal dive on cruiser but disintegrated air without causing damage. 2 enemy P.T. boats encountered by destroyers evening but they escaped after firing torpedoes ineffectively.

(9) 4 Kittyhawks 12 Lightnings swept Central Halmahea during 20th straffing camps at Kau and Cape Petak also building Djailolo besides supporting our (corrupt group). Torpedo boats attacking Jap gun positions on islands off Mouftai. One such position (Corrupt group) 1 barge destroyed on beach along North eastern approaches Kau Bay.

(10) P.T. boats sighted Jap submarine near Ternaoe previous night.

(18) Liberator strike Pare Pare 19th October involved Aggregate 18 Liberators which each dropped one and one quarter tons bombs. Photos show six small ships totalling 2500 tons plus numerous small craft in Pare Pare Bay and shipping Southwest of Boston Island comprising 2 Subchasers 1 small Freighter. Refer digest 1,003 paras. (2) and (3).

(20) U.S. S/Ms reported substantial convoy comprising 10 large Merchant ships 4 escorts off Manila Bay daybreak 18th. Attacks accounted for majority of cargo vessels present and remainder headed South toward North entrance Palawan Pass Gap.
(G.H.Q. S.W.P.A. 210800)

U-BOAT CAMPAIGNS/M attack
and sighting
summary.

Para. B. (1) A/C obtained A.S.V. contact at 1400Z/20 in 38 degs. 36' N. 21 degs. 49' W.
(2) A/C obtained A.S.V. contact at 0732Z/21st in 58 degs. 29' N. 09 degs. 05' W.
(D.D.I.C. 210915Z)

U-Boat
dispositions.

Estimates.
(D.D.I.C. 211437A, 211522A)

22.10.1944.
Sunday.

War Diary.

SITUATION REPORT

Home Commands

1. The Norwegian Token Force, 230 strong, will sail in a cruiser from the U.K. on October 29th. On arrival at Murmansk they will come under the Soviet Command.

2. Six M.T.Bs. and 12 M.Ls. have sailed from Falmouth for the Mediterranean.

North Sea.

3. Calais will be developed with, as first priority, the Dover - Calais train-ferry terminal, second, the L.S.T. hards, and third, a personnel ship berth for the Dover - Calais duty boat.

Western Approaches.

4(a) Apart from Landing Craft, Convoy K.M.S.66, escorted by FOWEY, KNARESBOROUGH CASTLE and ALLINGTON CASTLE, is now complete again except for 6 ships. In addition to those mentioned on the 20th, CITY OF LYONS has returned, damaged, to Milford Haven with the whole of the British India mail on board, involving a delay of probably 12 days. The submarine THRASHER has joined the convoy with a hawser foul of one propeller. KINGCUP has placed crews on board L.C.Ts. 7022 and 7023 and has been joined by NORTHERN SPRAY and EARNER. All are proceeding to Falmouth, with 7023 in tow of EARNER. GOODALL, BULLEN, ANGUILLA, TOBAGO and ZANZIBAR are still seeking L.C.Ts. 489, 494 and 7015. HUNTSVILLE has been returned to Derry and DRURY to Belfast. LAGARTO is limping for Falmouth. QUEEN ELIZABETH, routed safely clear of the area, arrived at Greenock after dark. (b) Of N.Y.119, CORMORANT, escorted by SKATE, has brought B.C.L. 3150 successfully into Falmouth. ROCHESTER has been told to organise the towage of D.C.L. 3162 and B.C.F. 3204 to Falmouth by GOLIATH, with RUBY for escort, but doubt exists as to possibility of towage for at least one of the barges. B.C.F. 2310 is now reported 50 miles S. by E. of Falmouth by aircraft, and B.C.F. 3214 190 miles W.S.W. of the Lizard by BULLEN. (c) Convoy H.X. 313, with no actual stragglers, reports weather damage to 20 of its ships, mostly to boats, davits, and deck cargoes, including aircraft and gliders. (d) Convoy O.N.S. 34 reports 5 ships missing since the 17th.

Norway.

5. Patrol V.P.75 returned from Stavfiord, M.T.B. 653 having received minor damage in a confused action in which one enemy trawler and one merchantman were damaged by gunfire.

22.10.1944.
Sunday.War Diary.SITUATION REPORTForeign StationsNorth AtlanticU/B
situation.

6(a) Since 12th October CARD's Group has been hunting a U-Boat which appears to be approaching Gibraltar from a position east of the Azores, assisted by the 9th Escort Group detached from the Western Approaches Command and by ships of the Gibraltar Escort Force. (There was no definite result from the hunt and CARD gave up at 2100Z/24).

(b) The shortage of anti-submarine vessels at Gibraltar is extremely acute; and F.O.G.M.A. asks that he may retain the 9th E.G. whilst the U-Boat threat continues. The Admiralty require the group to be at Londonderry on 1st November, and they are asking C. in C. Med. to afford what assistance he can to F.O.G.M.A.

(c) Independent sailings to the westward have been temporarily suspended.

Mediterranean

Riviera.

7(a) P.T. 308 and 309 reported 8 torpedoes fired at them last night in 170° Capo dell Armi 8 miles; as the launching craft could not be located they suspect human torpedoes. C. in C. Med. reports that the torpedoes were fired by midget S/Ms. using mooring buoys to attract the patrol craft.

(b) The U.S. destroyer JOUETT carried out two bombardment missions today, whilst MADISON supported minesweepers. The latter encountered more opposition than usual from the San Remo area.

Adriatic.

8. C. in C. Med. reports that a landing craft today found a crewless cargo boat loaded with stores and ammunition (another report by C. in C. Med. calls her a fully stored but crewless enemy coastal craft) near Pelagosa Island and towed it to Vis.

Greece
& Aegean.

9(a) In mine clearance operations off Cape Turlo and in Poros Bay approaches 127 mines have been accounted for so far.

(b) BICESTER has effected the surrender of 28 apparently forgotten Germans on St. Georgio Island, Gulf of Aegina.

22.10.1944.
Sunday.

War Diary.

SITUATION REPORT

East Indies

U/B in
Indian
Ocean.

10. An aircraft today reported a submarine off the coast of Orissa in 19.02 N., 85.29 E. and an A.S.V. contact was also made in 18.57 N., 85.06 E. Yesterday the tanker SS. VERENDRYE reported a U-Boat off Vizagapatam.

China

Air
assistance
for invasion
of Philip-
pines.

11(a) An intensification of the air offensive in the south during the past few days which was made possible by improvement in the weather and the arrival of more modern aircraft, was directed to prevent the enemy from reinforcing the squadrons opposing the Philippine operations with resources from China.
(b) On 18th and again on 20th large scale attacks were made by R.A.F. and U.S.A.A.F. aircraft on the Rangoon area.
(c) On 19th and again today the Moulmein jetty and warehouse area were attacked with a record weight of bombs for this theatre.
(d) 26 sorties were flown by R.A.F. Liberators today to lay mines in Ye harbour and in Pakchan River.

America and West Indies

U/Bs.
reported in
Atlantic.

12(a) ARNPRIOR of C.1 Group, escorting H.X.314 reported a submarine at 0100Z today in 45.54 N., 41.50 W.
(b) The U.S. tanker SS. TORRES made a submarine distress report and reported a suspicious craft following her at 0425Z in 31.30 N., 72.15 W.
(c) An aircraft had radar contact in 43.04 N., 68.55 W. at 1212Z.

22.10.1944.
Sunday.

War Diary.

SITUATION REPORT

Australia and New Zealand

Invasion of
Philippines.

13. Operations on Leyte continue satisfactorily. Naval guns gave direct support to the ground forces, and carrier borne aircraft flew 260 sorties today in direct air to ground support. Occasional Japanese aircraft continue to raid ships off-shore. One cruiser was hit when an aircraft made a suicidal dive causing superficial damage and some casualties.

22.10.1944.

Sunday.

War Diary.

HOME COMMANDS.

Policy.

Norwegian Cite S.H.G.C.T. 221930 reference your M.X. 21433
Token Force. dated 19 October.
Scottish Command plans despatch of Norwegian Force
comprising 230 personnel and 150 tons stores in
cruiser embarking U.K. 29th October for Murmansk.
Earlier despatch not possible. For planning purposes this H.Q.
concur.
No instructions as yet received from Combined Chief of Staff.
Token Force to come under Soviet Command.
As no transport being taken, we have suggested Norwegians nego-
tiate directly with Soviets for adequate transport.
(S.H.A.E.F. 222230A to Military Mission to Moscow.)

Movements.

DIADEM. Your 211336A. Arrived.
(C. in C. Rosyth 220738A to C. in C. H.F.)

CAPETOWN. Having paid off p.m. 19th October, CAPETOWN is to
be regarded as a tender to DRAKE IV until finally
reduced to category C reserve at Falmouth.
Balance of stores, provisions and mess traps left
on board for use of towing-party are to be returned to B.A.O.
Falmouth when towing-party turn ship over to Shipkeepers and
accounts of them with supporting receipts rendered to A.O. DRAKE
IV.
(C. in C. Plymouth 221016 to CAPETOWN.)

BATORY. BATORY arrived 211520.
(S.T.O.I.C. Plymouth 221016 to D. of S.T.)
My 201827A and para. 3 of my 211755A. Port
medical authorities are satisfied that BATORY
can proceed to Roscoff.
(C. in C. Plymouth 221649A to Admty.)

M.Ls. for Admiralty's 212109 September and 291817 September,
the East. F.O.I.C. Milford Haven's 131103 October sailed
Coastal Craft M.L. 200, 201, 202, 204, 205, 214.
M.L. 230, 245, 269, 303, 246, 247. M.T.B. 699,
697, 698, 705, 706, 710, escorted by COQUETTE (S.O.)
and KINGSTON CHRYSOLITE.
Routed in accordance with A.M. 011359 October. Speed 10 knots,
E.T.A. 27th October, codeword "Terrorist".
Request mails be diverted.
(F.O.I.C. Milford Haven 221311A to Admty, C. in C. Med., C. in
C. W.A., F.O.G.M.A.)

SWIFTSURE. Intend to sail SWIFTSURE at 1130A/26th October to
Gibraltar for onward routing in accordance with
A.M. 172347 not to all addressees.
(C. in C. Plymouth 221839A to F.O.G.M.A., C. in
C. Med.)

463

22.10.1944.

Sunday.

War Diary.

HOME COMMANDS.

Movements - Contd.

BLACKMORE. F.O.G.M.A's 191246A and Admiralty's 181643A
October neither to all addressees. Have sufficient
fuel to reach Sheerness.
(2) E.T.A. position 180° Lizard 5 at 1200A/23rd
October Sheerness 1100A/24th October.
(3) Have 5 officers, 20 ratings, 8 tons of stores and 70 bags of
G.P.O. mail for disembarkation.
(4) Admiralty pass to H.Q.C.C.
C. in C. Portsmouth pass to A.N.C.X.F.
(BLACKMORE 22222A to C. in C. Plymouth.)
Request intelligence regarding presence of U-Boats in Channel.
(BLACKMORE 22223 to C. in C. Plymouth.)

L.S.D. Cancel my 222015A. E.T.A. Arromanches 0001 M.T.B.
NORTHWAY. 23 in accordance with N.O.I.C. Arromanches' 222144A
(NORTHWAY 22222A to C. in C. Portsmouth, N.O.I.C.
Arrow.)

Operations

North Sea

Walcheren Sheerness October 22nd. Departure EREBUS and
Expedition. ROBERTS in company at 0855A.
(C. in C. Nore 221121A to V.A. Dover.)

Operations.

Chamel.

Patrol. Pins cover night 22/23 October.
G.A. 1 VESPER Z.109. G.A.2 VANQUISHER Z.9 S.
(C. in C. Portsmouth 221049A to usual addressees.)

Cross Channel Following from S.N.O. Pluto begins: Intend to
oil-pipe carry out operation "Pluto" Dumbo Hais 3. Zero
lines. time 0900 Tuesday 24th ends.
(N.O.I.C. Boulogne 221746A to V.A. Dover.)

Operations.

West Coast France.

RF.L patrol Following dated 11th October received for trans-
boats off mission to C. in C. Plymouth. From Captain
Aven River. Lucas French Naval Commander Brest.
"Ten large boats with 20 millimetre guns, manned
by French sailors are based at Port Merriion at the
mouth of the Aven. They are used by F.F.I. to
patrol day and night along the coast, against German fishing boats
coming from Lorient. They need recognition signals, and I
suggest that British Naval Patrols get in touch with them as
soon as possible."
(French Naval Commander Brest 221503A to C. in C. Plymouth.)

/Situation...

22.10.1944.
Sunday.

War Diary.

HOME COMMANDS.

Operations.

West Coast France - Contd.

Situation in Bay of Biscay. Opas para. 7.
A. 180 Belle Ile 15. B. Off Sables.
C. 160 Belle Ile 20. Intelligence report. PIORUN discharged diesel oil at Port de la Mule at 1300/22nd. Ile d'Yeu asked for petrol. TARTAR closed Sables at noon 22nd and obtained latest F.F.I. intelligence summaries on La Rochelle, Loire area and further lists of authorized fishing boats working from coastal villages. Salient points as follows:
A. 2 S/Ms arrived La Pallice on 6th October which event produced immediate effect in morale and the statement that a better future was now assured to the garrison.
B. Germans of La Rochelle getting more aggressive, though disconcerted by their defeat in battalion strength at Charon on 5th October, F.F.I. asked for petrol for troop lorries and more arms.
C. F.F.I. state information provided by Sables is only now reliable. St. Gilles and Ile d'Yeu suspected of containing spies. Force 26 is patrolling as in your 211319 para. D.
(S.O. Force 26 221600A to C. in C. Plymouth.)

Operations.

North Western Approaches.

Patrols. Intend 10th Escort Group to search during the night assuming U-Boat speed more than $2\frac{1}{2}$ knots since 1243. Request 5th E.G. searches assuming speed less than $2\frac{1}{2}$ knots. U-Boats course 160° to 240° .
(S.O. 10th E.G. 221446A to S.O. 5th E.G.)
If no contact obtained tonight following searches are to be established by 1200 tomorrow 23rd.
A. 5th E.G. 57° to 58° between 10° and 11° .
B. 30° E.G. 56° to $56^\circ 30'$ between $10^\circ 20'$ and $09^\circ 30'$.
C. 10th E.G. same parallels between $09^\circ 30'$ and $08^\circ 25'$.
D. 31st E.G. same parallels between $08^\circ 25'$ and $07^\circ 30'$.
(C. in C. W.A. 222329A to S.O.E.Gs. 10, 5, 30, 31.)

Operations.

Norway.

Force 3, Operation "Athletic". Operation "Athletic". Intend to proceed in IMPLACABLE with MAURITIUS MYNGS, SIOUX, VENUS, VERULAM, VOLAGE and ALGONQUIN (Force 3) leaving practice area p.m. 24th Oct. and passing through position AA. 270° Muckle Flugga 25 at 2200A/24th thence on a course 30° S.O.A. 15 knots.
(2) Thereafter shipping between Trondheim and Narvik will be attacked as latest intelligence indicates and as weather permits.
(3) In addition following are possible objectives. Mining of Stott $066^\circ 56.7' N. 013^\circ 29' E.$ and Meloyssund $066^\circ 50' N. 013^\circ 34' E.$ Bombing or straffing of Lodingen $068^\circ 24' N. 015^\circ 59' E.$ Ramsund $068^\circ 28' N. 016^\circ 32' E.$
(4) Force 3 will return to Scapa about 29th Oct.
(C. in C. H.F. 221046A to IMPLACABLE, MAURITIUS, D.26, SIOUX, VENUS, VERULAM, VOLAGE, ALGONQUIN.)

/The...

22.10.1944.
Sunday.

War Diary.

HOME COMMANDS.

Operations.

Norway.

Force 3,
Operation
"Athletic."
(Contd.)

The flag of C. in C. H.F. will be transferred to IMPLACABLE at 0905/24th October. From this time my 161529 40Z is cancelled. Operational signals are to be sent to C. in C. H.F. in IMPLACABLE and repeated F.O. 1st C.S. C. in C's office remains in RODNEY where correspondence and administrative signals are to be sent. Operational signals also to be sent RODNEY.
(C. in C. H.F. 221405A to Home Fleet.)

Operation
"S.C."

Ramose Wanton. HITRA returned at 1325A/22nd October. Operation successful.
(N.O.I.C. Lerwick 221326A to A.C.O.S.)

Operation
"V.P. 75".

"V.P. 75" returned at 1430A today, 22nd October. (2) North and southbound convoys attacked in Stavfjord in very confused action. One enemy trawler and one merchant ship damaged by gunfire. M.T.B. 653 received minor damage. No casualties.
(N.O.I.C. Lerwick 221521A to A.C.O.S.)

Operation
"V.P. 77"

"V.P. 77" further postponed E.T.D. now 0830/24th October.
(N.O.I.C. Lerwick 221619A to A.C.O.S.)

Intended
attack on
Aalesund.

Your 211839. A. C. and E. as in A.M. 191329A.
B. Used occasionally as convoy anchorage certainly not more often than once every 3 nights.
D. Haugesund Roads.
(D.D.I.C. 221725A to A.C.O.S.)

Force 2
Operation
"Hardy".

My 191140. (1) Force 2 will leave Scapa at 0800A on D day and proceed west of Orkneys through TT 61° 01' N. 01° 59' W. to arrive position VV 63° 01' N. 03° 58' E. at 0900 D plus one when mining strike A on Lepso will be flown off.

(2) Mining strike B on Harhamsfjord will be made from position about 50 miles N.E. of VV p.m. D plus one.

(3) Force 2 will then retire to N.W. returning to carry out strikes at enemy shipping on D plus two on coast between 62° N. and 64° N.

(4) D plus 3 is spare day.

(C. in C. H.F. 222008A to DEVONSHIRE, TRUMPETER, CAMPANIA, D.23, R.A.D.H.F.)

466

War Diary.22.10.1944.
Sunday.HOME COMMANDS.Operations.Northern Waters.

Patrols. Request you will sail FAME on completion of fuelling and embarking mails for E.G. 14 to join S.O. E.G. 14 with orders to steer for position 61.00 N. 03.30 W. until receipt of further instructions. (C. in C. Rosyth 220011A to A.C.O.S.)

At 0800A/23rd patrol in rectangle 125° 60 miles and 215° 40 miles from 061° 53' N. 004° 05' W. E.G. 14th N.Western half and 17th E.G. S.Easterly half. Aircraft have been withdrawn from patrol area. (C. in C. Rosyth 222333A to S.O.E. (B14 & 17, etc.))

Allied Air Activity.

Fighter H.Q.A.D.G.B's 201920 which is being passed to C. Direction in C. Nore. Three of the four corvettes mentioned ships for in para. 3 of A.M. 011230 August can be made service off available for this duty. Low Countries. (2) C. in C. Nore is requested to discuss with A.D.G.B. the practicability of using these ships and inform Admiralty if additional fighter direction personnel is required. (3) Provision of a better equipped ship is being investigated. (A.C.N.S.(H) 221801A to C. in C. Nore, etc.)

Patrol off P.C.S. of enemy four unknown vessels 53° 34' N. Terschelling. 4° 56' E. 090° 15 knots. (A/C PBTH 222050 to 16 Group.) My 2050. Have attacked enemy with bombs level result of attack unobserved. (A/C PBTH 222110 to 16 Group.)

Mining.

Situation (1) Mine probably? acoustic detonated in position Reports. 224° Cap de la Heve 4.4 miles. Mine detonated 5 cables astern sweepers off Pulse. Negative result from other operations. (Capt. M/S East 220830A to A.N.C.X.F.)

Minesweeping report No. 5. Ref. M.M.S. 61. 211115A Oct.

- (1) 11 15 B.S.T. 211044.
- (2) Q formation M.M.S. 67, M.M.S. 298, M.M.S. 111 all LL and SA.
- (3) Yes. (4) 1½ cables. (5) M.M.S. 67 50° 37' 33" N. 0° 21' 17" W. south 80 east.
- (6) "Red" 115 120 yards. (7) Off Pulse.
- (8) 3" after end of blue to starboard pulse.
- (9) Probably 27th to 28th May 1944.
- (10) Slight damage to compressor M.M.S. 67.
- (11) Confused sea wind N.N.E. force 4 after S. westerly gale.
- (12) Short swell 50 ft. height 5 to 6 feet.
- (13) 100 ft. plume with black smoke.
- (14) Black weed mud and shingle thrown up. (N.C.I.C. Newhaven 221101A to C. in C. Portsmouth.)

/A...

467

22.10.1944.
Sunday.War Diary.HOME COMMANDS.Mining.

Situation Reports. (Contd.) A further mile swept today leaving 4 cables to do tomorrow. Am returning harbour thereafter. (15 M/S Flot. 221736 to Capt. M/S Grimsby.)

Deep mining of St. Georges Channel. My 211031 arrived PLOVER and escort SWEETBRIAR. (F.O.I.C. Milford Haven 222109 to C. in C. W.A.)

U-Boats.

Suspected U-Boats. By D/F on 7045 k/cs at 1314Z U-Boat estimated within 30 miles of 58.10 N. 05.20 E. Passed to submarines addressed under time of origin 221448. (D.D.I.C. 221511A to Submarines, N. of 51° N.)
Obtained 2nd class bearing U-Boat, transmitting B bar at 1826A bearing 088° estimated over 30 miles in ground wave. Local 5895 k/cs. My position at 1900A 042° 59' N. 012° 00' W. course 180°, speed 7. (FOWEY 221915A to Admty.)

Anti-Schnorkel procedure in Western Approaches. It is apparent from lack of result in recent search that U-Boats operating Schnorkel may be obtaining warning at night or in low visibility by reception of H.E. whilst outside Asdic and Radar range of escort. Such warning may be sufficient to allow dipping of Schnorkel and successful evasive action.
(2) Until further orders following procedure is to be adopted for trial by supporting groups searching at night or in low visibility when weather conditions are suitable for U-Boats operating Schnorkel.
(3) Speed should not exceed 8 knots until a contact is gained. Listening watch should be set at frequent intervals whilst carrying out Asdic sweep in an endeavour to detect Diesel H.E. from a snorting U-Boat.
(4) In weather not suitable for Schnorkel normal procedure should be used.
(C. in C. W.A. 222225A to Western Approaches Command.)

Navigational.

Reduction in Navigational buoyage in Wight area. My 251217A September. It is anticipated that the searching sweep of the main through route for ocean convoy traffic between Start Point and C.3 buoy will have been completed by October 25th a.m. 021137 October, A.C. Dover 261230 September, and C. in C. Plymouth's 271219 September refer.
(2) The bringing into force of this route provides a good opportunity to reorganise the existing system of searched channels in the Wight area and to effect a further reduction in the number of

/buoys...

468

22.10.1944.

Sunday.

War Diary.

HOME COMMANDS.

Navigational.

Reduction in Navigational buoyage in Wight area. (Contd.)

buoys, the total of which can no longer be maintained, my 022108 September, and my 101039 Oct. (which was passed to Admiralty for D. of N.) both refer. (Neither signal to all addressees.)

(3) It is intended to make a start in anticipation of Admiralty approval by lifting E.A.1, E.A. 2, E.A.4 and Z Buoys from Q.Z.S. 384 and 488. All these are unlit buoys. Also Newhaven No. 2 Buoy.

(4) Agenda and Minutes of the Meeting held on 19th October are being forwarded by post and early approval is requested to proceed with the scheme as a whole.

(C. in C. Portsmouth 221625A to Admty.)

Port Facilities.

Le Havre. Water tanker EMPIRE JET now loading at Southampton on completion to a draft not exceeding 25 feet should be sailed to Havre to relieve water situation.

Understand from Comnaveu that vessel of this size and draft can be accommodated at Havre.

(D. of S.T. 220420A to D.S.T.O. Southampton.)

Calais. Calais will be developed operated and administered by 21 Army Group who will agree with Com. Zone details of U.S. liaison. Priority first-terminal for Dover-Calais train ferry Twickenham type, second-L.S.T. hards, third personnel ship berth for Dover-Calais duty boat. This cancels S.H.A.E.F. Forward 168694 October Cite S.H.G.D.S.

(S.H.A.E.F. 221900B to Exfor Rear.)

Technical.

Oiling at sea gear. Admiralty 202122 not to Capt. (D) Liverpool. Intend to employ WILD GOOSE for these trials sailing her to Liverpool on completion.

(Com. D.W.A. 221452A to C. in C. W.A.)

Casualties & Defects.

Convoy K.M.S. 66. My 211912A. Correct reference to read my 211617A.* (KINGCUP Proceed.) (F.O.I.C. Falmouth 220321A to C. in C. W.A.) Area in A.M. 202340A completed. Nil report. Am extending search to southward between meridian 005° W. and 007° W. My P.C.S. 226° Bishop Rock 6.5 090° 12 knots. Request instructions. Weather report 9280 1663 unsuitable (TOBAGO 220830Z to C. in C. W.A.)

/My...

469

War Diary.

22.10.1944.

Sunday.HOME COMMANDS.Casualties.& Defects.

Convoy K.M.S. 66 (Contd.) My position 049° 19' N. 007° 52' W. Crews placed on L.C.T.(3) 7022 and 7023, capable of steaming. Am proceeding to Falmouth at best speed with L.C.T. (3)s in company have met NORTHERN SPRAY and is in company. L.C.T.(3) 7023 may require tow later. (KINGCUP 221237A to C. in C. W.A.)

Organize search for L.C.Ts. by GOODALL, BULLEN, ANGUILLA, TOBAGO, ZANZIBAR in area between following positions. 49° 25' 10° 00'. 48° 45' 07° 00'. 49° 40' 06° 30'. 50° 20' 09° 30'. (2) HUNTSVILLE is to be detached forthwith for Londonderry. (C. in C. W.A. 221256A to GOODALL.)

HUNTSVILLE detached in position 131° Wolf Rock 12. Am complying with your 221256. (TOBAGO 221310 to C. in C. W.A.)

L.C.T.(2) 7023 now in tow of H.M.R.T. EARNER. (KINGCUP 221455A to C. in C. W.A.)

SS. CITY OF LYONS returned damaged from convoy O.S.92/ K.M.S. 66 has on board 14257 bags post office mail and 197 Admiralty special bags for India. Probable delay 12 days. (N.C.S.O. Milford Haven 221824A to Admty.)

From Cdre. O.S. 92/K.M.S. 66. Convoy now complete with exception of following ships 11, 34, 52, 64, 81 and 94. 3 escorts and 3 submarines in company. (FOWEY 221845A to C. in C. W.A.)

P.C.S. at 1930A 049° 34' N. 006° 59' W. 065° 4½. (KINGCUP 221940A to C. in C. W.A.)

Proceed from D.One Buoy at best speed to Belfast by standard route reporting your E.T.A. to F.O.I.C. Northern Ireland. C. in C. W.A.'s 221554 refers. (F.O.I.C. Falmouth 222103A to DRURY.)

SS. QUEEN ELIZABETH arrived. (D.S.T.O. Greenock 222006A to P.S.T.O. Clyde and Scottish Ports.)

Convoy N.Y. 119. Arrived 0330A322, U.S. tug CORMORANT towing barge 4 B.C.L. 3150 escorted by SKATE. (F.O.I.C. Falmouth 220928A to C. in C. Plymouth.)

Your 220836. When satisfied with situation ROCHESTER proceed to Plymouth.

(2) RUBY to escort GOLIATH towing barges to Falmouth.
 (3) ROCHESTER report situation and instructions.
 (C. in C. Plymouth 221042A to ROCHESTER, RUBY.)

Your 220951A. Essential to salve barge if practicable. Do not sink it without further orders.

(2) Report reason tug unable to tow.
 (3) Remain with barge pending further orders. My 221042A refers. (C. in C. Plymouth 221122A to ROCHESTER.)

Your 221135A and my 221122. Sink barge if definitely not possible to salve it. (C. in C. Plymouth 221352A to ROCHESTER.)

Aircraft reports barge No. B.C.F. 3210 in 49° 12' N. 04° 35' W. at 1230A/22nd. (C. in C. Plymouth 221703A to BIRMINGHAM, CHASE, ABNAKI.)

My 221046A and my 221217A cancel para. three of my 221046A it is hoped to sail U.S. tug OWL in lieu about 0800/23. (C. in C. Plymouth 222012A to BIRMINGHAM, CHASE, ABNAKI, L.T. 374.)

/My...

22.10.1944.
Sunday.

War Diary.

HOME COMMANDS.

Casualties & Defects.

Convoy My P.C.S. 049° 24' N. 008° 47' W. (X.17) 271°
 N.Y. 119. 12 sweeping western half of area.
 (Contd.) BULLEN rejoining at 2200 from investigating air-
 craft sighting proved to be barge of approx. 150
 tons marked B.C.F. 3214 and laden in position 048°
 28' N. 009° 46' W. ANGUILLA rejoining at 0030A
 and R/V being made with TOBAGO and ZANZIBAR in 049° 56' N. 008°
 03' W. at 0900A Monday, t ence searching to S.E. Weather report
 4852 1752.
 (GOODALL 222035A to C. in C. W.A.)

CITY OF Unable to continue tow. Whipping shaft on wind-
 OMAHA. lass bent thus preventing further use. 4
 Shackles of cable lost. My position 0900Z 048°
 50' N. 027° 12' W. Will endeavour to establish
 communication with SALVONIA on 2410 k/cs at 2100Z. Pass to
 SALVONIA. Weather report 3772 2573.
 (COBOURG 221128Z to C. in C. W.A.)

Convoy H.X. 313. Following weather damage to ships.
 H.X. 313. BROOKE one boat lost. Ladder smashed. HARRIS
 two lifeboats and one ladder lost. Davit carried
 away, boots bent. Top row 4,000 pound bombs
 number 3 hold have 12 inch play, unable to secure.
 ANDREW STEVENSON. Two boats smashed, one damaged. Cargo loose number
 two hold, rafts damaged. SAMHORN. One boat and raft lost, one
 boat damaged. LUCKENBACK. Six cases gliders and equipment
 damaged. One lifeboat and raft lost. Davit damaged. TROUBADOUR
 One lifeboat lost and davits damaged. CAVALIER. One boat lost.
 HENRY LANE. Two boats and davits damaged. RICHARDSON. Two lifeboats
 lost, davits damaged, seven cases trucks damaged, crated trucks
 damaged. PAN-MAINE. One boat and davits damaged, one raft lost.
 BRASIL. Three planes badly damaged, one davit broken, ventila-
 tors damaged. MCDONALD. Lifeboats and rafts damaged, damage to
 two tank wagons and trucks, davits bent. HAWLEY. Two lifeboats
 smashed, one lost, two davits lost, radio truck smashed (?cargo)
 damaged. SOVAC. One lifeboat and davit damaged. MACANDREW. One
 boat lost, one damaged, davits damaged. MANUEL. One lifeboat
 lost, one boat and raft damaged. OVERMAN. Starboard lifeboats
 sunk, port damaged. MALONEY. Six service trucks accommodation
 ladder and one lifeboat damaged. BEASLEY. Two lifeboats lost,
 two damaged, davits bent deck cargo partly damaged, trucks
 damaged, twisted frames. MILTON SMITH. Twelve trailers lost,
 frames on 10 semi-trailers badly damaged.
 (S.O.E.G. B.3 221315A to C. in C. W.A.)

Convoy O.N.S. 34. 45 ships. Following ships unaccounted
 O.N.S. 34. for since Tuesday 17th October:-
 BAYOU. CHICO, WINSTON SALEM, LARRANAGA. My
 P.C.S. 1700Z 47° 14' N. 23° 56' W. 215° 7 knots.
 Weather report 9080 2752.
 (S.O.C.4 221641A to C. in C. W.A.)

DANUBE V. Arrival tug SCHELDE towing tug DANUBE V. 222047A
 October. Ends.
 (SANDYCROFT 222130 to S.N.O. Pluto.)

471

War Diary.22.10.1944.
Sunday.HOME COMMANDS.Shipping & Convoys.

O.N. & H.X. Pass to N.C.S.Os. In order to facilitate junctioning and splitting of Channel portion of O.N. and H.X. convoys request you will sail O.N. convoys one day earlier commencing with O.N. 262 on Oct. 25th.

(D.T.D. 221255A to C. in C. W.A.) — *continued on next page*

Supplies for Continental Ports
A.M. 191958. It is considered essential to retain at least 3 Naval store carriers until "Talisman" conditions are attained when it might be possible to reduce the number to 2 as stated in A.N.C.X.F. (P.H.'s) 201645.

(2) Foregoing is based on following appreciation of Naval supply requirements.

(3) France. (a) Arrow. Port is likely to continue in operation on a diminishing scale until early in 1945 and there should be progressive reductions in Naval personnel during this period. Until port is formally closed all Naval requirements must be lifted in own coaster since no Army store ships will use port after 1st November. There may also be a requirement for Naval lift to transfer stores, principally R.M.E. stores from this place to the Low Countries.

(b) P.E.B. and Canoe. It is hoped that British Port Parties will be relieved by French on 1st November.

(c) Dieppe. A small transit depot is being established at this port through which it is intended to supply Naval Parties in northern France accepting the necessary overland haul.

(4) Low Countries. Until Antwerp can be used all supply must be through Ostend but later in the year it should be possible to establish a transit depot at Antwerp to serve Belgian ports and also Rotterdam until the latter can be served direct.

(5) German Ports. The actual dates and sequence of the German ports becoming available are obscure but as soon as practicable it will be necessary to establish a transit depot at a North German port. Conditions may well be such that it will be desirable to establish this at a German Naval port as opposed to a commercial port, e.g. Hamburg, which will be carrying heavy military traffic.

(6) It is believed that 3 store coasters could maintain the necessary services on the assumption that following steps are taken to reduce the turn-round:

(a) that Arrow and Dieppe are served from Portsmouth.

(b) That Belgian, Dutch and German ports are served from Chatham.

(7) Experience to date confirms that it is impracticable to rely on Army lift for reasons which have previously been represented in detail, and which are unnecessary to repeat here.

(8) In addition attention is drawn to the situation at Arrow where Army stores lift will not be available after 1st November. The progress of operations will undoubtedly enforce similar unilateral decisions on the Army authorities and provides yet another reason why it is impracticable to rely entirely on Army lift.

(9) Wherever possible common user items, particularly victualling stores, are being drawn from Army sources. For example my own headquarters drawn American Army rations. Although this has the effect of reducing Naval bids for shipping space, whether in Naval or Army store ships, it does increase Naval M.T. requirements since Army depots are rarely situated in locations convenient to Naval parties.

(10) The foregoing estimate does not include requirements for Norway, on which C. in C. Rosyth is requested to remark.
(A.N.C.X.F. 221730A to Admty.)

/Commencing...

472

22.10.1944.

Sunday.

War Diary.

HOME COMMANDS.

Shipping & Convoys.

O.N. & H.X.
convoys.
(Contd.)

Commencing with O.N. 262 on Oct. 25th O.N. convoys will sail one day earlier.

(2) Amend my 151612 September not to all addresses and my 151317 October accordingly.

(C. in C. W.A. 221913A to F.Os. N.Os. i/c and N.C.S.Os. in Western Approaches.)

My 092214. Amend all dates of O.N. convoys to read one day earlier. A.M. 221255 not to all addressees refers.

(C. in C. W.A. 222120A to Com. D.W.A. Capt. D. Liverpool.)

22.10.1944
Sunday

War Diary

FOREIGN STATIONS

North Atlantic

U-Boat
 search
 N.E. of
 Madeira.

Flight operations resumed at 0700Z. Request Group 1 search area East of 010 degs. W. between 034 degs. 30' and 035 degs. 30' N. tonight. T.G. 22.2 will search from 036 degs. N. 010 degs. W. C. and S. 270 degs. 12 knots, conducting air search radius 70 miles weather permitting VERITY 220715Z approved. Detach additional ships as necessary.
 (C.T.G. 22.2 221030Z to as usual).
 Note. cf. F.O.G.M.A. 221123A.

Group 1 has this direct secured flight operations 1130Z due heavy swell.

(C.T.G. 22.2, 221159Z to F.O.G.M.A. Info: Commorseafiron.)

Note: In view of C.T.G. 22.2's 221030Z above has been passed to C. in C. Lant, Cominch, Comazor, S.B.N.O. Azores, & C. in C. W.A. for information at request of D.S.O.)

Your 221030 not to C. in C. Med. Concur in your air search for tonight.

(2) Request you comply with my 221147/

(3) C.M.S.F. has been requested to co-operate with aircraft to Eastward.

(F.O.G.M.A. 221307A to U.S. Com. T.G. 22.2., (R) C.M.S.F. Admty, C. in C. Med. Group 1.) / N.T.

F.O.G.M.A.'s 221747A/ cancel my 221732Z/. Expect R/V position Charlie 0600A. If not met my C. and S. 000 degs. 12 knots until daylight. My Radar satisfactory.

(VERITY, 222009Z to MONNOW, (R) F.O.G.M.A.)
 / N.T.

Have obtained Radar contact which disappeared bearing 140 degs. 6,000 yards from me. My position 035 degs. 44' N. 009 degs. 02' W. am hunting.

(VERITY, 222120A to F.O.G.M.A.)

My 222120A. A/S conditions appear good, no contact obtained several large wave echoes appearing on 291 screen. Consider echo reports may have been wave held between range of 4,000 and 6,000 yards baring moving rapidly but is not considered reliable on 291. 271 is broken down. Am continuing to hunt round datum. Request instructions.

(VERITY, 222215A to F.O.G.M.A.)

Ferrying
 A/C from
 Gibraltar.

In view of C. in C. Med. 201259/ which will probably entail disembarking A/C at Gibraltar and the apparent reluctance of Transport Command to start ferrying A/C forward, request urgent representation be made to Air Ministry to clear present congestion. On arrival REAPER 151 Corsairs and 29 other A/C will await ferrying.

(F.O.G.M.A. 221049A to Admty).

/ No A/C carriers can be spared operationally before end of November.

LORRAINE.

M.S.C.1 5. Intend sailing French Battleship LORRAINE at 1800/23 to Oran.

(2) - (7) Arrangements.

(8) FS. LE TERRIBLE.

(F.O.G.M.A. 221115A)

War Diary

22.10.1944
Sunday

FOREIGN STATIONS

North Atlantic - Contd.

U-Boat search in Straits Approaches. A/C reported disappearing Radar contact in position (035 degs.?) 00' N. 007 degs. 20' W. at 1845/21st October.
(2) Consider this might be U-Boat last contacted (in position) 040 degs. 03' N. 020 degs. 33' W. at 0100A/13 by T.G.22.2
(3) Continue to patrol as in my 220915.
(4) Air and surface patrols being re-organized. Order 596.
(F.O.G.M.A. 221123A to MONNOW, PORT COLBOURNE, (R) C. in C. Med. (Group 1), C.T.G. 22.2, Commorseafron, Admty.)

WHIRLWIND, WRANGLER. Intend employing WHIRLWIND and WRANGLER as escort for DUCHESS OF RICHMOND sailing 26th October from Casablanca to Gibraltar.
(2) As both ships will require boiler clean in the near future request I may be informed if this can be carried out in Malta.
Para. 3, of A.M. 141704 not to C.M.S.F. refers.
(F.O.G.M.A. 221247A to C. in C. Med.)

(MARIE LOUISE)

M.L. MACKAY. A.M. 211343. Owing to present commitments request escort from detaching point to Azores may be provided from Gibraltar.
(S.B.N.O. Azores, 222000Z to F.O.G.M.A.)

South Atlantic

F.O.C.W.Af. I shall be absent from Freetown from Monday 22nd to p.m. Friday 27th. October visiting Lagos Takoradi and Accra by air.
(F.O.C.W.Af. 221018Z as amended 221240Z)

22.10.1944.
Sunday.

War Diary

FOREIGN STATIONS

Mediterranean

Greek and Aegean operations: movements.

Arrivals nil.
Departures TERPSICHORE, THEMISTOCLES, PRIMULA, TETCOTT, REDPOLE, M.T.Bs. 400, 402, 403.
(N.O.I.C. Alexandria, 220809C).

Aegean submarine patrols.

(1) VAMPIRE at Khios.
(2) PIPINOS in Khios Straits southbound.
(3) VORACIOUS south of Strati proceeding to Khios.
(4) 1st submarine Flotilla summary 20001A/22.
(S.1, 220847).

SWIFTSURE.

Your 201614 Oct. approved.
(C. in C. Med., 221120A to SWIFTSURE).

L.C.T.(3)
377
(lost 4th October).

Amend para. two of my 211908 to read "It is probable that through stress of weather or faulty navigation the L.C.T. struck a mine"
(C. in C. Med., 221241A).

Joint Naval, Army, R.A.F. Intell. Appreciation.

(3) Aegean shipping summary. Photographic R/C. 21st October revealed following.
Dodecanese. Cover not received as R/C aircraft delayed owing engine failure.
Photographs Salonika do not show any demolitions Salonika Harbour. No further cover owing to cloud.
(C. in C.M.E., 221235C).

Proposed Kilindini/Aden intermediate troop convoys.

Proposed new cycle welcomed in so far as the intermediate Kilindini-Aden-Kilindini will enable us to doubt lift from East Africa your 182331 refers.
(2) - (5) Various considerations.
(P.S.T.O.M.E., 221259).

Decoy mooring buoys Midget submarine attack off Bordighera.

Baker patrol while illuminating and firing at three mooring buoys all on approx. the same position:-
43 degs. 42' N. and 7 degs. 54' E.
but at different times 291150A 220107A and 220230A were subject to torpedo attacks. Each attack came after firing at mooring buoys. Enemy fired eight torpedoes some passed close aboard. Buoys are orange coloured and eight feet in diameter. Patrol made no other sighting besides buoys. Believed buoys sunk.
(F.T.G. (?C.T.G. 86.4, 221315)).

/SHAKESPEARE...

476

22.10.1944

Sunday

War Diary

FOREIGN STATIONS

Mediterranean

SHAKESPEARE
(Eastern
Fleet)

Propose detach DELPHINIUM escorting SHAKESPEARE at 0558A/23rd to Malta, E.T.A.1004A. DELPHINIUM to land 1 bag mail and rejoin with despatch. Fuel not required. Request supply Provisions (details.) to DELPHINIUM.
(EVENLODE, 221524B to V.A.M.)

H.P./P.H.
convoys

C.A.F.O. 58/44 para. 2. Request H.P. and P.H. be allocated as short title of Heel Piraeus and return convoy F.O.T.A.L.I. 201651 refers.
(C. in C. Med., 221547A.)

Greece -
sailings.

Your 211807 just received. Channel Charlie not navigable until daylight 23rd when BICESTER will be sailed. Intend OAKLEY and LIDDESDALE proceed with PRINCESS KATHLEEN not later than 1200/24 and PROTEA with first return convoy group when ready.
(C.S.15, 221729A to F.O.L.E.M., S.B.N.O. Greece.)

Swedish
relief
ships.

Swedish Gov. require normal procedure for safe conduct of shipping to continue so that warning of intended movements may be passed to Germans. (2) Request, therefore, you will inform F.O.G.M.A. at least 4 days in advance the dates BORELAND and NAGARA should leave Gibraltar for Arpeus. (?Piraeus intended). (3) Notification as in para. 2 should also be given to V.A.M. for sailing of AKKA if para. 4 below is confirmed. (4) Admiralty are requested to confirm that V.A.M. should follow the same procedure for informing Swedish Authorities as F.O.G.M.A. in A.M. 212028 which need not be decyphered by C.S.15. (5) C.S.15 pass to 3 Corps.
(C. in C. Med., 221806A to C.S.15.)

BICESTER

Intend to sail BICESTER at 0530A/23 to Alexandria route and arrangements.) My 221729 not (3 groups missing.)
(C.S.15 221833A.)

Danube -
intelligence.

My 201250. Intelligence report for October 21st gives depot ship KRIMHILD and five special purpose auxiliary vessels remaining at Iron Gates.
(N.L.O. Black Sea, 221845A.)

/Situation...

477

22.10.1944.
Sunday

War Diary

FOREIGN STATIONS

Mediterranean - Contd.

- Situation report No.467. (1) Fine weather again accelerated unloading at Piraeus on 21st October. In mine clearance operations off Cape Turlo and in Poros Bay Approaches 127 mines have been accounted for so far. BICESTER effected surrender of 28 apparently forgotten Germans on St. Georgio Island.
- (2) 773 Force landed troops on Lemnos at Kastro at dawn on 16th October. Mudros was taken on following day. Enemy withdrew in a Siebel Ferry an E-Boat and 9 Caiques. We drove 4 of these Caiques ashore and effected considerable casualties in remainder setting one on fire. Siebel Ferry and E-Boat returned to shell our position ashore but withdrew after firing for 2½ hours.
- (3) On 18th in Northern Channel ARGONAUT destroyed large landing craft T and carrier borne aircraft successfully attacked train near Volos. In same area night 19th TERMGANT and TUSCAN drove ashore and destroyed enemy destroyer.
- (4) San Remo area 20th L.N.826 (not understood by W.D.) FORBIN while escorting M/S came under heavy fire from enemy battery (batteries) she destroyed one and also hit ammunition dump. U.S. destroyer EBERLE also bombarded objective ashore. (C. in C. Med., 221850A).

Riviera operations. Two bombardment missions today both fired by JOUETT while MADISON supported mine sweepers. Part 2. A zero B100 C55. Part 3. Sweepers sank two floating mines JOUETT one. Sweepers encountered more opposition than usual from San Remo area. P.T.308 and 309 reported eight torpedoes fired at them last night in position bearing 170 distance eight miles from Capo Dell Armi while investigating two large drifting mooring buoys. As launching craft could not be located they suspect human torpedoes. Front lines unchanged. (MADISON, 221945A).

Manna situation report No.9. Noon position plus 7 following up consisting 2 personnel 7 M.T. ships and one L.S.T. arrived. PRINCESS KATHLEEN and 2 M.T. battalions straight into Leontos expect first return convoy to sail for mid east 25th.

(2) Further sweeping in St. Rivalorgio Channel brings bag to 138.

(3) Memorial service for Anglo Greek Naval and Merchant sailors lost during the war held in Athens.

(4) Following undecyphered weather report at 1900. 5744 4587 5063 2011. Sea and swell 10. (C.S.15, 222023A).

478

22.10.1944
Sunday

War Diary

FOREIGN STATIONS

East Indies

U-Boat
dispositions. Area VP 1. SS. VERENDRYE reports sighting suspect
S/M at 1105Z/21st in 017 degs. 38' N. 083 degs. 43'
E. Scale remains X 5 P.
Area VP 2. Scale remains X 5 P.
Other areas no fresh information. Scale W.5.
(C. in C. E.F. 220316Z)

SUPREME. SUPREME will join 4th S/M.F. on arrival.
Accounts being held in ADAMANT.
(S.O. S/M, E. Fleet, 220331Z)

Convoy
orders. F.O.N.I.C. 518. Pass to N.C.S.O's. Negative
release Class D. (?3) ships from CJ - JC Convoys.
Meiri Section I (T) and Section IX (H).
(2) Release Class A ship from above Convoys.
(C. in C. E.F. 230501Z)

VAN GALEN. Sailed D.S. VAN GALEN (for U.K. via Med).
Arrangements.
(4) Admiralty's 061315 not to all addressees refers.
(C. in C. E.F. 221247Z)

U-Boat
reported off Orissa
coast. A/C report S/M in 019 degs. 02' N. 085 degs. 29'
E. at 1346Z/22nd.
(C. in C. E.F. 221609Z)

479

22.10.1944.
Sunday.

War Diary.

FOREIGN STATIONS

America and West Indies

U/B sighted. Submarine sighted in 45.54 N., 41.50 W. No attack. (S.O. C.1, 220100Z.)

S/M distress report. S S S S 31.10 N., 72.15 W. suspicious craft following shooting flares. (TORRES (WICW), 220425Z.)
Note: Broadcast from New Brunswick New Jersey W/T.

Stragglers report. Stragglers arrived week-ending 21st October. 20 EMPIRE MARINER, EMPIRE PROWESS, EMPIRE CROWN (ND) ex O.N. 258. Engine defects. (N.C.S.O. St. Johns N.F., 221137Z.)

U/B dispositions. Estimates. (N.S.H.Q., 221326Z, Cominch 221614Z.)

Russian S.Cs. C.E.S.F. 211825 being passed. Recommend 6th Russian Group be held either at Mayport or New York until decision is reached my 131911. (F.O.N.F., 221415Z to B.A.D. Washington.)

Tugs ATOLIA, ATHELNEY. Past experience of tugs on passage to Balboa has shown serious mechanical unreliability. S.B.N.O. W.At. 182114 and B.R.L.O. Cristobal 201121 (not to all) refers.
(2) It is understood that Navy Dept. have refused to accept U.S. Army tugs of similar nature in convoy and are not anxious to make an exception in the case of ATOLIA and ATHELNEY.
(3) It is for consideration therefore whether instructions to sail unescorted in A.M. 102349 March to B.A.D. only, should be reviewed. S.B.N.O.W.At. 251641* Sept. to Admiralty only, also refers.
(4) Could H.M.S. SEYCHELLES be employed as escort. (B.A.D. Washington, 221517Z to Admty.)
* Tug ATOLIA arrived Bermuda without previous warning.

Additional British Escort forces for ocean convoy in Western Atlantic. Request details as to type of ship and proposed employment of additional groups referred to in your 201522 not to C. in C. C.N.A.
(2) It is confirmed that facilities for one additional group are available at Halifax assuming that D.Es. are not involved. (N.S.H.Q. Ottawa, 221546 to Admty.)

U/B incidents. Para. (B) About 220100Z escorts sighted U-Boat 45.54 N., 41.50 W.
Para. (D) 221430Z MARY M. DODGE reported sighting periscope 23.32 N., 73.21 W. (cancelled Cominch 232059Z.)
(Cominch, 221700Z.)

/N.S.H.Q. ...

480

22.10.1944.
Sunday.War Diary.FOREIGN STATIONSAmerica and West Indies - Contd.N.S.H.Q.
S/M attack
and sighting
summary.Para. (C) (1) U-Boat sighting reported by E.G.
C.1 in 45.54 N., 41.50 W. at 0100Z/22.
Para. (D) (1) Radar contact by A/C in 43.04 N.,
68.55 W. at 1212Z/22.
(N.S.H.Q. Ottawa, 222149Z.)Australia and New Zealand

Digest 1005.

(Extract). 21st October.

(6) Delayed reports concerning 7th Fleet Carrier borne aircraft strikes 18th and 19th October visited area covering preliminary operations Leyte Gulf state that two Jap planes shot down, 52 aircraft destroyed and 28 damaged on ground: sunk or destroyed one medium tanker, one small merchant ship, four motor torpedo boats and 10 barges; damaged one medium tanker, one ammunition ship, 10 freighters whereof four large two medium four small, one minesweeper, three P.T. Boats, two subchasers and numerous small craft; majority shipping off east coast Cebu, few small craft picked up Leyte Gulf. In addition 50 troop laden motor trucks destroyed on Leyte, numerous dumps and buildings set on fire.

(20) Satisfactory advances made on all ground sectors Leyte Island including capture Tacloban town and airfield. 2 sharp enemy counter-attacks repulsed. Desultory dusk and dawn air raids continue against four beachheads and ships Leyte Gulf: ships guns shot down three Jap bombers.

(G.H.Q.S.W.P.A., 220945.)

U-BOAT CAMPAIGNS/M attack
and sightingPara. (A) (1) Convoy H.X.314 sighted U-Boat at
0100/22 in latitude 45° 54' N., longitude 41°
50' W.Para. (B) (1) A/C E/333 sighted stationary U-Boat
in lat. 61° 41' N., long. 05° 10' E. at 1255/21(2) Uruguay ALMIRANTE RODRIGUEZ LUIS sighted possible U-Boat at
2100/15 in 32° 42' S., 02° 20' E., course 135°.
(D.D.I.C., 221107A.)

U/B

Estimates.

dispositions. (D.D.I.C., 221334A, 221340A.)

War Diary.23.10.1944.
Monday.SITUATION REPORTHome Commands

1. Independent sailings between Milford Haven and Southend, and intermediate ports, have been suspended for the present. On 25th the Admiralty reported that a U-Boat is believed to be on passage to the English Channel from the westward.

North Sea.

2(a) M.T.B. 441 has been in action with an Allied merchantman and has returned to Ramsgate with her forecastle submerged as far as the 6 pdr. gun, but no casualties. She will be beached on the next high water.

(b) Ostend can now take two personnel ships, 11 coasters, 4 tankers and 5 L.S.Ts.

(c) At Zeebrugge the mole and docks are extensively damaged.

Channel.

3(a) Le Treport can now unload 10 L.C.T. on one tide provided the loads are wheeled or tracked.

(b) The reduction of Arromanches has begun with the sailing of the Floating Dock for Portsmouth. N.O.I.C. proposes that no further Phoenix units be sent, that the dismantling and removal of the spud pierheads should be proceeded with immediately and with all despatch, and that winterisation of the port in all forms should cease forthwith.

(c) Unloading was hampered at the Brittany ports and beaches by the gale.

Western Approaches.

4(a) Of Convoy K.M.S.66, KINGCUP, NORTHERN SPRAY and EARNER, with L.C.Ts. 7022 and 7023, have arrived at Falmouth, as also LAGARTO independently. GOODALL, BULLEN, ANGUILLA, TOBAGO and ZANZIBAR have discontinued their search for L.C.Ts. 489, 494 and 7015, the two last unfortunately still manned, and have gone to the support of HUMBERSTONE and STONETOWN U-Boat hunting in 50° 47' N., 8° 46' W. The L.C.Ts. must now be presumed lost.

(b) Of Convoy N.Y.119, trawler ELLESMERE and U.S. I.T. 556 have been sailed to recover B.C.F. 3214, but there is no further news of D.C.L. 3162, B.C.F. 3204, or B.C.F. 2310.

Norway.

5. One of our aircraft of 18 Group attacked 5 merchantmen in Hjeltefiord near Bergen. Result unreported.

Baltic.

6(a) The port of Tallin is blocked by wrecks and mines, but Riga has suffered little damage.

(b) It is reported that Russian submarines, lately released from the Gulf of Finland, have sunk 13 German ships in the Baltic in recent operations.

War Diary.

23.10.1944.
Monday.

SITUATION REPORT

Foreign Stations

South Atlantic

U/B
reported in
Mozambique
Channel.

7. A ship, apparently the Greek SS. DIAMANTIS reported a periscope at 0950Z today in 22.28 S., 40.36 E. (southern Mozambique Channel).

Mediterranean

Riviera.

8(a) The following U.S. authorities are now being established at the undermentioned ports:-

C.T.U. 80.8 - Toulon
C.T.U. 80.8.1. - Nice
C.T.U. 80.8.2. - Marseilles
C.T.U. 80.8.3. - Port de Bouc.

(b) The U.S. destroyer MADISON carried out three and WOOLSEY two bombardments today on enemy batteries.

Greece
& Aegean.

9(a) Unloading at Piraeus continued satisfactorily. Sweeping operations continue in Saint Georgio Channel.

(b) Troops were landed from TEAZER and the Greek destroyer NAVARINON at dawn today on Skopelos, but the enemy had evacuated three days previously.

(c) In the Katarina area (Gulf of Salonika) aircraft from ATTACKER attacked enemy motor transport throughout today with considerable success.

Australia and New Zealand

Invasion of
Philippines.

10(a) An attempt by the Japanese Navy to interrupt the invasion of the Philippines brought about a series of air/sea engagements which commenced today with attacks by U.S. S/Ms. on the enemy fleet. (For description of the operations see 26th October).

(b) Substantial gains were made yesterday and today by the U.S. forces on Leyte.

War Diary23.10.1944
MondayHOME COMMANDSMovements

BATORY.

BATORY sailed 2300A/22nd.
(S.T.O.I.C. Plymouth, 230915A to D. of S.T.)
BATORY arrived Morlaix 0815A/23.
(C.T.G. 125.14, 230936A to C.T.G. 125.2)

TYNE.

TYNE is to leave Scapa passing Switha at 1820A/23rd October and is to proceed Clyde escorted by IROQUOIS and NUBIAN who are to pass Switha at 1810/23.
E.T.A. Clyde 0645/25. Normal route via Minches.
(2) After fuelling at Greenock Capt. (D) Greenock is requested to sail IROQUOIS and NUBIAN p.m. on 25th October for Rosyth. Further instructions will be sent.
NUBIAN acknowledge forthwith.
(R.A.(D) H.F. 231046A)
Scapa departure TYNE escorted by IROQUOIS, NUBIAN.
(A.C.O.S. 231848A to F.O.I.C.Greenock.)

NORTHWAY.

33 L.C.A. are to be loaded in NORTHWAY to-day Monday 23rd October.
(2) All craft are to be fully operational.
(3) NORTHWAY is to proceed area 7 forthwith and await craft.
(4) NORTHWAY to report to C. in C. Portsmouth by immediate signal as soon as loaded.
(5) 3,000 gallons petrol arriving CRICKET for loading NORTHWAY.
(C. in C. Portsmouth, 231135A to CRICKET)
Sail at 0001A/24th or as soon as ready and proceed to Ostend.
NORTHWAY report by signal time of passing Gate.
(2) Make best speed to arrive Ostend before dark. Standard convoy route QZS 513, 517 off Dover to Dumpton buoy thence QZS 458, 581, 584.
(4) N.O.I.C.Ostend is requested to sail NORTHWAY to Solent on completion of unloading, with DIANTHUS as escort.
(5) Acknowledge.
(C. in C. Portsmouth, 231851 to NORTHWAY, DIANTHUS)

TARTAR
and
PIORUN.

Admiralty's 191022 not to all. Request you will sail TARTAR and PIORUN to arrive Milford Haven p.m. 27th.
(C. in C. W.A. 231214A to C. in C. Plymouth)

DAUNTLESS,
DIOMEDE,
CORINTHIAN.

Sailed for Scapa DAUNTLESS, DIOMEDE, CORINTHIAN.
(C. in C. Rosyth, 231700A to A.C.O.S.)

RODNEY.

Request you sail one destroyer to R/V RODNEY off May Island at 0700A Friday 27th October and escort her to Scapa.
(C. in C. H.F. 231901A to R.A.D. H.F.)

War Diary

23.10.1944
Monday

HOME COMMANDS

Operations

Situation Reports

- Naval. Part II Naval. (A) General.
Coaster GUERNSEY QUEEN was mined and sank at the entrance of Bassin a Flot. in Boulogne Harbour.
(B) Captured ports.
- (1) Calais. Salvage Vessel arrived 21st October and salvage work is in progress. When port opens acceptable draught will be 30 feet at MHW Neaps and 33 feet at MHW Springs. Maximum length 400 feet (one berth).
- (2) Ostend. Total berths now available two personnel ships 11 Coasters, 4 Tankers, 5 L.S.T. and 6 L.C.T.
- (3) Rouen. Abnormally high spring tides are delaying salvage operations on OLE WEGGER and it is not thought possible to move her until 29th October. Cositintrep No.196 refers.
- (4) Le Treport. Hards are now available and 10 L.C.T's can unload on onetide subject to loads being whelled or tracked. Cositintrep No.185 refers.
- (5) Zeebrugge. Preliminary report states that Mole and Docks are extensively damaged.
- (C) Pluto. Second Hais Line Dungeness - Boulogne laid 13th October. Bad weather has prevented landing of shore ends of both first and second Hais lines. Third Hais line will not be laid until first and second lines are completed.
- (D) Unloading Figures. For 21st October.

United States:

Place	Troops	Vehicles	Stores	Pol.
Cherbourg	Nil	Nil	9,184	2,213
Beaches	2,287	20	5,943	73
Brittany				
Ports	Nil	Nil	595	Nil
Le Havre	Nil	74	3,578	Nil
Rouen	Nil	Nil	200	Nil
U.S. Total:	2,287	94	19,500	2,286
British				
East Calvados	595	659	733	1,541
Dieppe	1,803	Nil	2,440	Nil
Boulogne	127	119	403	Nil
Ostend	1,655	137	313	1,273
British Totals:	4,180	915	3,889	2,814
Combined				
Total:	6,467	1,009	23,389	5,100

Unloading was hampered at Brittany ports and beaches by storm causing swells and surf of from two to three feet.

(Adm. Ramsay, 230019A to Admty)

Reference Cositintrep No.201 Part 2, Naval Para. B.

(1) Calais: it should be noted that ships of 14 feet draught will ground at MLWS.

(Adm. Ramsay, 231216A to Admty)

/Cositintrep...

War Diary

23.10.1944
Monday

HOME COMMANDS

Operations

Situation Reports

Naval
(Contd.)

Cositintrep No.202 part 2 Naval from Ramsay signed Eisenhower.

Unloading figures 22nd Oct.

Troops	Vehicles	Stores	Pol
British			
East Calvados			
1	3	1,465	Nil
Dieppe			
163	32	3,068	Nil
Boulogne			
Nil	24	1,094	Nil
Ostend			
2,042	214	2,378	3,646
Total:			
2,206	273	8,365	3,646
U.S.			
Cherbourg			
Nil	Nil	12,744	9,000
Beaches			
9,104	1,127	2,114	144
Brittany			
Ports			
Nil	5	1,673	Nil
Le Havre	38	3,545	Nil
Nil			
Rouen			
Nil	Nil	1,121	Nil
Total:			
9,104	1,170	21,197	9,174
Combined totals 11,310; 1443; 24,562; 12,820			
(S.H.A.E.F. (Main), 232250A to Usual addressees)			

Operations

North Sea

M/S Flotillas A.N.C.X.F. 201550. As no ships of 118th M/S.F. for Belgium. are available propose sailing B.Y.M.S. 2052 and M.M/S. 236, 289 on Wednesday 25th October. Request 3 ships of 165th may be sailed to Harwich. B.Y.M.S. 2173 and 2 ships of 118th M.M/F will be sailed as soon as possible. (F.O.I.C.Harwich, 231537A to C. in C. Nore.) My 231900A not to all. 132nd M.M.S. Flotilla is allocated temporarily to Force T. (2) F.O.I.C. Portland is requested to sail all available ships on 27th October to Ostend. (3) My 230907 to N.C.Force T and N.O.I.C.Ostend only. Expect 5 or 6 M.M.S. (A.N.C.X.F. 231907A to N.C. Force T., N.O.I.C.Ostend, C. in C. Portsmouth, F.O.I.C.Portland)

/Patrols ...

War Diary

23.10.1944
Monday

HOME COMMANDS

Operations

North Sea - Contd.

Patrols. Coastal Force Dispositions Night 23/24 Oct.
Z 16 M.T.B. 624, 617 Z 6 M.T.B. 234, 233.
13 M.T.B. 383, 382. 3 M.T.B. 238, 88.
10 M.T.B. 381, 391, 53 Buoy M.L.106, 110.
OUAR 3010 to RTYT 5032 M.T.B. 693, 692, 691, 755, 694.
NDUW 2200 to NDZF 2343 M.T.B. 478, 454, 453, 451.
NDUW 3512 to NDUW 3000 M.T.B. 462, 491, 775, 772.
NDZF 1757 2 M.T.Bs. NDZF 1131 M.T.B. 441, 439.
NDZF 1036, M.T.B. 442, 444. NDUW 5134, M.T.B. 756, 730, 771.
(C. in C. Nore, 231747A to Admty)

Eagle ships Your 201015 and C. in C. Nore's 201917.
for Schelde. Request confirmation that these 6 EAGLE ships meet
your requirements they are suitable for sheltered
waters only. Two additional EAGLES could possible
be made available but their endurance is very
limited, and vessels are old. They are also wanted for trade,
unless essential for your purpose.
(D. of L.D. 231928A to A.N.C.X.F.)

Operations

Channel

Patrols. Pins cover night 23rd/24th October.
G.C.1 VESPER Z.109. G.C.2 VANQUISHER, Z.9 S.
(C. in C. Portsmouth, 231234A to usual addressees)

Operations

West Coast France

Patrols. Carry out operation "Assault".
(A) Force 27, BRISSENDEN. (B) 1600A/23rd October.
(C) By most direct route to reach vicinity Ile D'Yeu
by 1200/24.
(D) Patrol between Belle Ile and Gironde by day and between
Ile D'Yeu and Les Sables D'Olonne by night.
(G) Force 26 as in my 211319A and 231043.
(K) Ships are searching for abandoned barges in western Channel.
(C. in C. Plymouth, 231040A to BRISSENDEN)
Force 26 is to leave Patrol at 0600A/24 and return to
Plymouth.
(2) S.O. Force 26 is to detach PIORUN earlier to return if fuel
situation necessitates.
(C. in C. Plymouth, 231043A to Force 26.)
Opas 17. (A) 046 degs. 10' N. 002 degs. 06' W.
(B) Ile D'Yeu. Intelligence. Nothing new to report. Intend
to patrol during night as in your 211319A para. (D).
Weather report 5788 1664.
(Force 26, 231615A to C. in C. Plymouth)
My 231043A. Force 26 maintain patrol between Ile D'Yeu and
Sables D'Olonne until 0800A tomorrow 24th then pass East of
Ile D'Yeu and patrol between Ile D'Yeu and Belle Ile.

War Diary23.10.1944
MondayHOME COMMANDSOperationsWest Coast France

Patrols (Contd.) (2) Leave patrol at 1200 and return to Plymouth. Retain Piorun if you can.
(3) My 222233A Sunderland will carry out coastal R/C this evening before returns to base.
(4) Sunderland will carry out R/C of Belle Ile - Grande Area at first sight, tomorrow 24th. Call signs will be signalled.
(C. in C. Plymouth, 231651A to Force 26.)
My 231040A. TANATSIDE is to pass Gate as soon after 0800A as ready tomorrow forenoon 24th and proceed by direct route at best speed to join BRISSENDEN on patrol between Ile D'Yeu and Les Sables D'Olonne.
(2) BRISSENDEN to inform TANATSIDE of R/V position on patrol line in due course.
(3) On joining TANATSIDE assume duty of S.O. Force 27.
(C. in C. Plymouth, 231915A to TANATSIDE, BRISSENDEN)

OperationsWestern Approaches

GUADALCANAL O.W.16th October. The position of C.T.G.22.7 .v. U.S.S. GUADALCANAL as reported in her 161630Z SPORTSMAN. differed by 800 miles from position estimated by Admiralty.
(2) A friendly S/M SPORTSMAN escorted by a trawler was at this time on passage from Clyde to St. John
N.B. No warning of the movement of this S/M had been given to C.T.G. 22.7 by C. in C. W.A. It is requested it may be confirmed that failing information of the movement of Task Forces within my jurisdiction U.S. Authorities will be responsible for warning such Forces of the movement of all friendly ships in their vicinity.
(C.in C. W.A. 231034 to Admty, Info: F.O.S.)

Escorts of C.U. 43. All the Irish Sea in the area bounded Convoy in the south by a line from Tuskar Rock to C.U.43. St. David's Head and in the north by 55 degs. N. is now a S/M sanctuary.
(2) East of 7 degs. 2 escorts proceeding to Irish Sea and Bristol Channel ports are to set watch on 2190 K/cs in addition to BN. Escorts proceeding up the England Channel are to set additional watch on appropriate port wave.
(C. in C. W.A. 231333Z to Escorts of BU.43.)

Amendment to Convoy Support Force operation orders. Amendment No.1 to orders for operation "CE" (W.A. 0202/7 of 11th Oct.) now in course of distribution.
(1) Amend both para. 14 of operation orders, and para 3 of appendix IV as follows:-
Before Sub para (A) insert subheading "When convoy is formed on a broad front".
After sub para. (B) insert new subheading and sub para. "When convoy is formed on a narrow front".

c e

War Diary23.10.1944
MondayHOME COMMANDSOperationsWestern ApproachesAmendment
to Convoy
Support
Force
operation
orders.
(Contd.)

(C) The close escort should be evenly disposed round the convoy. The support force should be disposed half on each side, and nearer the rear than the front of the convoy.

(2) Appendix IV add new paragraph:-
15 When the convoy is formed on a narrow front, the action to be taken by the Support Force on a ship in convoy being torpedoed should conform generally to the instructions given in paras. 10 to 14 above, both by day and by night.

(C. in C. W.A. 231946A to W.A.G.M.(N), 080, C. in C. Nore, Portsmouth, Plymouth, Rosyth, H.F., A.N.C.X.F. C.S.10, C.S.1. Com. (D) H.F. Capt. (D) N'Fland, H.Q.C.C. 15, 18, 19 Groups)

OperationsNorth Western Approaches

Patrols.

30th E.G. patrol area 56 degs. 50' to 56 degs. 15' between 07 degs. 00' and 08 degs. 00'.

(2) 5th E.G. patrol area 56 degs. 15' to 55 degs. 30' between 07 degs. 00' and 08 degs. 00'

(3) 31st E.G. detached to S.W. Approaches.
(C. in C. W.A. 231314A to S. O. E.G'S 5 and 30)

10th and 31st E.G. proceed at best speed West of Ireland (R) to search in area bounded by parallels 51 degs. 30' and 50 degs. 00' and Meridians 12 degs. 00' and 14 degs. 00'.

(2) On arrival of 31st E.G., S.O. 10th E.G. is to take 31st E.G. under his orders.
(C. in C. W.A. 231223A to S.O.E.G's 10 and 31)

PHILANTE is requested to sail 18th E.G. less BALFOUR forthwith to fuel at Moville.

(2) On completion of fuelling Cdre. D. W.A. is requested to sail group to sweep Eastern half of areas D 1 and D 2 south of 56 degs. 15'.

(3) Attention of 18th E.G. is called to SANCTUARY N and SANCTUARY Z. C.B. 03092/43) refers.

(4) Disposition of 5th and 30th E.G. follows to 18th E.G. only.
(C. in C. W.A. 232313A to PHILANTE, Com. D. W.A.)

OperationsNorway

Patrol.

V.P.72 returned at 0945A to-day 23rd October.

(2) Force remained in Leads North of Stadtlandet from 2000/21 to 0600/22 and swept up to Fosnavaag before leaving without seeing any shipping.
(N.O.I.C.Lerwick, 231009A to A.C.O.S.)

Amendment
C.B.03092.Your 201111 para. 4. Concur.
(C. in C. H.F. 231103Z to F.O.S.)

/Cmd...

War Diary23.10.1944
MondayHOME COMMANDSOperationsNorway - Contd

Com.D.H.F. The broad Pendant of Commodore (D) Home Fleet will
to GREENWICH. be transferred from Tyne to Greenwich at sunset
to-day Monday.
(C.S.1, 231156A to Admty)

Operation Ramrose, Sagacity postponed. E.T.D. now 2200A/24
"S.C". Oct.
(N.O.I.C.Lerwick, 231707A to A.C.O.S.)

OperationsBaltic

Russian advance in Baltic. Following from Chief of Soviet Naval Staff.
(a) Tallin captured by land forces assisted by small assault parties from landing craft. Shipping and port bombed by naval A/C all shipping in port either sunk by bombs or scuttled. Harbour blocked by wrecks and magnetic mines and useless. Warehouses burnt out or otherwise damaged..
(b) Islands in Gulf of Riga captured by assault landings. Port of Riga suffered little damage and first impressions were that Germans expected to hold it longer than in fact they did.
(c) Libau, Memel and Windau are being invested now. Naval A/C are attacking shipping and ports. Owing to liberation of Gulf of Finland, S/Ms can get out into Baltic and are attacking transports claimed thirteen sunk in recent operations.
(d) At present ten S/Ms are being maintained on patrol out of an operational strength of twenty odd. Red Army has surrounded thirty Infantry Divs. and four Panzer Divs. in Baltic States. Of those in Memel area two Panzer Divs. one Inf. Div and one SS. Div. are isolated and retreating on to Kurische Nehrung.
(Adm. Archer, 231036A to Admty).
N.I.D. Comment: Para.(C) The Russians are inclined to use the term "Transport" to mean M/V.
Para. (D) Recent N.I.D. estimate of Soviet S/Ms available for use in Baltic was 30.

Allied Air Activity

Patrols over Skagerrak. P.C.S. two enemy merchant vessels 500 tons, two escort vessels position 58 degs. 25' N. 9 degs. 40' E. position based on A.S.V. fix obtained within half an hour of 0050 course 120 degs. speed 15 knots.
(A.C. Skolp, 230050A to 18 Group)

P.C.S. of one merchant vessel 1,000 tons 58 degs. 24' N. 9 degs. 02' E. 360 degs. 10 knots.
(A.C. KSSF, 230217 to 18 Group)

/84 Group ...

War Diary

23.10.1944
Monday

HOME COMMANDS

Allied Air Activity - Contd

84 Group to be responsible for fighter protection of Shipping on Far Shore East of Dunkirk. A.0175 23rd October. Your 162055 not to No.84 Group. No.84 Group will be responsible for fighter protection of shipping east of line running North from Dunkirk and within 40 miles of the Continental Coast. All relevant signals should be made to 84 Group repeated 2nd T.A.F. Main. (H.Q.T.A.F.231200A to A.N.C.X.F. (Main) 84 Group Main, Admty, C. in C. Nore, Com. Belgium, A.C. Dover, N.O.I.C.Ostend, N.O.I.C.Antwerp)

Patrol off Bergen. Nr. 1. Attacked 5 M.V.s Hjeltefiord. (A.C. MOSU, 231315A to 18 Group)

Fighter Direction Ships for Service off Low Countries. Your 221801/ Consider the Corvettes are very unsuitable for the operation envisaged principally owing to lack of appropriate Radar and proper fighter direction facilities. It is understood that STUART PRINCE can be made available on return to U.K. subject to G.C.I. being mounted high enough to give adequate low cover. Request this may be confirmed and if so that Senior Fighter Directing Officer may be flown home from Gibraltar to discuss details with H.Q.F.C. and C. in C. Nore. (C. in C. Nore, 231951A to Admty) /Use of ship borne radar to cover air launched flying bomb launching area.

Mining.

Folkestone Observation minefield. Request that on completion of engine room defects, MINER III be sailed to Harwich to embark C/M stores before proceeding to Dover for recovery of the Folkestone Observation Minefield can a completion date be given? (F.O.I.C.Harwich 231743A to F.O.I.C. Gt. Yarmouth)

Enemy Intelligence

Enemy A/C at Kirkenes. Result of Russian R/C over Kirkenes on Sunday 22nd Oct. 18 Fighters, 4 U.88's. 4 U.87's 12 Miscellaneous, Total 38. (S.B.N.O.N. Russia, 231101A to C.S.10)

Swedish west coast naval activity. (1) Enemy convoys (a) At about 0001 to-day Oct. 23rd. allied A/C were believed to be attacking German convoy estimated ten miles west of Vinga Shore. A.3. (b) Convoy of 4 German Merchant vessels escorted by four torpedo craft and five E-Boats proceeding to Oslo passed Vadero Island about 0600 hours to-day Oct. 23rd. B.(?2). (2) Mining. 2 enemy warships were sighted laying mines in certain positions just outside 3 mile limit off West Coast during period Oct. 21st Oct 23rd. A.2. (N.A. Stockholm, 231636 to Admty)

/ O.I.C...

War Diary23.10.1944
MondayHOME COMMANDSEnemy IntelligenceSwedish west
coast naval
activity
(Contd.)

O.I.C. Comment: Para.1A. Correct. 7 escort vessels were attacked and straddled with bombs; damage not known.
Para. 1 B. Convoy probably consisted of troop transports bound to Oslo from Aarkus escorted by destroyers.

TIRPITZ.

B.2 report dated 22nd October.
Preparations being made to lay 2 telephone cables and one electric cable from Tromso to TIRPITZ.
(D.D.I.C. 231711A to C. in C. H.F., C.S.1, C.S.10, C. in C. Rosyth, A.C.O.S., H.Q.C.C., H.Q.B.C., F.O.S. Air Min. Whitehall)

U-BoatsSuspected
U-Boats.

At 2300Z/22nd position 050 degs. 47' N. 008 degs. 46' W. Asdic contact of S/M. SQUID attack LEASIDE. Suspect torpedo fire. Convoy not attacked STONETOWN and HUMBERSTONE in Datum Point. Weather report 5456 1012.
(S.O.C.8, 230052A to C. in C. W.A.)

By D/F on 3910 K/cs at 2306Z/22 U-Boat estimated within 150 miles of 51 degs. 00' N. 15 degs. 00' W.

(D.D.I.C. 230339A to Escorts of C.U.43)

My 230409 to 10th E.G. only. D/F bearing in approx. position 051 degs. N. 015 degs. W. 10th E.G. is closing above area.

(2) GOODALL, BULLEN, ANGUILLA, TOBAGO, ZANZIBAR relieving 2 escorts of O.N. 261 hunting in 050 degs. 47' 008 degs. 46'.

(C. in C. W.A. 230439 to S.O. E.G. 10, GOODALL)

Obtained Second Class bearing U-Boat transmitting B-Barred at 0432Z bearing 224 degs. strong signal but distance uncertain. Series local 3,800 K/cs. P.C. and S. at 0430Z 45 degs. 50' N. 25 degs. 18' W. (S) course 215 7½ knots. Weather report 9080 2841.

(C.4, 230550A to Admty)

My 230615. My position 064 degs. 00' N. 023 degs. 10' W.

(ASSINIBOINE 230658A to A.C.I.C.)

Two unexplained underwater explosions causing only moderate surface swirl with no visible upheaval occurred 1000 yards ahead and 600 yards HADLEIGH CASTLE's beam at 1020A to-day 23rd in position 55.45 N. 07.16 W. (X) course 335 speed 13 weather report 3578 047 unsuitable.

(E.G.31, 231059A to C. in C. W.A.)

Between 1000 and 1100A/23rd October 3 Hedgehog and 2 depth charge attacks made on firm contact in position 050 degs. 54' N. 008 degs. 35' W. (X 07). Explosion 14 seconds after Hedgehog hits on water in each attack. Contact lost after last depth charge attack. No visible results. Have left BULLEN patrolling area. Am continuing search round datum given in your 230407A with ANGUILLA, TOBAGO and ZANZIBAR. Weather report 7681, 1672.

(GOODALL, 231215A to C. in C. W.A.)

Investigate forthwith position 55 degs. 45' 07 degs. 16' where HADLEIGH CASTLE experienced two underwater explosions at 1020/23rd.

(C. in C. W.A. 231441A to S.O. E.G.30)

/My ...

War Diary23.10.1944
MondayHOME COMMANDSU-Boats

Suspected U-Boats (Contd.) My 231215A. No evidence of oil in area now consider non-S/M. BULLEN rejoining. My position 050 degs. 35' N. 008 degs. 58' W. (X.13) Weather report 7380 1774. (GOODALL, 231500A to C. in C. W.A.) Your 231441A am proceeding. E.T.A. 2100.

My P.C.S. 195 degs. AA 12. 125 degs. 11 knots. Unsuitable. (S.O.E.G.30, 231531A to C. in C. W.A.) Your 231215 not to all. If not in contact concentrate whole force and search area between parallels 51 degs. 05' and 50 degs. 40' and meridians 08 degs. 45' and 08 degs. 00'. (2) Ships should not be left to patrol singly. (C. in C. W.A. 231623A to GOODALL)

Port Facilities

Ostend. Consequent on move of Force T to Ostend to arrive Friday 27th October it is probable that no stores coasters will be able to be accepted there for four or five days from this date. Pol. discharge will not be affected. (2) Exfor Main and Exfor Rear have been informed and will issue detailed instructions when local port authorities have finally assessed limitation on port working with NC Force T. This is only a warning signal. (A.N.C.X.F. 230910A to A.N.C.X.F. (Buco) etc.)

Dieppe. Following received from N.O.I.C. Dieppe. "To A.C. Dover. From N.O.I.C. Dieppe. Following from Senior French Naval Officer, Dunkirk. Dieppe Area for F.N.G.B. London". In view of ceremony organised Dieppe on p.m. Friday 27th October to commemorate participation of French S/M Chasers in the attack operation on Dieppe on the 19th August, 1942 request if possible that two Chasseurs be present in Dieppe on this day. Propose that Q.041 should accordingly leave Dieppe only on Saturday 28th October. BT 221245A October". (V.A. Dover, 231040A to F.N.G.B. London) Your 212151 para. 2. No objection to ISLE OF GUERNSEY. A.N.C.X.F. (Buco) 211635 to A.N.C.X.F. only also refers. (2) F.O.B.A.A. is requested to proceed with transfer of Continental Terminal to Dieppe as from 1st November. (3) For reasons given in X.F. No.1017 of 16th October not to all, and because it is desired to run a 5 day - a - week service between Newhaven and Dieppe, it is requested that you will consider further the transfer of U.K. Terminal to Newhaven. (A.N.C.X.F. 231813A to C. in C. Portsmouth).

Reduction of Arromanches. Sailed at 1400 to-day 23rd October for Portsmouth EMPIRE PIXIE towing BRAITHWAITE and Admiralty Floating Dock No.1. Accommodation barge to follow at first opportunity. Dutch SCHUYTS VIDA and BARENDSEN with defects. Escort ARMERIA. S. of A. about 4 knots ARMERIA to report E.T.A. (N.O.I.C. Arrow, 231356A to C. in C. Portsmouth)

/Your ...

War Diary23.10.1944
MondayHOME COMMANDSPort FacilitiesReduction
of
Arromanches.
(Contd.)

Your 211200.

- (1) From experience here it is unlikely that the planting of (?10) AX units at Le Havre will be completed before 3rd week in November at the earliest.
- (2) By that time the planting of further AX units at Arrow would probably not be worth while because
- (A) Deterioration of detached Mole may have proceeded so far that patching would be a waste of effort.
- (B) Salvage of pierheads and other floating equipment if it is to be successful should by then have proceeded so far that further addition to breakwater protection would not be justified.
- (3) Sand filling operations are at present being concentrated on units in Gooseberry extension west to try and prevent further movement prejudicial to the protection of the pierheads during the remainder of their existence.
- (4) Owing to weather conditions and the present disarray of this Gooseberry extension this has to be done by transfer of sand to barges and re-pumping by Reclaimer Units and is a very slow process.
- (5) I therefore consider it essential that the dismantling and removal of the pierheads etc. should commence at once and proceed with all possible speed.
- (6) It is proposed that winterization in all forms should now cease and that LEVIATHAN BURBO and attendant craft should return to United Kingdom.
- (N.O.I.C.Arrow, 231702A to A.N.C.X.F.)

Calais.

S 63708. Signed Eisenhower Cite SHGDS.
Construction of L.S.T. Hards referred to in your T.N.618 and TN.63P* of 21st October is covered in S.H.A.E.F. (Fwd) S. 63627 of 23rd October dealing with Calais.
(S.H.A.E.F. 231600B to Exfor Rear.)*T.O.O.211915.

TechnicalRepairs to
Porthcurno-
Gibraltar
cable.

Intend to sail Cable ship NORSEMAN escorted by H.M.T. BENBECULA at 1700A/24th October by Standard route to position (P) 180 Lizard 3 thence to carry out cable repairs in position (A) 48 degs. 50' N. 6 degs. 53' W. A.M. 192007A October, not to all refers. S. of A. 10 knots.
(C. in C. Plymouth, 231637A to Admt, C. in C. W.A. F.O.I.C. Falmouth, H.Q.C.C., 19 Group, H.M.T. BENBECULA, Cable Ship NORSEMAN)

Casualties and DefectsConvoy
K.M.S. 66.

Close HUMBERSTONE and STONETOWN in position 50 degs. 47' 08 degs. 46' hunting A/S contact classified S/M.
(C. in C. W.A. 230407 to GOODALL, BULLEN ANGUILLA, TOBAGO, ZANZIBAR.)

/ Arrived ...

War Diary.

23.10.1944.
Monday.

HOME COMMANDS

Casualties and Defects.

Convoy K.M.S.66. Arrived KINGCUP, L.C.T. 7022, L.C.T. 7023, NORTHERN SPRAY, Tug EARNER. (F.O.I.C. Falmouth, 230828A to C. in C. Plymouth) Arrived, ex O.S. 92/K.M.S.66 LAGARTO at 0030/23 with heavy weather damage. (F.O.I.C. Falmouth, 231730A to Admty, C. in C. W.A.)
Arrived HUNTSVILLE. (Comd. W.A. 231747A to Admty. C. in C. W.A. F.O.I.C. Greenock). Prolonged surface and air searches for L.C.Ts. 494 and 7015 have proved unavailing and I regret they must now be presumed lost. Intend to discontinue further search. (C. in C. W.A., 231814A to Admty).
Arrived H.M. Frigate DRURY. (F.O.I.C.N.I., 231945A to F.O.I.C. Falmouth).

KEILEHAVEN Intercept begins GND DE KEILEHAVEN crew left vessel until daylight. Ship at anchor. If vessel is still afloat at daylight Captain will return to vessel and give further instructions. Crew aboard HENRY AUSTIN which is standing by until daylight. Master, 230440Z. (Humber Radio, 230545 to F.O. Humber).
My 231156A October. H.M.T. SCALBY WYKE unable to tow vessel Harbour tug has been sent out to assist. Vessel will be brought into Aberdeen Bay and wait arrival of salvage vessel STORETON. (F.O.I.C. Aberdeen, 231510A to C. in C. Rosyth).

Convoy N.Y.19. Request you will sail H.M.T. ELLESMERE with U.S. L.T. 556 to recover BCF 3214 reported by BULLEN in position 48° 28' N., 09° 26' W., at 1600/22 approx. (C. in C. Plymouth, 231145A to F.O.I.C. Falmouth)

M.T.B.441. Ramsgate 23rd October. Arrival M.T.B. 442 with crew of M.T.B.441 on board at 1846. M.T.B.444 arrived 1934. (2) M.T.B.441 sustained damage by shell from Allied M/V and entered Ramsgate in tow of M.T.B.439 at 1859. Report will follow. (3) No casualties reported in any of the M.T.Bs. involved. (N.O.I.C. Ramsgate, 232002A to C. in C. Nore).
M.T.B.441 sustained extensive hull damage from hits by 4 inch and Oerlikon shells. Forecastle submerged as far as 6 pounder gun. She will be beached at 0300 tomorrow Tuesday for examination and temporary repairs to enable her to be slipped. My 232002A refers. (N.O.I.C. Ramsgate 232115A to C. in C. Nore).

Shipping and Convoys.

Independent sailings between Milford Haven and Southend suspended. As from 1200A Tuesday October 24th independent sailings of ships of 12 knots and over between Milford Haven, Southend and intermediate ports are to be suspended until further orders. A.M. 121536 October refers. (D.T.D. 231357A to C. in C. Plymouth, C. in C. Portsmouth, C. in C. Nore, C., in C. W.A., A.C. Dover).

/A.M. 121750 ...

War Diary

23.10.1944
Monday

HOME COMMANDS

Shipping and Convoys - Contd.

Independent sailings between Milford Haven and Southern suspended. A.M. 121750 October is suspended as from 1200A Tuesday October 24th. Ships are to be sailed in convoy until further orders. (D.T.D. 231358A to C's in C. Portsmouth, Plymouth, Nore, A.C. Dover)

Folkestone-Ostend Convoys. A.N.C.X.F. (Buco) 190023 and 201235 in order to maintain daily service it is essential one ship berth over night at Ostend. (2) Weather permitting, intend commence following programme subject to availability of ships and escorts and to requirements of War Office.

(3) N.A.P. convoys leaving Folkestone 3½ hours before high water Dover arriving Ostend, 1 hour after high water Ostend.

Date	Leaving Folkestone	Arriving Ostend.
26th Oct.	0300	0840
27th Oct.	0430	1005
28th Oct.	0540	1120
29th Oct.	0630	1220
30th Oct.	0715	1310
31st Oct.	0800	1350

(4) A.N.P. Convoys leaving Ostend at High Water Ostend and arriving Folkestone 3 hours before high water, Dover.

Date	Leaving Ostend	Arriving Folkestone
26th Oct.	0740	1630
27th Oct.	0905	1750
28th Oct.	1020	1850
29th Oct.	1120	1935
30th Oct.	1210	2020
31st Oct.	1250	2100

(5) Programme for Nov. sailings follows by letter. (V.A. Dover, 231827A to Admty, A.N.C.X.F. N.O.I.C's Ostend and Folkestone)

Request that after Wednesday 25th ships be sailed to enter harbour a.m. tide, commencing a.m. Thursday, as it is now too dark to dock on p.m. tide attention is called to my 232030. (N.O.I.C.Ostend, 232040A to C. in C. Nore.)

23.10.1944.
Monday.

War Diary.

FOREIGN STATIONS

North Atlantic

BAZELEY, Comply with C. in C. Western Approaches 221920A*.
 BATTLE. Codeword "Corner".
 Admiralty pass~~ed~~ to H.Q.C.C.
 (F.O.G.M.A., 230206A to BATTLE, BAZELEY, (R)
 C. in C. W.A., Admty., B.22, E.G.4, C. in C.
 Plymouth, H.Q.C.C.)
 * BAZELEY. ~~Passing~~ action being taken by W.R.

SS. TRISTRAM DALTON screened by ELDRIDGE broken
 DALTON. down position 35.00 10.24 speed zero. Doubtful
 if repairs can be effected at sea. Two probably
 required. Am shifting Commodore to another
 ship. Request escort and tug be sent to
 relieve ELDRIDGE and take vessel to port. 0420Z/23 P.C.S. of
 originator C.T.G. 62.7 35.03 11.19, 275, 7. Weather 6350
 1734.
 (C.T.G. 62.7, 230535 to C.M.S.F.)
 My 230535. Vessel now repaired. Take no further action
 regarding tug and escort.
 (C.T.G. 62.7, 230742.)

U/B hunt. KILMORE detached for Gib. independently in 035°
 35' 009° 05' at 1030A with engine defect course
 086° speed 9 knots.
 (LOCH ALVIE, 231035A to F.O.G.M.A., MONNOW.)
 Your 231055, E.T.A. Gibraltar 2100A/23.
 (VERITY, 231315A.)
 Your 230818Z*. Affirmative for about a five day visit.
 (C. in C. Lant, 231634Z to C.T.G. 22.2)
 * Unless directed otherwise T.G. 22.2 will depart for
 Casablanca to refuel. (N.T. in W.D.)
 Will conduct air search tonight weather permitting to
 radius of 70 miles of latitude 35 N. from 10 to 13 W.
 (C.T.G. 22.2, 231757Z.)

U-Boat The shortage of anti-submarine vessels at
 situation. Gibraltar is extremely acute.
 (2) In view of present U-Boat situation independent
 sailings to westward have been temporarily
 suspended producing additional escort commitments.
 (3) If these commitments are met no A/S vessels are available
 for patrols or hunting.
 (4) Request retention of 9th Escort Group until U-Boat threat
 no longer exists.
 (F.O.G.M.A., 231456B to Admty.)

T.F. 65. Modify my 121708Z*. SELFRIDGE Flagship of Task
 Force 65 vice EARLE.
 (C. in C. Lant, 231636Z.)
 * Task Force 65 reconstituted.

(MARIE LOUISE)
 M.L. MACKAY. Your 222000 being passed to information
 addressees. Regret no escort available at
 Gibraltar.

War Diary.

23.10.1944.
Monday.

FOREIGN STATIONS

North Atlantic

M.L. MACKAY.
(Contd.)

(2) Unless otherwise ordered by Admiralty M.L. MACKAY must proceed independently to Horta on being detached from K.M.S. 67.
(F.O.G.M.A., 231756A to S.B.N.O. Azores.)

South Atlantic

TEES.

TEES is expected to leave U.K. with O.S. 96 on 23rd November.
(2) Further signal will be made regarding C.O. Your 201226 refers.
(D.O.D.(F), 231226A to F.O.C.W.Af.)

U/B
reported in
Mozambique
Channel.

Following has been read at 0950Z.
SSSS SSSS SSSS de B05AG*.
Lat. 22.28 S., long. 40.36 E. periscope sighted.
(NYHOLM, 231345Z.)
* SS. DIAMANTIS (Greek).

23.10.1944.

Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Changes in organisation, S. France.

The following changes in organisation in southern France will come into force at 1200A/25.

(2) Command. A. The Dragoon area will lapse as a separate area of command and will be included in the present western Italy sub-area, which will be renamed Northern Area.

The title of N.C.W.T.F. will cease.

B. The title of (F.O.W.It.) Naples will change to F.O. Northern Area (F.O.N.A.)

C. Task Force 86 will dissolve, being replaced by Force in para. 3

D. C.T.G. 80.8 will assume the title of Cdr. Liaison American and British (Comlab.)

E. The function of Comnavdets, Toulon and Marseilles, will be undertaken by French N.Os. 1/c under the Prefect Maritime, entitled Comar Toulon and Marseilles respectively.

(3) Forces. A. Bombardment Force (Cruisers.)

B. Support and striking force (Destroyers and Light Craft.)

(4) Outline of responsibilities. A. Prefect Maritime will assume responsibility for those duties in the South French Coast normally performed (by) a Flag Officer in Charge. Reporting includes ports and local ports and local defence. Coastwise shipping movements. (?Allocation) of swept channels. Mine clearance.

B. French N.O.I.C. Port duties and local patrol. Sailing of French controlled coastal merchant shipping and coastwise shipping as required by Prefect Maritime and Comlab respectively. Maintenance of swept channel.

C. Comlab. Liaison with Prefect Maritime. Co-ordinate all shipping interests. Control escorts made available by F.O.N.A. Initiate all Allied and Neutral seaward shipping movements in the name of Prefect Maritime, to whom signals on these matters should be addressed. Administer and supply British and U.S. ships on south coast of France.

D. F.O.N.A. Direct operational control of Forces in para. 3 allocation of all shore signal stations to subordinate commands in area. Direction of policy regarding activities of South French ports through Prefect Maritime and Comlab.

(C. in C. Med. 230840A.) See amendment C. in C. Med. 250924.

Para. 2 of 172B*. Following S.H.A's and automatic responsibilities laid down.

Authority	S.H.A.	C.C.O. automatically responsible.
F.O.N.A.	277	S.H.A. 264 and Naples C.C.O.
Comlab	266	Marseilles C.C.O
Comar Marseilles	259	C.C.O.
Comar Toulon	260	Toulon C.C.O.
Prefect Maritime	270	Toulon C.C.O.

(2) Previous significations of S.H.A. 259, S.H.A. 260 and S.H.A. 270 are cancelled. M.W.C.O. will be amended.

(C. in C. Med. 232232A.) *230840

Further amendment of 230840, see 041502 December.

Roumanian Fleet.

A.M. 181443*. Chief of (?Soviet) (?Naval) Staff confirms this information and states that these ships had been captured. Some Russian officers and men had been put on board, (a) to complete complement depleted by deserters, (b) to improve morale.

(2) The ships had been taken to Sevastopol and Novorossisk. (Admiral Archer 230910A.) * Repetition by Admty. of B.M.M. Bucharest 261723 R.A.C. 58/801 (No T.O.O/15) (Roumanian Fleet manned by Russian crews sailed for Odessa). /PIPINOS...

23.10.1944.
Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

PIPINOS. Proceed by standard route from position D at 1302A/24th at 9 knots to R/V escort in position A at 0530A/27th.
(Capt. (S) 1 230950A to PIPINOS.)

French craft to be transferred to F.O.N.A. Med. Station 172B refers.
(2) Request you transfer the following French ships to the operational control of F.O.N.A.. at 1200A/25, 23 Y.M.S., 15 P.C., 31 S.C., 8 M.M.S.
(3) It would be much appreciated if these ships could continue to be administered by C.T.G. 81.4 until the appointment of the French officer referred to in F.O.W.M. 201148* and your 101018* (C. in C. Med. 231007A to Com. 8th Fleet.)
* No trace file.

Black Sea, intelligence. Following is repetition of my 211102* addressed as above begins: U.S.S.R. Naval Attache reported:
(1) The 7000 ton passenger steamer ADJARISTAN which had been sunk between Kerch and Feodosiya has been refloated.
(2) In this area two or three smaller motor vessels, six or seven large tugs and three or four icebreakers have been salvaged recently.
(3) The port of Odessa is clear of obstructions.
(4) The construction of 740 tons submarine has begun at Nikolaiev. (S.O.(I) Istanbul 231010C to S.O.(I) E.Med.)
*Received containing corrupt groups.

Convoy H.P.l. Heel to Piraeus convoy. My 221053* intend sailing at 0600A/24th Oct.

Speed	Ship	Pendant	Destination
9½	SAM FAITHFUL	31	Piraeus
8½	SAM DAK	21	Piraeus
-	HEPHAESTOS	41	Piraeus
-	H.H.M. L.S.T. 33	11	Piraeus
8½	EMPIRE DAMSEL	22	Piraeus
9	EMPIRE FAUN	42	Piraeus
7½	EMPIRE ROACH	12	Patras
-	SALVESTOR	33	Poros

Special Commodore Master of SAM FAITHFUL.
(F.O.T.A.L.I. Taranto 231027 to C.S. 15, S.H.A. 211+ F.O.L.E.M., Athens, N.O.I.C. Athens.)

* Intend sailing Heel Piraeus convoy at 0600/24.

+ Signification now (?not) known.

Swiss sailings to Marseilles. Proposal in para. 1 of A.M. 201401 is not acceptable for the present.
(C. in C. Med. 231051A to Admty.)
Swiss anxious to resume commercial sailings to Marseilles.

War Diary.

23.10.1944.
Monday.

FOREIGN STATIONS.

Mediterranean- Contd.

SETTEMBRINI. F.O.T.A.L.I. is requested to report details of SETTEMBRINI's endurance and best speed for ocean passage. Admiralty is requested to arrange onward route escort and Liaison Party from Gibraltar. V.A. Malta is requested to inform Admiralty of submarines expected date of arrival at Gibraltar. F.O.T.A.L.I.'s 221251 refers*.
(C. in C. Med. 231054A.)
* M.S.C.I.S. intend sailing submarine H.1 and SETTEMBRINI.

H.P/P.H. Letters H.P. and P.H. allocated as desired.
convoys. Your 221547 refers.
(D.T.D. 231220A to C. in C. Med.)

GARLAND. Polish Naval Authorities have requested that O.R.P. GARLAND may be returned to U.K. immediately.
(2) We are informed that the health of the crew is such that if the ship remains a few weeks more it will be necessary to exchange 64 members of her company including the C.O., 1st Lieutenant and four other officers.
(3) If this is so ship should be sailed to U.K. forthwith.
(4) ANTHONY, ACTIVE or BRILLIANT can be made available as relief, if required, until arrival of last ship in para. 2 of A.M.
042350*
(Hd. of M. 231251A to C. in C. Med.)
*GARLAND should return U.K.

Riviera - Four drifting circular mooring buoys eight to
enemy decoys. twelve feet in diameter some of them orange
coloured have been sighted in forward area. Three
believed sunk by P.T. boat in 43.42 N. 07.54 E.
One certainly sunk by JOUETT bearing 172 distance
12 miles from Ampeglio. P.T. boats were subject to eight unsuccess-
ful torpedo attacks while firing at buoys. It seems likely
these buoys are being used by enemy to attract Allied ships in
areas where Midget submarines are operating. Ships should
therefore avoid closing these buoys and whenever possible call
for fighters on patrol to sink them by cannon fire.
(C.T.F. 86 231600A to T.F. 86, Radio Naples pass to Com. 8th
Fleet, C. in C. Med., F.O.W.It., for info.)

PRINCESS Intend sail PRINCESS KATHLEEN escorted by
KATHLEEN - LIDDESDALE and OAKLEY at 1400/24th to Haifa.
evacuation Speed 18 knots. 0600C/26th F.O.L.E.M. 211335 para.
of Greek 4.
P.O.W. Route from position 704 by (corrupt group) (cor-
OAKLEY. rupt group) south to position 700 and thence
direct via Q.B.C. 307 to Haifa.
(3) OAKLEY is to detach in position 700 and
proceed at best speed to Alex. direct LIDDESDALE
is to continue to Haifa and sail so as to arrive Aden daylight 27.
(4) Codeword "quarterbook" 205 low.
(C.S. 15 231729A.)

/At...

23.10.1944.

Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

PRINCESS KATHLEEN evacuation of Greek P.O.W. OAKLEY. (Contd.) At urgent request 3 Corps. intend evacuation 1400 Greek prisoners of war from Githion to Spetsai and supply with relief stores. PRINCESS KATHLEEN escorted by LIDDESDALE will be employed and sail Med. East on completion. F.O.L.E.M. Athens agrees. L.C.I.(S) 264 and 284 are being diverted to load PRINCESS KATHLEEN at Githion and off load at Spetsai. PRINCESS KATHLEEN will not proceed inside Q.B. 228.

(4) OAKLEY proceeding Alexandria independently. (F.O. 15th C.S. 232343A to F.O.L.E.M.) Orders to proceed at 1330A/24 to Alex. (C.S. 15 232349A to OAKLEY.)

U.S. authorities at S. French ports. Request confirmation that the following U.S. Authorities are now being established at the undermentioned ports:-
C.T.U. 80.8 Toulon. C.T.U. 80.8.1 Nice.
C.T.U. 80.8.2 Marseilles. C.T.U. 80.8.3 Port de Bouc.
(D.T.D. 231759A to C. in C. Med.)

Riviera operations. Details of three missions fire by (sic) today:
A. 4 gun battery. F. Fire effective area well covered.
A. Enemy batteries. F. Area well covered ammunition dump hit.
A. Enemy guns. F. Hits near gun positions and on Hotel in which battery personnel were quartered. Ceased fire when spotter unable to see target due smoke and poor visibility.
All missions fired from position approx. 7 miles South Cape Ampeglio. No counterfire.
MADISON relieved by WOOLSEY 231500. (MADISON 231943A.)
2000 Sitrep 2 missions fired at enemy guns this evening (details). No change front lines. (WOOLSEY 232014A.)

Cositintrep 473 part II (Extract.) Following day (22 October) a landing craft found a fully stored but crewless enemy coastal craft near Pelagosa Island and towed it to Vis.
(C. in C. Med. 231958A to W.O.)
c.f. C. in C. Med. 232042A which calls her a cargo boat.

Aegean operations. Having embarked Major Dodson and Section of Copp-ten proceed by Hemia and Daro Channels to Skopelos at 1500A/24. S.O.A. 15 knots, E.T.A. 0500A/25. Contact Q.29 on arrival. 3 keep single operator periods on L.B. broadcast. 2 leave Skopelos and return to (corrupt group) by reverse of outward route to arrive position 704 at 0500A/26. Q.29 pass to N.L.O. S.B.S.
(C.S. 15 232027A to M.L. 651.)

/Corfu...

War Diary.

23.10.1944.
Monday.

FOREIGN STATIONS.

Mediterranean - Contd.

Corfu, Situation report No. 35.
(Operation "Mercurius") (1) Nan beach still has 4 25 pounder guns 13 vehicles and large quantities of ammunition and stores to be withdrawn requiring 2 L.C.Ts.
(2) L.C.T. (4) 101 on arrival tomorrow will load with priority vehicles from Nan and Corfu if weather permits.
(3) Request forecast is possible of arrival of L.C.T.(4) with Corfu transport and of L.C.Ts. to complete withdrawal. Mules and horses becoming restless.
(4) Request for S.P. series be sent Port Said L.C.H. 315. (N.C.F. Mercersised 232040 to F.O.T.A.L.I.)

Situation report No. 468. (1) Unloading at Piraeus progress satisfactory. Sweeping operation continue in St. Georgio Channel. In Athens Memorial service has been held for Anglo-Greek seamen lost during the war.
(2) On 21st October Naval and Military R/C parties landed at Gruz from M.Ls. and reported very little damage to harbour facilities.
(3) 3 M.G.Bs. and 2 M.T.Bs. encountered 4 I-Boats on 21st October near Dugiuz (?Dugi Island) 043° 57' N. 015° 05' E. They sank 2 and took 2 intact with 95 prisoners without suffering any casualties. Following day an L.C.M. found a crewless cargo boat loaded with stores and ammunition near Pelagosa Is. and towing it 11 (?K.G.) These craft and a gun lighter which sank on passage left Dubrovnik and Slano before former was captured by Partisans. Believed only 3 other craft based on these places were scuttled at Slano.
(C. in C. Med. 232042A.)

VALIANT. After further conference with S.N.O.R.S.C.A. and C.O. of VALIANT Canal Co., state they are not prepared to transit ship as too great a risk involved.
(2) M.C.D. Alexandria will carry out examination of hull damage at Suez.
(3) Estimate temporary repairs for ocean passage could be carried out in dock at Durban in tow to three weeks subject to revision after M.C.D. B.S. examination.
(4) Ship considered capable of voyage as far as Durban in present state. Fuelling at Aden. My 212207 not to all.
(F.O.L.E.M. 232045.)

SHAKESPEARE. Arrived.
(V.A. Malta 232145.)

TEAZER. Leave Khios at 2300C and take S.O. Commando to Skiathos arriving 0800C/24th.
(2) Remain in (corrupt group) of Island and assist Commandos to establish W/T communication with me.
(F.O.E.C. 232207C to TEAZER, (R) F.O.L.E.M. Athens, F.O. 15th C.S., Force A.)

/M.V. AKKA...

War Diary.

23.10.1944.
Monday.

FOREIGN STATIONS.

Mediterranean - Contd.

M.V. AKKA.

Your 211846. Mediterranean Authorities have been requested to arrange that due notice of intended sailing date for AKKA will be passed to the Swedes. (Hd. of M. 232232A to N.A. Stockholm.)

D.S.A.C.
Med.

Joseph T. McNamey Lt. Gen. U.S. Army announced Deputy Supreme Allied Com. Med. Theatre. (A.F.H.Q. (A.G.) No T.O.O/23.)

War Diary.23.10.1944.
Monday.FOREIGN STATIONSEast Indies

U/B Area V.P.1 possible sighting by SS. VERENDRYE
dispositions. on 21st and A.S.V. contacts in 018° 57' N., 085°
06' E. at 0617Z/22nd and 019° 02' N., 085° 29'
E. at 1346Z/22nd may indicate U-Boat in this
area. Scale X.5P.

Area V.P.2 scale remains X.5P.
Other areas believed clear of U-Boat. Scale remain W.5.
(C. in C. E.F., 230406Z.)

U.S.S. GEN. It is anticipated that U.S.S. GENERAL ANDERSON
ANDERSON. will leave Bombay for Melbourne on 3rd Nov.
A/S escort will be provided by WHELP and WAGER.
(2) Route.
(3) Cruiser escort will not be provided.
(4) Destroyer will part company in position (O) 005° 10' S.,
077° 15' E. proceeding to Addu Atoll to refuel.
(5) F.O. Bombay is requested confirm date and time of sailing
from Bombay as soon as known. Admiralty pass to D. of S.T.
(C. in C. E.F., 230934Z.)

U.S.S. GEN. It is intended to provide cruiser escort for
BUTNER. GENERAL BUTNER from R/V off Fremantle about 12th
November to vicinity of 005° S. and thence
destroyer escort to Bombay.
(C. in C. E.F., 231253Z to Comsouwestpacseafon.)

Re-equipment It is necessary for the Eastern Fleet Aircraft
of E.F. Carriers to re-equip with Avengers as early as
aircraft possible and operations by Carriers must now be
carriers. subordinated to this requirement.
(V.C.N.S., 231452A to C. in C. E.F.)
Disposition, equipment and use of escort carriers.
Your 121554 not to all refers.

(2) Owing to obsolescence of Swordfish now out of production,
need for reducing types of aircraft abroad and for concerting
Swordfish aircrews to man modern aircraft, it is intended to re-
equip all Swordfish squadrons as soon as practicable. Partic-
ularly desired to withdraw Swordfish from Eastern Fleet where
effort expended to support small I.E. is out of proportion to
numbers involved.
(3) In view of impracticability of fitting heavy catapults in
TRACKER class and consequent limited operational value of these
ships with modern aircraft it is intended to use them principally
as transport and training carriers.
(4) It is considered that three carriers for trade protection
plus one carrier for transport and training should meet your
requirement for the present.
(5) It is therefore intended to withdraw BATTLER to U.K. for
transport work and it is requested ship may be sailed with her
Swordfish squadron embarked as soon as you can spare her.
Expected date of departure should be reported. Another TRACKER
class will be allocated later to relieve ATHELING.
(6) Wildcats ex BATTLER should be distributed among other escort
carriers on station to adjust their complement to six I.E.
Wildcats each.
(V.C.N.S., 232258A to C. in C. E.F.)

/VAN DER ZAAAN ...

War Diary.

23.10.1944.
Monday.

FOREIGN STATIONS

East Indies - Contd.

VAN DER
ZAAN.

Sailed D.S. VAN DER ZAAN at 1500Z/23 to Suez
for onward routing to U.K. to comply with C.
in C. E.F. 101004.
(2) - (5) Arrangements.
(Com. Aden, 231549Z.)

War Diary23.10.1944.
MondayFOREIGN STATIONSAmerica and West Indies

- FELICITY. 1200Z/23 sailed FELICITY independently to Horta. Azores for onward routeing to U.K. or as directed by Admiralty. Route as speed and W/T as my 091647 E.T.A. Horta 1200/29th Chop 0900Z/26. (C. in C.C.N.A., 231223Z).
- H.X.315. H.X.315. W.2 relieved by W.7 at 1215Z/23rd in 42.39 N. 62.35 W. convoy course 082 9.5 knots. In position 42.31 N. 62.48 W. detached H.M.C.S. MIDLAND at 1100Z/23rd to Halifax with TACTICIAN number 85 for deck repairs and securing deck cargo. (Boiler hours). Urgent defects ORILLIA turbo generator and asdic defective. ARIIDA radar type 271 broken down. W.2 P.C.S. at 1500Z/23rd 43.09 N. 62.45 W. 345 13 knots. E.T.A. Halifax 2000Z today Monday. Weather 9090 2674. Acknowledge. (W.2, 231327Z to C. in C.C.N.A.).
- U-Boat 1200Z/23rd October. One in Gulf of St. Lawrence. dispositions. One heading north east vicinity WQ CS 30 30. (N.S.H.Q. Ottawa, 231340Z, Cominch, 231507).
- FOREST Intend to sail FOREST HILL 29th October with HILL. Group C.6 for H.X.316 subsequently joining Group C.3 at sea escorting O.N.262. (F.O.N.F., 231416Z).
- SS. TIBIA¹ SS. TIBIA (?TIBA) Dutch reported hard aground in Delaware River October 22nd. (N.S.H.Q. Ottawa, 231729Z).
- U-Boat H.M.C.S. TRURO, H.M.C.S. DIGBY attacked asdic attacked in Gulf of St. Lawrence. contact at 1430 in 048 degs. 38' N. 068 degs. 22' W. 13 attacks made sideways TRURO advises asdic broken down, depth charges remaining TRURO 33, DIGBY 30 contact lost at 1725/23, search continuing for unexploded depth charge in 048 degs. 38' (30") 068 degs. 21'(30") in (?27) fathoms. Weather report 1872 1882. (TRURO, 231740Z).
- Additional Navy Dept. confirms lay over facilities available British Escort Forces for ocean convoy in W. Atlantic. for two groups at New York. Your 201522 refers. (B.A.D. 231751Z to Admty.).
- Russian Your 221415 this has been taken up with Cominch. S.C.'s. (B.A.D., 231755C to F.O.N.F.).

/U-Boats...

23.10.1944.
Monday

War Diary

FOREIGN STATIONS

America and West Indies

- U-Boat incidents. Cominch 221700. Sighting by MARY M. DODGE now cancelled.
Para.D. 221212Z aircraft Radar Contact 43.04 N. 68.55 W.
(Cominch, 232059Z).
- T.F.66 Taskforce 66 reconstituted EARLE, MENGES, Cortdiv 46, SCOTT, BURKE, ENRIGHT, CHIWAHA. Escort convoy U.G.S.59 ~~TARAZED~~ included departing Hampton Roads 1st November for Bizerta and return escorting convoy G.U.S.59 when directed by C. in C. Med.
(C. in C. Lant, 232108Z).
See amendment 271611Z.
- T.G.21.8, T.U.21.8. Task Group 21.8.
Reconstituted McDOUGAL, JACOB JONES, ROY O'HALE, DALE W. PETERS, MARTIN HARAY.
(2) Escort convoy C.U.45 departing New York 30th October for U.K. and continent. C.T.G.21.8 in McDOUGAL with BROUGH, STURTEVANT, ROY O'HALE, DALE W. PETERSON, MARTIN H. RAY return escorting U.C.45A Section Commander Musgrave Comcortdiv 3 in JACOB JONES with HAMMANN, ROBERT E. PEARY, BLAIR hereby designated Task Unit 21.8.
(7) Return escorting U.C.45 B Section when directed by Admiralty.
(Cinclant, 232323Z).
+ As received PETERSON intended.
- M.V. DELIUS. My 200516. Master states that although destination was Melbourne, vessel was routed to Fremantle by N.C.S.O. Cochin owing to uncertainty of local routeing instructions Cape Leeuwin Area.
(2) Master misunderstood W/T instructions "to arrive destination during three hours prior to sunset" and proceeded direct to Melbourne. C. in C. Eastern Fleet's 221623 to C.S.W.P.S.F. only refers.
(C.S.W.P.S.F., 230737Z).
/ DELIUS arrived Melbourne 20th October.

Australia and New Zealand

- Digest 1006. (Extract).
For 22nd October.
(23) Carrier borne aircraft from 7th Fleet Task Group hit Panay-Cebu 20th October destroying 7 luggers damaging 2 motor torpedo boat besides demolishing barracks and warehouses. 36 trucks or cars also

/hit...

War Diary

23.10.1944.
Monday

FOREIGN STATIONS

Australia and New Zealand

Digest hit. 6 Jap aircraft shot down.
1006 (24) Ground operations Leyte continue satis-
(Contd.) factorily. Tacloban, town and entire Catatsan
Peninsula including Tacloban airdrome captured
21st. Jap resistance met from mountain positions
by troops advancing inland from Palo having captured that town
21st. Second Jap counter attack in Dulag Area involving
minimum 6 tanks repulsed dawn 21st vicinity Dulag Airdrome.
Dulag holding now extends approx. 3 miles north and south of
town and about 3 miles inland. Occasional Japanese aircraft
continue to raid ships offshore and one cruiser hit when plane
made suicidal dive causing superficial damage some casualties.
(G.H.Q.S.W.P.A., 230941).

U-BOAT CAMPAIGN

Submarine attack and sighting summary. Para.A.(1) A/C B.17 sighted U-Boat on surface course 320 degs. at 0800Z/22 in 62.10 N. 23.50 W.
Para.B.(1) A/C Y/407 obtained contact at 1005Z/22 in 62.03 N. 02.50 W.
(2) A/C obtained disappearing radar contact at 1143Z/22 October in 57.45 N. 09.59 W.
(3) A/C obtained disappearing radar contact at 1745Z/21 October in 35.00 N. 07.20 W.
(4) VERITY obtained disappearing radar contact at 2020Z/22 in approx. 35.41 N. 09.01 W.
(5) A/C reported U-Boat at 1346Z/22 in 19.02 N. 85.29 E.
Para.C.(1) Escorts of O.N.261 attacked Asdic contact at 2300Z/22 in 50.47 N. 08.46 W.
Para.D.(1) Transport A/C reported U-Boat conning tower awash course 270 degs. 1145/22 in 50.00 N. 06.00 W.
(D.D.I.C., 231022A).

U-Boat dispositions. Estimates.
(D.D.I.C., 231435A, 231441A).

24.10.1944
Tuesday

War Diary

SITUATION REPORT

Home Commands

North Sea

1. Repairs to Royersluis are complete. When the Schelde is free Antwerp will be able to handle 41 ships of draughts ranging from 28 to 22 feet on each tide. Total capacity of the port is 166 ships of between 40 and 20 feet draught, but only 20 ships can be brought up-river each tide, to allow for empty ships passing down. A further 50 ships could anchor at Terneuzen and in the river while waiting.

Channel

2a. Telephone cables have now been laid between St. Margaret's and Sangatte, and between Abbotscliffe and Gris Nez.
b. Havre minesweeping continues to yield results. Six magnetic mines were swept today.

West Coast
France.

3. Action against Spanish fishing vessels in the Bay of Biscay is to be tightened up; shots will be fired across their bows by both surface and air craft, and occasional vessels are to be sent in to a British port for examination.

Western
Approaches.

4. PANDORIAN, NAIRNBANK, RODSLEY and EMPIRE CONFIDENCE are reported as still missing from Convoy K.M.S.66, but EDGAR C. CHASE is bringing in another derelict American barge from Convoy N.Y.119.

Norway

5. The first of the escaping Norwegian life-boats, FRITHJOF WIESE of Bergen, has reached Lerwick, N.O.I.C. points out that there will not be room in the harbour for all of them.

Foreign Stations

Mediterranean

Escort
Carriers

6. It is now probable that ROYALIST and 7 escort carriers which have been operating in the Aegean will be required "in the East" by the beginning of March 1945. Four of these ships will have refitted and given leave in the U.K. before sailing for the East; and assuming "East" to mean Ceylon F.O.E.C. reports that in addition to its effect on the fighting efficiency of the naval air squadrons the denial of leave to four of the 8 ships in the force before joining the Eastern Fleet is inequitable and likely to be a source of grievance.

/Riviera...

510

24.10.1944
Tuesday

War Diary

SITUATION REPORT

Mediterranean - Contd.

Riviera
and Gulf
of Genoa

7a. Coastal forces last night carried out two attacks with torpedoes on an enemy convoy of 5 or 6 ships with one large escort, off Monte Grosso, between Genoa and Spezia. In the first attack 3 explosions were seen in the convoy and in the second one ship was probably hit.

b. LE FORTUNE and WOOLSEY sank two abandoned explosive boats 16 miles south east of Cape Ferrat today. WOOLSEY carried out a successful shore bombardment.

Adriatic

8. Aircraft of Coastal Air Force today made a number of successful attacks on barges and small craft in the Gulf of Venice and northern Adriatic.

Greece and
Aegean

9. Reconnaissance elements have landed on the island of Skiathos, north of Evvoia.

East Indies

U-boat
sunk

10. The S/M STYGIAN on patrol probably sank an enemy submarine by torpedo today north-east of Sabang (see 31st October.)

America and West Indies

UGANDA

11. The cruiser UGANDA, which was recently turned over to the Canadian Navy has completed trials and sailed today from Charleston for the U.K. via Halifax.

24.10.1944
Tuesday

War Diary

SITUATION REPORT

Australia and New Zealand

Invasion
of
Philippines

12. Fighters from the 7th U.S. Fleet Escort Carriers off Leyte beachhead today shot down 39 Japanese bombers; and 7 fighters and 7 bombers were probably destroyed over the beaches and ships.

Sandakan
attacked.

13. 4 Liberators attacked the port installations at Sandakan (North-east Borneo) before dawn today. Later, 18 Mitchells with escort attacked the docks and shipping; preliminary reports indicate that results were excellent.

512

24.10.1944.

Tuesday.War Diary.HOME COMMANDSPolicy

Desirability of permanent training carrier.

Your 240053A not to all addressees. The continued absence of permanent training carriers is bound to have an adverse effect on deck landing training. The present system of using any unworked-up carrier will inevitably lead to an increase in the accident rate. SPEAKER and No.7 course ex N.A.S. Inskip is a pertinent example.
(F.O.C.T., 241021A to Admty.)

Orders for German Navy upon surrender.

My 191421. At meeting today October 24th between Admiral Olsen, myself and Chief of Soviet Naval Staff, latter gave Peoples Commissar for Navy reply to our joint letter.
(2) Soviet Naval Staff concurred in basic orders with reservation that they be subject to such changes as may be necessitated by final agreements reached between the three governments on armistice terms.
(3) Chief of Naval Staff while stressing fact that their agreement was on naval level only stated orders were considered comprehensive and that consequently any alterations would be merely of a minor technical nature the example quoted proving to be a quibble over terminology.
(4) He states an appendix to basic orders for Russian areas is being prepared.
(5) Comment. The above is considered to be as near 100% agreement as does not matter.
(Adm. Archer, 241511A to Admty.)

Movements

BERWICK.

On completion of practices p.m. Tuesday 24th October, BERWICK is to proceed to Dornoch Firth and anchor in position 140° Dunrobin Castle Pier Head 1.6 miles at 0730A Wednesday 25th October to carry out trial. A.M. 212301 refers.
(2) On completion of trial about 0900A/25th October, BERWICK is to return to Scapa Flow.
(3) A.C.O.S. is requested to provide one A/S ship to patrol round BERWICK during trial.
(C. in C. H.F., 240246A to BERWICK, A.C.O.S.)

DAUNTLESS,
DIOMEDE,
CORINTHIAN.

Scapa arrivals DAUNTLESS, DIOMEDE, CORINTHIAN.
(A.C.O.S., 240827 to C. in C. Rosyth.)

BERWICK.

My 231432. Proceed as necessary after arrival at Invergordon so as to arrive in Dornoch Firth by 0630A Wednesday 25th and act as ordered by BERWICK who will anchor position 140° Dunrobin Castle Pier Head 1.6 miles at 0730A.
When released return to Invergordon for escort duties as in my 231432 para. (2) reporting expected time of arrival direct.
(A.C.O.S., 241122A to TRONDRA.)

/Scapa ...

513

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Movements

BERWICK. Scapa departure BERWICK for practices thence in
(Contd.) accordance with C. in C. H.F's 240246.
(A.C.O.S., 241624A to N.O.I.C. Invergordon.)

BATORY. MIGNONETTE is to pass Gate 2330A/24 and proceed
to R/V with SS. BATORY in position (E) 48° 46' 30"
N., 03° 54' W. at 0800/25.
(2) Route from seaward end of Q.Z.S. 601 to
position (D) 48° 55' N., 03° 55' W. thence to position (E).
(3) Speed of advance 11 knots.
(4) MIGNONETTE is to escort BATORY from position (E) to
Plymouth by reciprocal route.
(C. in C. Plymouth, 242221A to MIGNONETTE.)

Operations

Situation Report

Naval. Cositintrep number 203 part two Naval.
(A) Captured Ports.
Antwerp. Repairs to Royersluis complete. Block
now ready to pass ships through.
Boulogne. Owing to mining of GUERNSEY QUEEN the four berths
in the Bassin a Flot are not available. The hull will have to
be removed in sections which is expected to take 14 days after
petrol cargo has been removed.
(B) Unloading figures.

<u>Place</u>	<u>Troops</u>	<u>Vehicles</u>	<u>Stores</u>	<u>Pol.</u>
British				
East Calvados	Nil	550	2439	Nil
Dieppe	57	35	6047	Nil
Boulogne	Nil	57	714	Nil
Ostend	2810	580	3435	3962
British total	2867	1222	12635	3962
United States				
Cherbourg	Nil	Nil	14757	10829
Beaches	12546	2010	10321	44
Brittany Ports	Nil	67	3381	Nil
Le Havre	138	77	4378	770
Rouen	Nil	Nil	1084	Nil
U.S. Total	12684	2154	33921	11643
Combined totals	15551	3376	46556	15665

(Adm. Ramsay, 242117A to Admty.)

Operations

North Sea.

6 Eagle ships will suffice for Schelde. A.M. 231928. Confirmed.
(A.N.C.X.F., 241131A to Admty.)

Walcheren Expedition. Weather permitting it is hoped to relay number 11 buoy tomorrow Wednesday. Further signals will be made in confirmation when it is requested that you

/will ...

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Operations

North Sea

Walcheren Expedition. (Contd.) will arrange for one ship to enter Dover for 48 hours at a time commencing p.m. tomorrow Wednesday (V.A. Dover, 241714A to EREBUS.)

Operations

Channel

Patrol. Pins cover night 24th/25th October. G.D.1 VOLUNTEER Z.109. G.D.2 SNOWBERRY Z.9 north. (C. in C. Portsmouth, 241140A to usual addressees)

Cross-Channel pipe-line. N.O.I.C. Arrow 231818. As Tombola not now coming into Boulogne Exfor 750 (M) 211200 refers, request CAVEROCK be diverted. (N.O.I.C. Boulogne, 241227A to C. in C. Portsmouth, F.O.B.A.A., etc.)

Cross-Channel telephone cables. A.N.C.X.F. 081222 September, not to last two addressees. Following lays completed subject to laying test. One cable St. Margarets to Sangatte. One cable Abbotscliffe to Gris Nez. (V.A. Dover, 241635A to Admty., A.N.C.X.F.)

Operations

West Coast France

Patrols. O.P.A.S. para. 17 (A) 168° Ile d'Yeu 33 Normandy (B) Ile d'Yeu intelligence, nothing to report. Intend to close Port de la Mule and attempt to disembark diesel oil p.m. today if weather permits. Night patrol between position (FF) 046° 38.8' N., 002° 12.6' W. and (GG) 046° 31.6' N., 001° 58.8' W., ship being at northern end of patrol at odd hours. Weather report 6481 0275.

(BRISSENDEN, 241145A to C. in C. Plymouth.)

O.P.A.S. (A) Off Chausee de Sein E.T.A. Gate 0700A/25th. PIORUN in company. 5381 1876.

(S.O. Force 26, 241215 to C. in C. Plymouth.)

E.T.A. position 200° Ile d'Yeu signal tower 5 miles at 2300 on approach course 125° speed 22 knots thence course 115° speed 12 knots. Join me at 2300 and report approach course. Your 241145 received.

(TANATSIDE, 241515A to BRISSENDEN.)

BRISSENDEN's 241145A and para. (D) of my 231040A.

If weather permits night patrols by Force 27 should cover any inshore movements in the area between Les Sables d'Olonne and St. Gilles-sur-Vie, as well as any movements through the Channel between Ile d'Yeu and mainland.

(2) BRISSENDEN to adjust patrol accordingly.

(C. in C. Plymouth, 241718A to BRISSENDEN, TANATSIDE.)

/TANATSIDE ...

515

24.10.1944.
Tuesday.War Diary.HOME COMMANDSOperationsWest Coast FrancePatrols.
(Contd.)

TANATSIDE 241515. BRISSENDEN is to maintain patrol as ordered in my 241718 and is not to leave it for purpose of effecting R/V. TANATSIDE adjust movements to conform. (C. in C. Plymouth, 241846A to TANATSIDE, BRISSENDEN.)

Ushant nothing to report.

O.P.A.S. 17 (b) Ile d'Yeu vicinity. (c) Roche Bonne. On 25th intend sweeping south to Gironde and back. Weather report 4752 0875.

(TANATSIDE, 241926A to C. in C. Plymouth.)

Your 241718. Am patrolling between position (HH) 046° 30' N., 001° 56' W. and (JJ) 046° 41' N., 002° 03' W. being at northern end of patrol at odd hours.

(BRISSENDEN, 242014 to C. in C. Plymouth, TANATSIDE.)

Spanish
fishing
vessels
in Bay
of Biscay.

W.A.G.M. (N) 084.

Fishing vessels, some of which have been identified as Spanish, are working in increasing numbers within the prohibited Bay of Biscay area laid down in C.B. 03093 sections I and II and extension promulgated in W.A.G.M's 991N and 992N of June 1944.

Although full sink at sight instructions are in force only in that part of the Bay of Biscay area laid down in section I of C.B. 03093, these instructions may at any time be brought in force in the remainder of the area by Commanders in Chief, Western Approaches and Plymouth within their respective commands.

(3) For the present every endeavour short of sinking fishing vessels is to be made to prevent them from working within the prohibited area. Fire may be opened across the bows of offending vessels; and, when practicable, they should be warned that they will be sunk if they persist in fishing in a declared prohibited area. Aircraft may drop flares over fishing vessels, and by day may fire across their bows to warn them off. If circumstances permit occasional vessels may be sent into a British port for examination.

(4) A warning has been issued to the Spanish Authorities informing them that drastic action will be taken if fishing vessels continue their present practices.

(5) It is of the greatest importance that these vessels should be driven out of the "Bay of Biscay area", as defined in para. (1) above.

(C. in C. W.A., 241837A to Western Approaches Command.)

OperationsWestern Approaches

Patrol.

10th and 31st E.G. shift patrol forthwith to area bounded by parallels 50° 40' and 49° 40' and meridians 12° 30' and 10° 30'.

(C. in C. W.A., 241157A to S.O. E.G. 10.)

516

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Operations

Norway

Force 3
operation
"Athletic".

For information. Force 3 consisting of IMPLACABLE wearing my flag MAURITIUS and 6 destroyers leave Scapa practice area p.m. today and pass through position (AA) 270° Muckle Flugga 25 miles at 2200A/24th October thence proceed on course 30° S.O.A. 15 knots to carry out operation against enemy shipping on coast between Trondhjem and Narvik.
(C. in C. H.F., 240848A to Force 2.)

Patrols.

OP Hangman

VENTURER will be required to leave Lerwick on 5th November for operation "Hangman" and patrol in Andoy area.
(F.O.(S), 241044 to Capt. (S) 9, (R) Admty. for D.D.O.D.(I).)

Request you will sail SATYR at 2100A/26th routed through (SA) 090° Muckle Flugga 20 miles. (SB) 061° 01' 000° 33'. (SC) 061° 01' 002° 53'. (SD) 059° 05' 004° 03' thence direct to patrol area bounded by 058° 55' N., 058° 15' N., 004° 00' E. and Norwegian coast. All positions north and east.

(Capt. (S) 9, 241649A to S.O. S/M. Lerwick.)

SCEPTRE is to leave patrol to pass through position (SD) 059° 05' N., 004° 03' E. at 0600A/26th thence G.X. reverse outward route to Lerwick diving by day until passing 001° E. estimating advance 120 miles per day thereafter on the surface at C.O.'s discretion.

(Capt. (S) 9, 241711A to S/Ms. N. of 51° N.)

Operation
"Quality".

C.A.F.O. 1946/43. Norwegian motor lifeboat FRITHJOF WIESE arrived Lerwick 1800A today 24th from Bergen, Norway length 52 feet original crew of 5 all Norwegian on board.

(2) Request very early instructions as to disposal in view of number of other lifeboats that may be expected, A.C.O.S., 081237 refers.

(3) In prevailing weather conditions in Lerwick there are insufficient safe berths for these very valuable ships.

(N.O.I.C. Lerwick, 241920A to Admty., (R) A.C.O.S.)

Operation
S.C.

Ramose Sagacity sailed VIGRA at 2200A/24th Oct.
(2) Air escort not especially required on return journey.

(N.O.I.C. Lerwick, 242203A to A.C.O.S.)

Operations

North Western Approaches

11th E.G.

C. in C. W.A. is requested to transfer 2 escorts to A.C.I.C. and on their arrival A.C.I.C. is requested to sail 11 E.G. as desired by C. in C. W.A. A.M. 201244 refers.
(A.C.N.S.(U.T.), 240100A to C. in C. W.A., A.C.I.C.)

/Admiralty's ...

517

24.10.1944.
Tuesday.War Diary.HOME COMMANDSOperationsNorth Western Approaches11th E.G.
(Contd.)

Admiralty's 240100.

(1) STARWORT (S.O.), CHARLOCK are to R/V October 27th as arranged by F.O.I.C. Greenock and proceed direct to Reykjavik for temporary service under A.C.I.C.

(2) A.C.I.C. is requested to sail 11th E.G. to Londonderry for lay-over on arrival of corvettes.

(C. in C. W.A., 241827A to F.O.I.C. Greenock, Com. (D) W.A., A.C.I.C.)

17th and
18th E.Gs.C. in C. W.A. 132304 para. (2). 17 E.G. is to return to Greenock without relief when due for lay-over as E.G. 18 is now required to remain under the orders of C. in C. W.A.
(A.C.N.S.(U.T.), 240159A to C. in C. W.A., A.C.I.C.)

Patrol.

Request you will sail 26th E.G. to relieve 5th E.G. at 0800/25th in area bounded by parallels 55° 30' and 56° 15' and meridians 07° and 08°.

(2) On relief 5th E.G. is to proceed to Belfast to lay-over. First ship is to endeavour to pass Pile Light at 1500/25th but no earlier.

(3) Dispositions of 18th and 30th E.Gs. follow to 26th E.G. only.

(C. in C. W.A., 241236A to Com. (D) W.A.)

OperationsNorthern WatersConvoy
J.W. 61
(Operation
"Trial").

J.W. 61A. Escort CYGNET (S.O.), BEAGLE, WESTCOTT, NENE.

(2) Escorts are to be sailed to R/V convoy at 1200A October 31st at Bar Light Vessel and escort convoy to position 062° 01' N., 004° 20' W. where relief escort BERWICK and 6 destroyers will R/V at 0900A November 2nd as ordered by C. in C. H.F.

(3) Route will be promulgated by C. in C. H.F.

(4) On relief W.A. escorts proceed to bases.

(5) A.M. 212330 not to all addressees refers.

(C. in C. W.A., 241221A to N.O.I.C. Greenock, Com. (D) W.A., N.O.I.C. Liverpool.)

Patrol.

Weather permitting expect Liberators, Sunderlands and Catalinas from 1st to last light tomorrow 25th between 060° N. and 062° N. and 000° 30' W. and 004° 00' E. Activity by J.U.88s and Me.110 has been reported in this area.

(C. in C. Rosyth, 242247A to S.O. E.G. 14.)

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Allied Air Activity

Returning aircraft fired on.

Formation of aircraft flying to U.K. were fired on by shore battery or craft close to shore in position reported as about half mile east of Calais between 1620 and 1630 on 19th October. Lieut. G.W. Gleason is missing. Have you any information about this incident? (A.N.C.X.F., 241730A to V.A. Dover, N.O.I.C. Calais.)

Enemy Air Activity

Bomber off Bodo.

One He. 177 long range bomber was active in the Bodo area at 1312. (D.D.I.C., 241606A to C. in C. H.F., C.S.1, C.S.10, C. in C. Rosyth, A.C.O.S., Cdre. (D) H.F., A.C.I.C., F.O.(S), A.O.C. in C. C.C.)

Mining

Situation report.

6 magnetics swept reported from Havre in position 249° 8.5 miles, 247° 8.5 miles, 246° 8.5 miles, 246° 8.3 miles, 248° 8.5 miles, 240° 6.3 miles all from Cap de la Heve.

Operation "Progress". Oropesa clearance continued. 3 moored mines swept in position 050° 07' N., 001° 00'07" E., 050° 25'05" N. 001° 14'08" W., 050° 26' N. 001° 15'03" E. Mines not identified owing to growth. Operation "Pilgrim" continued. Negative result. Report of (corrupt group) unmoored mine minefield areas in Boulogne on 22nd October in position 096° lighthouse on Digue Carnot 1.6 cables and 106° lighthouse 1.5 cables. Explosive obstructions encountered. Summary A (1) - 5, A (2) - 6. (Capt. M/S. East, 240920A to A.N.C.X.F.) Your 211550, para. (3). Sweep completed with negative result and all dans weighed. E.T.A. 5 Fleet Sweepers and 2 Danlayers Small Downs 2030A. Request instructions for tomorrow Wednesday. (HOUND, 241547A to C. in C. Nore.)

Deep mining in St. George's Channel.

Carry out operation C.F.A.1. at 2200 October 25th. Standard route Q.Z.S. 301, 565 thence to initial position. (F.O.I.C. Milford Haven, 241605A to APOLLO.)

113th M/S. Flotilla.

113th M/S. Flotilla is reallocated to F.O.B.A.A. My 241215 refers. (A.N.C.X.F. (Main), 241913A to F.O.B.A.A.)

Enemy Intelligence

Troopship MOLTKEFELS

Transport MOLTKEFELS expected to leave Oslo for Aarhus tonight October 24th/25th. She will carry about 1,000 troops and horses. B.3. (N.A. Stockholm, 241521 to Admty.)

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Port Facilities

Ostend. In order to expedite survey of Ostend harbour a temporary berth has been allocated to FRANKLIN. FRANKLIN return to Sheerness about 28th October. (N.O.I.C. Ostend, 241116 to C. in C. Nore.)
 Can accept for Thursday 26th eight coasters including three not exceeding 11 foot draught and two (waiting) pipe line cargo or stores also tanker with total of 3,000 tons M.T. if not exceeding three bottoms plus 1 Chant. (N.O.I.C. Ostend, 241956A to A.N.C.X.F.)
 Ships are now leaving at night when conditions are favourable as well as by day.
 (2) The arrival convoy should still arrive in daylight 3 hours before high water. (N.O.I.C. Ostend, 242050A to Com. Belgium.)

Calais. Calais will be developed, operated and administered on the Army side by 21st Army Group for following uses:-
 (A) Terminal for Dover - Calais Twickenham type train ferry.
 (B) L.S.T. hards.
 (C) Personnel ship berth Dover - Calais.
 (2) F.O.B.A.A. is to assume responsibility for naval development of port and for local minesweeping. My 171535A not to all refers.
 (3) British R.N.O. is to remain in naval charge and his party is to be strengthened as necessary. U.S. Naval Port Party is to be withdrawn, but, as port will probably be used to some extent by U.S. Army, arrangements for U.S. Naval Liaison are to be made between F.O.B.A.A. and C.T.F. 125. (A.N.C.X.F., 241215A to F.O.B.A.A., C.T.F. 125.)

Antwerp. (A) Your 151401A. Will be able to accept 4 ships draught 28 feet, 21 ships draught 26 feet, 10 ships draught 24 feet, 6 ships draught 22 feet on each tide at mean high water neaps. There is an 18 inch rise to mean high water springs but do not consider that deeper draught ships than above should be sent on spring tides until soundings are confirmed and dredging programme can be settled.
 (B) Maximum length of ships 500 feet. SS. MARINE EAGLE 620 feet length, 23 feet draught acceptable as an exception.
 (C) (1) River berths

<u>Number of ships</u>	<u>Draught</u>	<u>Remarks</u>
6	15 feet	Nil
23	32 feet	Nil
2	32 feet	Petrol in bulk
1	30 feet	Petrol in bulk

Also one further petrol berth at a later date at Hemiwem for ship 39 feet if required.

(2) In Basins

<u>Number of ships</u>	<u>Draught</u>	<u>Remarks</u>
35	40 feet	Nil
44	30 feet	Nil
16	26 feet	Nil
18	20 feet	Nil
2	26 feet	Bulk grain Attsilos
3	40 feet	Bulk coal at conveyors
1	30 feet	Refrigerated

/((3) ...

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Port Facilities

Antwerp. (3) Waiting berths in Hansa Basin
 (Contd.) Number of ships Draught
 30 40 feet

Total number of ships - 172.

(D) Berthing can be done at any stage of the tide in the basins and river quays but only 20 ships a tide can be brought up river, and empty ships disposed of at the same time. Limiting factor for the present is handling ships through the river, not berthing.

(E) Paragraph (3) states the number of waiting berths available in the wet basins. 50 would be a reasonable number to anchor at Terneuzen and in the river. Above estimates for handling ships assume best conditions and do not represent an average. (N.O.I.C. Antwerp, 241923A to A.N.C.X.F.)

Casualties and Defects

L.C.T. 896. L.C.T. 896 needing assistance bears 180° from you 24 miles.
 (Portsmouth, 240812 to EMPIRE HUMPHREY.)

M.T.B. 441. Lieut. E.W. Keenan, R.N.V.R. reports that at 1752/23 M.T.Bs. 441, 439, 442 and 444 returning to harbour owing to weather, and when in position 090 Dumpton Buoy 3 cables, were fired on by a merchant vessel of the Liberty ship type with 4 inch and 20 m.m. Unit was passing 600 yards astern of this vessel which was part of westbound convoy T.M.M.6. M.T.B. 441 was immediately hit by 20 m.m. and by a presumed 4 inch below the waterline. Two star recognition display lights and single letter reply were immediately shown by M.T.B. 441 and other boats but the firing, already steady, became more accurate with each attempt to establish identity and continued until 1758/23. M.T.B. 441 immediately began to settle by the bow, crew were taken off by M.T.B. 442 as boat seemed in imminent danger of sinking and vessel was taken in tow by M.T.B. 439, entering harbour at 2000. Weather and visibility: Wind N.W. 5-6, sea 3-4, visibility 4 miles. Casualties: nil. Damaged: M.T.B. 441 very extensive hull damage (E.R.O.'s report to follow).
 (FERVENT, 240915A to C. in C. Nore.)

K.M.S. 66. O.S.92/K.M.S.66. PANDORIAN, NAIRNBANK, UMGENI and RODSLEY were reported as not present with convoy 1845A/22. No further information on these have been since received.
 (C. in C. W.A., 241152A to F.O.G.M.A.)

Following received from Cdre. begins. Your 241152A (R) Cdre. O.S.92/K.M.S.66 and my 221845A. UMGENI has been with convoy since 1845A/22nd and it is suggested your signal should read EMPIRE CONFIDENCE who has not yet rejoined convoy. T.O.O. 241626A. Ends.
 (FOWEY, 241805A to C. in C. W.A.)

521

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Casualties and Defects

N.Y. 119.

CHASE with L.T. 374 and tow returning to Plymouth via Point D.1. E.T.A. Plymouth Sound 0400A/25th October. Request tug stand by to relieve CHASE of tow before entering port. Will pass Point D.3 at 1930A. Speed 6 knots. (EDGAR CHASE, 241300A to J.M. BIRMINGHAM.)

DOUARD
EMPIRE
JERAMAC.

Destination of E. ^{DOUARD}JERAMAC is Plymouth.
(2) Alter forthwith for position.
(A) 180° Bishop Rock 12 miles.
(B) 180° Lizard Head 5 miles thence via Q.Z.S. 607 and 601 to destination.
(3) Escort to Liverpool on completion.
(C. in C. W.A., 241326A to NORTHERN SKY, HOMEGUARD.)

L.S.T. 215.

L.S.T. 215 struck block-ship of (corrupt group) at 1655A today (corrupt group). Ship remained fast for 1½ hours. Auxiliary engine room and W.413 tank flooded. Ship refloated and is moored up harbour. Request rescue tug to tow to U.K.
(N.O.I.C. Ostend, 241935A to C. in C. Nore.)

HARVEY
CUSHING.

S.O.S. At 1943Z position 51.21 N., 01.30 E. run aground in dark.
At 1955Z listing to port quite rapidly.
At 1959Z sinking rapidly.
(U.S.S. HARVEY CUSHING, No T.O.O./24.)
Will probably be able to get off with aid of tug at high water if situation does not change.
(HARVEY CUSHING, 242125Z to C. in C. Nore, V.A. Dover.)

24.10.1944.
Tuesday.

War Diary.

HOME COMMANDS

Shipping and Convoys

Troop
Convoys for
November.

Troop convoy programme for November is planned
as follows:

<u>Code</u>	<u>Ship</u>	<u>From</u>	<u>Due U.K.</u>	<u>Port</u>	<u>Sail U.K.</u>	<u>Destination</u>
K.M.F. 36	-	-	-	C/L	6/11	Meditn.
T.A. 166	ANDES	-	-	L	About 10/11	Halifax
A.T. 163A	W. POINT	Boston	7 Nov.	L	10/11	Boston
D.S. 59	-	-	-	C	11/11	Iceland (C)
A.T. 162	Q.M.	N.York	8 Nov.	L	12/11	N. York
A.T. 163	ILE DE FRANCE	N.York	9 Nov.	C	14/11	N. York
-	EMPRESS OF SCOTLAND	Cape	9 Nov.	L	17/11	Australia
A.T. 164	PASTEUR	N.York	11 Nov.	L	18/11	N. York
A.T. 165A	WAKEFIELD	Boston	17 Nov.	L	20/11	Boston
A.T. 166	N. AMSTERDAM	Boston	17 Nov.	C	22/11	N. York
A.T. 167	AQUITANIA	N.York	22 Nov.	C	26/11	Boston
A.T. 165	ANDES	Halifax	26 Nov.	L	?	?
M.K.F. 36	-	Medn.	27 Nov.	C/L	-	-
A.T. 169	Q.E.	N.York	27 Nov.	C	2/12	N. York
A.T. 168	MAURETANIA	(N.York (and (Halifax	29 Nov.	L	4/12	Halifax

(D.O.D.(H), 241543A to C. in C. W.A., F.O.I.C. Greenock, F.O.I.C. Liverpool, F.O.I.C. N.Ireland, F.O.I.C. Cardiff.)

PRINSES

My 101111A.

BEATRIX.

PRINSES BEATRIX has now been continuously employed in transporting minor landing craft since 14th October with very quick turn rounds and requests opportunity for boiler clean and

generator overhaul immediately on conclusion of present commitment.

- (2) Propose to grant this request probable duration one week.
- (3) There will be no ship except A.S.A. LOTHROP available for transportation until PRINSES BEATRIX or EASTWAY complete boiler clean.

(R.A.L.S.C.U., 241818A to Admty.)

523

24.10.1944
Tuesday

War Diary

FOREIGN STATIONS

North Atlantic

RAVAGER There is an urgent requirement to clear aircraft from U.S.A. for ferrying to Cochin. B.A.D.'s 201917 to Admiralty only refers.
 (2) F.O.G.M.A. is requested to sail RAVAGER to Norfolk in G.U.F.15B or next convoy.
 (3) Para. 3 of A.M.151617 not to all is cancelled.
 (4) After loading aircraft B.A.D. is requested to sail RAVAGER to the Clyde.
 (5) F.O.G.M.A. pass to RAVAGER.
 (V.C.N.S. 240053A to F.O.G.M.A., B.A.D.)

9th E.G. Request you will sail 9th E.G. to arrive Londonderry on 1st November. My 130104 refers.
 (A.C.N.S. (.U.T.) 240110A to F.O.G.M.A.)
 Ref. A.M. 240110*. Is this in reply to my 231456.
 (F.O.G.M.A. 241609A to Admty.)

U-boat hunt Will depart area in accordance with my 230818 at 2100Z/24. Hearty co-operation information S.W. of addressees appreciated. Hope you have opportunity Gibraltar we had.
 (C.T.G. 22.2 241224Z to Admty., Cinclant, (R) F.O.G.M.A., S.B.N.O. Azores. C.M.S.F., E.G.9, Group 1, Fleet Air Wing 15.)

VASAHOLM (?2) German Hospital Ships POLICADISCA and TUBINGEN and Swedish relief ship VASAHOLM carrying German wounded, operating to and from Salonika may be sighted. Do not molest but report P.C.S. If VASAHOLM sighted intercept and (?escort) (?to) (corrupt group).
 (F.O.G.M.A. 241444C to VAMPIRE, VORACIOUS (R) Capt. S.1.)

? GRADISCA

South Atlantic

VESTALE, When may VESTALE, NARVAL be expected C. in C. NARVAL. Med. 081253 and Comob Oran's 181540A September refer.
 (F.O.C.W.Af., 241103 to F.O.W.M.)

EMPRESS OF Prince George of Greece accepted risks (A.M. SCOTLAND. 211533 para. 2) and sailed in EMPRESS OF SCOTLAND with Princess Marie.
 (C. in C.S.A., 241204.)

524

24.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Swedish relief ships. Your 221806 para. 4 confirmed.
(Hd. of M. 240027A to C. in C. Med.)

M.V. AKKA. Your 201745. Swedes have already been informed AKKA is in Malta.
(Hd. of M. 240028A to V.A. Malta.)

Master of AKKA reports he is still receiving routeing instructions through Swedish Broadcast, the Swedish Govt. cannot be aware of his arrival at Malta.

Greek relief. Your 232232A. Swedish authorities request at least 3 days notice of sailing be given so that they are able to notify German authorities in (usual?) way.

(N.A. Stockholm 241621 to Admty.)

G.2 summary (Extract.) (2) Yugoslavia. Evacuation Adriatic No. 56. seaboard continues. Coast now reported clear from Neum, north of Peljesac Peninsula to exclusive Keter.

(3) Greece (a) Allied patrols report Euboea clear of enemy, (b) concentration stiffening Salonika continues to increase but so far no indications of scuttling. Demolition. (Insert all informed in Part One) certain airfields Salonika area begun but transport activity (?westwards) continues on somewhat reduced scale. All informed.
(A.F.H.Q. No T.O.O.)

Aegean S/M Patrols.

VIGOROUS sailed from Malta by standard route at 1102A/24th to arrive position "Dog" at 0703A/27 thence to Aegean.

(2) PIPINOS may encounter VIGOROUS about 2202A/25th. (Capt. (S) 1 241131 to 1st S/M F. PIPINOS, (R) F.O.L.E.M. F.O.E.C.)

EMPEROR & other escort carriers.

It is now probable that ROYALIST and escort carriers referred to in A.M. 151622 will be required in the East by the beginning of March 1945.

(2) Request therefore that you will sail EMPEROR to arrive U.K. by 1st December and that you will arrange for refits of remaining ships to be completed in Med. by end January, reporting effect this will have on other refitting commitments. Your 201259 refers.
(V.C.N.S. 241134A to C. in C. Med.)

DUGUAY TROUIN. Naval France proposes following programme for F.S. DUGUAY TROUIN, leave Toulon 28th October for Oran, embark clothing and provisions for naval personnel in Brittany, leave Oran 30th for Casablanca, leave Casablanca with Breton Libertymen from F.S. RICHELIEU for Brest or other port in N. France decided on.
(F.O.W.M. 241152A to C. in C. Med.)

/PHILADELPHIA...

525

24.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

PHILADELPHIA Intend to sail U.S.S. PHILADELPHIA, LIVERMORE,
and 2 EBERLE at 261600Z to U.S.A.
destroyers. (2) - (7) Route and arrangements.
(Comnob Oran 241300.)

Spanish firing at Following is a repetition of Commorseafron's
Allied A/C. 221045A passed for information by Com. 8th Fleet
to S.A.C. Med. C. in C. Med., O.G. NATOUSF, Com.
8th Fleet (Ops.) under time of origin 232140.
Begins: Addressed Alusna Madrid, Info. C.N.O.
Com. 8th Fleet, C.F.A.W. 15 and SEONA AGADIR.

21st at 1337A Las Palmas batteries shooting directly at our air-
craft fired 5 bursts. Nearest 150 feet aft of plane four miles
off shore flying parallel. Four more at Ganvo missed by over
mile when aircraft six miles off. At Santa Cruz batteries had
range and altitude our aircraft flying parallel three miles off,
two bursts two hundred to three hundred yards aft (corrupt). My
190938* Pilots have faithfully followed instructions to remain
outside territorial waters, and ranges given are confirmed by
special navigational equipment. Spaniards should be forcefully
impressed with gravity possible consequences their continual
failure to stop un-neutral and hostile actions of their Canary
Island anti-aircraft batteries. Suggest their attention be
called to known close association between Colonel Eschrbdno
Commanding Canaries Air Force and anti-aircraft and Edmund Nieman
Chief of German Intelligence Las Palmas. Ends.
(C. in C. Med. 241300A to Admty.)

* Not identified.

Spanish Reference our signal M.34383* dated Oct. 16th or
A.S.R. 17th? concerning Spanish Air/Sea Rescue. Request
reply.
(H.Q.M.A.A.F. 241557A to Air Min.)
*T.O.O. 161541.

Decoy buoys. C.T.F. 86 231600 and C.T.G. 84.4's 221315 being
passed it is considered that these buoys are
being used by either C.B. or M.A.C. in a similar
manner to radar decoy spars in S/Ms or that they
are positioned to assist shore controlled torpedo fix A.M.
(2) Has any similar information or report been received from
elsewhere.
(C. in C. Med. 241632A to Admty.)

Tug SAN Request confirmation tug SAN MARCO should be sub-
MARCO ject of prize proceedings and not treated as in
M.T.M. 43 para. 1C (2) observing she was salvaged on
24th July 1943. (2) My 191114* to Admty. and F.O.
Tunisia's letter T 6700/703 of 19th Sept. 1944
neither to all refer.
(C. in C. Med. 241702 to Admty.)
* Not yet identified by W.R.

/Greece...

24.10.1944.

Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

Greece:
Cositintrep
No. 472 part
4.

Greece. 3 Corps. A small British force is now established in Lamia, and R/C elements have landed on the island of Skiathos, North of Evvoia. (A.F.H.Q. No T.O.O/24.)

LUIGI
SETTEMBRINI.

Range on one motor 27000[?] miles at 7 knots 2 motors 1600 miles 12 knots. Range can be increased to 4000 on one motor 2500 on 2 motors by filling Peace tanks.
C. in C. Med's 231054 refers.
(F.O.T.A.L.I. 241831 to C. in C. Med. F.O.G.M.A.)

Command in
Greek waters.

29/FEL. With concurrence of Greek C. in C. and S.B.N.O. Greece, intend to hand over responsibilities at 1200/25.
(C.S. 15 241901A to F.O.L.E.M.)

ADRIAS
(mined 22
October'43.)

Your 271102 and 271228 August. New fore-end for ADRIAS will be completed ready to join on to ship by second week in November.
(2) Request you will sail ADRIAS for U.K. to arrive as soon after that date as practicable consistent with operational needs. Anticipated date of sailing to be reported.
(D.O.D.(F) 241904A to C. in C. Med.)

Corsair
Squadrons
from
FORMIDABLE.

FORMIDABLE 211705 October* being passed to F.O.L.E.M. Regretted that in view of the short period for which aircraft would be available and effective, no use for employment can be offered which would justify the large movements of maintenance personnel and spares which would be required.
(2) When Avengers now at Dekheila complete modification and T.A.T. exercises are satisfactory bombing operations against Crete from Dekheila with forward fuelling air-field vicinity Tobruk should be considered.
(3) When ship resumes passage consideration should be given to conducting Corsair sweeps against ground installations and defences of Crete and Rhodes while in this area.
(4) Both paras. 2 and 3 are subject to F.O.L.E.M. requirements.
(C. in C. Med. 241910A to FORMIDABLE.)
* Can Corsair squadrons be of use until completion of FORMIDABLE.

CONTRA-
MAESTRE
CASADO.

Ministry of Marine informs me in writing that they have acceded to request from Ministry of Industry and Commerce for loan of Naval transport to bring cargo totalling 3700 tons dried vegetables from Santiago and Montevideo. A cargo of 2000 tons of salt will be taken to Brazil on outward voyage.

527

War Diary.

24.10.1944.
Tuesday.

FOREIGN STATIONS.

Mediterranean

CONTRA-
MAESTRE
CASADO.
(Contd.)

Naval (transport) CONTRAMAESTRE CASADO has been designated and M.F.A. requested to seek our authorization.
I am requested to inform you of project and request facilities.
I shall inform Ministry of Marine as instructed (in) your 211320A and will signal their reaction. (B.N.A. Madrid 241925A to Admty.)

VALIANT.

F.O.L.E.M's 232045. Diversion of VALIANT to Durban will seriously interfere with docking programme of Eastern Fleet and involve long delay in ship reaching U.K. and in her final repair. Consequently before accepting Canal Company's objections request every possible way of getting the ship through the Canal may be re-examined, including temporary improvements to ship at Suez. Presumably use of additional tugs from Alexandria has been considered.
(V.C.N.S. 241953A to C. in C. Med.)

STRIKER,
FENCER.

A.M. 031525 not to all. STRIKER and FENCER will leave U.K. about 1st November ferrying aircraft to Cochin. Neither ship will be operational during passage.
(2) Escort will be provided as follows:-
(a) U.K. to Gibraltar KELVIN, MUSKETEER, MARNE, METEOR.
(b) Gibraltar onwards URSA, UNDAUNTED. A.M. 171245 not to all refers.
(3) Admiralty will promulgate route to Gibraltar.
(4) C. in C. Med. is requested to onward route.
(5) C. in C. E.F. is requested to provide any additional escort considered necessary from Perim.
(A.C.N.S.(F) 242015A.) *Amended by 251751A, p. 552*

GEORGES
LEYGUES.

(1) Sail bombardment area when mission completed to Toulon. (2) 24. (3) Direct. (4) Before night. (6) Anaconda 469. (8) None. (9) Pass instructions to JEANNE D'ARC your 241645A refers. P.M. Toulon is requested to assign berth.
(C.T.F. 86 242158A to G. LEYGUES.)

C.D.D. 25.

C.W.N.T.F. 231527A refers. Reporting for duty in WOOLSEY with MADISON, PLUNKET, JOUETT and NIBLACK. WOOLSEY in bombardment area. PLUNKET Tropez. MADISON Toulon. JOUETT Palermo. NIBLACK due Tropez 25th.
(C.D.D. 25 242210A to C.T.G. 80.8.)

Situation
report 469.

(1) On night 21st October off San Remo enemy midget submarine using mooring buoys to attract U.S. patrol craft at whom they fired 8 torpedoes without success.

24.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Situation report 469.
(Contd.)

(2) Between Spezia and Rapallo on night 20th coastal craft on patrol made attacks on 3 large heavily armed ships and under continual illumination were driven off by heavy fire damage to our craft only superficial. Enemy coastal batteries fired star shells at regular intervals throughout night an engagement between enemy forces was observed.

(3) Similar type of engagement took place following night we sank 1 lighter and 2 of our craft were damaged.
(C. in C. Med. 242227A.)

A/S assistance for F.O.G.M.A.

As 9th E.G. is required in Home Waters by 1st November, request you will afford F.O.G.M.A. what assistance you can, F.O.G.M.A.'s 231456 refers.
(V.C.N.S. 242249A to C. in C. Med.)

Linrep No. 198.

(Extract.) Summary of operations 19th to 22nd October 1944.

(5) Political. Italy. Strikes and demonstrations occurred 19th and 20th October in Palermo because of alleged inadequacy of wages and high prices of food. In both cases Italian troops fired on the demonstrators and in the firing on 19th October 16 persons were killed. The situation in Palermo is now quiet.
(A.F.H.Q. No T.O.O/24.)

529

24.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

East Indies

U-Boat No fresh information. Scale unchanged.
dispositions. (C. in C. E.F., 240344Z.)

SS. Are you alright. Break W/T silence forthwith to
DIAMANTIS. amplify details of sighting in your 231345.*
(C. in C. E.F., 240652Z to (BLCG) DIAMANTIS.)
* Former not identified.

Escort A.M. 151622A para. (2) and C. in C. Med. 201259C,
carriers. latter not to C. in C. E.F.
(1) Consider that to maintain escort carrier
force at highest state of operational efficiency
in Far East at least equal consideration should
be given to (? personnel) as to material matters before
leaving to join E.F.
(2) Request therefore I may be informed of (A) arrangements
intended for leave (?for) flying personnel of (?807), 809 and
879 Squadrons my 131713C not to C. in C. E.F. refers.
(B) Intentions for replacement of T.124X by R.N. personnel in
good time for latter to acquaint themselves fully with their
new duties.
(3) R.A. Troubridge now in U.K. is aware of the circumstances
so far as the escort carrier force is concerned. Suggest his
views on these matters might usefully be obtained.
(4) Admiralty re-encypher and pass to C. in C. E.F.
(F.O.E.C., 240739C to Admty.)

Convoy F.O.N.I.C. 520 M.E.I.R.I. Section IXH para. 3.
orders. Negative release class D ships between Calcutta
and Vizagapatam. Release class A ships.
(C. in C. E.F., 240954Z.)

Attack on (Extract).
Kowloon. Seven P.51s. (Mustangs) bombed a monastery which
was thought to be a Jap H.Q. near Lungfukwan
causing heavy damage, a pontoon bridge near
Taohsien and 200 enemy troops with an estimated 85 casualties.
53 P.51s. (Mustangs) and 38 P.40s. attacked Tanchuk, Tengyun,
Kweiping and Pingnam areas destroying two 60 ft. boats, 3 80 ft.
barges, one 75 ft. Stukat, two 50 ft. flat boats and 12 barges
damaging ten boats, one 75 ft. steamer, 8 50 ft. flat boats, one
80 ft. barge, 3 70 ft. barges and 20 barges of unknown size and
killing an estimated 90 troops. One of two B.24s. (Liberators)
returning from a night sea sweep bombed Kowloon Peninsula with
results unobserved. One of two P.51s. (Mustangs) attacked
Kiungshan airdrome bombing and strafing two Jap bombers probably
destroying one and damaging one. Second P.51 (Mustang) strafed
six 50/75 junks on west coast of Luichow Peninsula destroying one.
14th October. 11 P.51s. (Mustangs) and three P.40s. attacked
Kweilin sector killing or injuring 200 troops, and 25 horses and
starting several fires. Four P.51s. (Mustangs) and four P.40s.
attacked Kweiping, Konghow and Mamkong River areas destroying
one 75 ft. steamer and two 30/60 ft. sampans and damaging
thirty 30/60 ft. sampans, four steamers and two barges were
attacked with good hits but unestimated damage. Four P.40s.

/attacked ...

24.10.1944.
Tuesday.

War Diary

FOREIGN STATIONS

East Indies

Attack on Kowloon (Contd.) attacked a village near Mangshih starting fires. Four P.40s. attacked shipping on the West River destroying one 50 ft. sampan and damaging 12 40ft. sampans and one 50 ft. barge.
15th October. B.24s. Liberators on a night mission of South China sea sighted no shipping then bombed Amoy docks with all hits on target. Ten P.51s. Mustangs skip bombed radar station at Canton with near misses. P.51s. Mustangs strafed West River shipping damaging one 50 motor launch and four junks carrying troops. 28 B.24s Liberators escorted by 35/40 Fighters bombed Whitecloud airdrome and Revetment areas destroying six to eight enemy planes on the ground with 75 per cent or more hits in assigned targets of the eight intercepting enemy planes four were destroyed. Two P.51s. Mustangs with direct hits sank a 400 ft. tanker in Repulse Bay at Longkong. One P.51 Mustang is missing. Four P.40s. bombed and strafed targets at Mangshih with ten hits in area.
16th October. Heavy medium and fighter bombers bombed Kowloon docks destroying one medium ship two 400 ft. tankers two 400 ft. freighters and one 300 ft. freighter and damaging one 400 ft. transports with one 350 ft. freighter one 400 ft. (type unknown) and one 350 ft. tanker probably sunk of eight intercepting enemy planes one was destroyed and two were damaged one P.51 Mustang was lost.
(S.A.C.S.E.A., 241125FG).

Diego Suarez transfer to French Navy. (1) Anticipate (?lifting) of boom should be completed about end (group repeated) of November and mines and different (group missing) of controlled mining (?early) November.
(2) Personnel of C.M. Station not appointed elsewhere or required for closing down will be sent (probably this week) to Kilindini for disposal.
(3) For (?practical) reasons given in my letter to you which is being sent by air, strongly recommend that transfer to French Station should not take place before boom and C.M. have been lifted, and the boom gear. Mines and cables not being shipped in LAOMEDON and MANCHESTER CITY have been prepared for shipment.
(4) French shipwrights for dry docking are not available here to replace the Dutch dockyard personnel. French Commandant informs me he has asked Algiers for them.
(5) C. in C.South Atlantic is requested to obtain from (?Me)-rkus Capetown disposal instructions for Dutch personnel when relieved by French, and inform me.
(6) If you accept in ?para.?(3) propose actual date of transfer be arranged by myself with French Commandant which would be reported in due course.
(N.O.I.C. Diego Suarez, 241500C to F.O.E.A.).

SS. TIBIA SS. TIBIA (Dutch) being refloated and proceeding downriver. My 231729+ refers.
(N.S.H.Q., 241520Z).
+ SS. TIBIA Dutch reported being aground in Delaware River 22nd October.

/Air...

531

24.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS.

East Indies - Contd.

Air operations China. (W.D. extract.) Herewith review of air operations in S.E. Asia for fortnight 9 to 22 October both dates inclusive.

(2) General although weather has curtailed effort over extreme north of front operations elsewhere have continued to expand. Intensification of air offensive made possible by improvement in weather and advent of more modern aircraft, was directed to prevent the enemy from reinforcing the squadrons opposing Philippine operations with resources from this theatre.

(A.C.S.E.A. 241622Z.)

SETTEMBRINI. Request date of readiness of SETTEMBRINI may be signalled as soon as possible to enable arrangements for Liaison Party and escort from Gibraltar to Bermuda to be made by Cominch. C. in C. Med's 231054 refers.
(B.A.D. 241931Z to Admty., C. in C. Med., F.O.T.A. L.I.)

24.10.1944
Tuesday

War Diary

FOREIGN STATIONS

America and West Indies

U-boat
attacked
in Gulf
of St.
Laurence.

My 231740. Regained contact in 048° 44' N.
068° 15' W. at 2150. Lost contact at 2330/23
in 048° 47' 068° 19'. H.M.C.S. DIGBY classified
one contact as definite S/M my contact believed
S/M. E.G. searching area until arrival QS.99.
My asdic repaired each ship has 25 depth charges,
4 carriers remaining. Defect DIGBY's starboard
main generator and small auxiliary generator.
Weather report 2875 1863.
(H.M.C.S. TRURO 240201Z.)

U-boat
dispositions

Estimates.
(N.S.H.Q. Ottawa, 241340Z, Cominch, 241538Z.)

W. SCORESBY
for
Deception I.
and Port
Locroy.

*(Operation
"Tabarin")*

Am sailing H.M.S. WILLIAM SCORESBY 30th October
for Deception Island and Port Locroy with fresh
provisions and mail for both bases returning
immediately with Lieut. Cmdr. Marr who urgently
requested to see Governor before start of next
seasons movements.
(N.O.I.C. Falkland Is. 241404Z to Admty., C. in C.S.A.
(R) B.N.A. Buenos Aires.)

N.S.H.Q.
S/M
attack
and
sighting
summary.

Para. C. Several asdic contacts and attacks by
TRURO and DIGBY vicinity 48.48.45 N. 68.20 W.
between 1430 and 2330Z/23.
Para. D. 3 underwater explosions in 44.30, 62.
53 at 1228Z/23.
(N.S.H.Q. 241420Z.)

U.G.S./G.U.S.
routes.

During winter months beginning with U.G.S.59 and
G.U.S.56 until further notice U.G.S./G.U.S.
standard and stragglers routes will be reversed.
U.G.S. sailing telegrams will state via reverse
G.U.S. standard route.
(Com. 10th Fleet C. and R., 241421Z.)

ATOLIA,
ATHELNEY.

Your 221517.
Tugs ATOLIA and ATHELNEY should be sailed to U.K.
via Azores escorted by H.M.S. SEYCHELLES.
(D.O.D.(H) 241653A to B.A.D.)

SETTEMBRINI

Italian submarine SETTEMBRINI has been allocated
to U.S. control for A.S. training duty. C. in C.
Lant provide escort from Gibraltar to Bermuda.
(Cominch, 241845Z.)

UGANDA

Intend to sail H.M.S. UGANDA for U.K. at best
speed on completion of fuelling at Halifax p.m./
26. Request destination. E.G.25 will not
be available for escort until p.m./29 N.S.H.Q.
Ottawa 201554* refers.
(C. in C. C.N.A. 241950Z to Admty.) * E.G.25 will
be available as escort for UGANDA.

533

War Diary24.10.1944.
Tuesday.FOREIGN STATIONSAmerica and West Indies

U-Boat incidents. Para.D. 1654/24 Army Transport A/C sighted U-Boat 45.20 N. 45.35 W. course 223. All times Z. 1410/23 B.24 sighted possible U-Boat wake 47.30 N. 57.20 W. (Cominch, 242048Z).

Australia and New Zealand

Digest No.1007. October 23rd. Before dawn two heavy cruisers, one large destroyer sighted fifty miles southwest of Manila Bay course 70 degs.
(2) At daybreak U.S. submarines attacked enemy task force comprising minimum eleven ships whereof 3 battleships, one LEGO Class, one ISE Class third unidentified, 4 OTAGO Class heavy cruisers with one possible aircraft carrier plus destroyers and possibly light cruisers Northbound in middle Palawan Passage. One battleship two heavy cruisers reported at least crippled.
(3) After 2300 hours local time submarines reported enemy force comprising approximately 20 ships including three probable battleships passing northern entrance Mindoro Strait course East or Northeast. Later same source saw three certain battleships two possible carriers heading south through Mindoro Strait.
(4) 9 merchant vessels with three possible escorts seen southern exit Balabac Passage midday course south.
(5) 2 destroyers observed off southern tip Cebu Island mid morning course southwest.
(6) 2 warships described as one light cruiser one destroyer sighted same time approaching northern exit Makasta Strait from southeast.
(17) Delayed report from recce. Liberator over Central Philippines 20th October state 1 Japanese patrol bomber was shot down vicinity San Bernardino Strait. 4 fighters destroyed 4 fighters damaged on airdrome Negros Island besides demolishing 2 motor vehicles.
(18) 7th Fleet carrier borne aircraft operating Leyte Gulf area shot down all 5 aircraft which attacked 4 ships 21st/22nd and destroyed 2 grounded fighters on Cebu airdromes during sweeps 21st. During similar sweeps Visayas 22nd October 22 enemy planes destroyed and another 6 fell to ships gunfire and combat air patrols up to evening 23rd. Negligible damage inflicted our ships.
(20) On Leyte substantial gains made by United States force 22nd and 23rd October although unfavourable terrain delaying advance some sectors. Naval guns giving direct support to ground forces and 260 sorties flown by carrier borne aircraft 22nd in direct air-ground support. (G.H.Q.S.W.P.A., 240815Z).

534

24.10.1944
Tuesday

War Diary

U-BOAT CAMPAIGN

Submarine attack and sighting summary

(a)(1) A/C E/333 attacked U-boat on surface course 340° with cannon at 0300Z/23 in $60^{\circ} 35' N.$ $04^{\circ} 40' E.$
(2) Russian Air Recce reported U-boat course 330° at 0637Z/23 in $71^{\circ} 06' N.$ $23^{\circ} 59' E.$
(3) Russian Air Recce. reported 3 U-boats on surface course 260° at 0655Z/23 in $71^{\circ} 14' N.$ $24^{\circ} 30' E.$

(b) (1) A/C Q/210 obtained A.S.V. contact at 2321Z/23 in $60^{\circ} 54' N.$ $01^{\circ} 15' E.$
(d) (1) A/C obtained A.S.V. contact at 0617Z/22 in $18^{\circ} 57' N.$ $85^{\circ} 06' E.$
(2) Gr. DIAMANTIS reported periscope at 0950Z/23 in $22^{\circ} 28' S.$ $40^{\circ} 36' E.$
(D.D.I.C. 241127A.)

U-boat dispositions Estimates
(D.D.I.C. 241409A, 241417A.)

25.10.1944.
Wednesday.

War Diary.

SITUATION REPORT.

Home Commands.

- Channel. 1. An acoustic mine was detonated 12 miles off Shoreham.
- West Coast France. 2. TANATSIDE and BRISSENDEN, on the second day of their first Bay of Biscay patrol, fell in with the enemy tanker MARY and her trawler escort F.N.08 carrying 150 tons of fuel from La Pallice for the U-Boats at St. Nazaire, and in 19 minutes sank them both and took 20 prisoners. TANATSIDE suffered 2 casualties from the trawler's "very accurate" gunfire.
- Western Approaches. 3. Two more Spanish trawlers are reported in the Western Approaches prohibited area.
- Northern Waters. 4. The R.C.N. destroyer SKEENA has dragged ashore at Reykjavik in a strong gale. There have been some fatal casualties and the ship is temporarily abandoned.

Foreign Stations.

Mediterranean.

- Changes in organisation, S. France. 5. At 1200A today changes in organisation in southern France came into force. The title of N.C. W.T.F.* ceased, and Task Force 86 dissolved and was replaced by A. Bombardment Force (cruisers) B. Support and Striking Force (destroyers and light craft) under Flag Officer Northern Area Med. (the new title of F.O.W.It.) French N.Os. i/c are to undertake the function of Comnavdets Toulon and Marseilles under the prefet Maritime who will assume responsibility for those duties in the south French coast normally performed by a Flag Officer in Charge; in liaison with him will be C.T.G. 80.8 under the title of Cdr. Liaison American and British (Comlab.)
- * Operation "Drafter"
- Adriatic. 6.(a). Yugoslav partisans have captured Makarska (about 33 miles S.E. of Split). Tanks, guns and troops were landed from landing craft, to assist them.
(b) Minesweeping operations at Gruz are nearing completion, and the first convoy is expected to enter today.

/Greece...

536

25.10.1944.

Wednesday.

War Diary.

SITUATION REPORT.

Mediterranean - Contd.

Greece &
Aegean.

7.(a). With the concurrence of the Greek C. in C. and S.B.N.O. Greece F.O. 15th C.S. handed over his responsibilities at noon today.

(b) AJAX, the Greek cruiser AVEROFF and 12 merchant ships are berthed in Leontos harbour at Piraeus.

(c) VIRTUE on her recent Aegean patrol sank 4 caiques fully loaded with stores and a small Italian water tanker, and damaged an E-Boat.

(d) Volos. TEAZER sends today a report from the N.L.O. S.B.S. on the State of Volos, where the Germans have carried out a certain amount of demolition. 1500 E.L.A.S., disciplined and well equipped but not very friendly are in control; they appear uninterested in the German war and have done nothing to prevent demolitions. Three small merchant ships were found abandoned, apparently intact. Several large caiques, one tug and a few lighters are available. Volos is no better staging point than Skiathos, but the N.L.O. S.B.S. advises the establishment as soon as possible of a Port Party and a few soldiers to provide for caiques and L.C.Ts. for relief supply.

(e) Fire was opened on the N.L.Os. party from Argyronesos Island (39.05 N. 23.04 E.) where the German Naval Commander is asking that 100 shipwrecked starving Germans may be taken off.

(f) Salonika. The N.L.O. further reports that the evacuation of Salonika is imminent and there are probably no Germans south of Katarina 40.14 N. 22.36 E.

East Indies.

A/S operations in Bay of Bengal.

8. Reports from our submarines indicate the possibility that an enemy U-Boat is making a sortie in the Bay of Bengal. A/S operations are to be undertaken by Force 66 (BEGUM's group) and R.A.F. aircraft.

S/M patrol reports.

9.(a) On return from patrol the S/M STRONGBOW reports that her only success was in an attack on a 2000 ton escorted merchant ship in the Malacca Straits in 02.47 N. 101.04 E.; one explosion was heard at the correct running time, followed by breaking up noises. STRONGBOW withdrew under counter attack bouncing along the bottom.

(b) SEA ROVER carried out her 6th Far East patrol in the South Flores Sea (south of the Celebes) where she drove a coaster ashore and sank a 180 ton lighter on 4th October.

537

25.10.1944.

Wednesday.

War Diary.

SITUATION REPORT.

China.

10. 14 U.S. Super Fortresses bombed the stores district of Shanghai and the Hankow docks area today.

America & West Indies.

E.G.27.

11. The 27th Escort Group was constituted today by transferring one ship each from E.G.9 and C.3, and three from new construction.

Australia & New Zealand.

Invasion of
Philippines.

12.(a) U.S. Landing parties have established positions on Samar Island at the southern end of San Juanico Strait and half way up that Strait, also on the north coast of Leyte.

(b) An Allied destroyer escort attacked a Japanese submarine off Leyte Gulf this forenoon, following which much oil and debris kept rising during the day.

25.10.1944.

Wednesday.

War Diary.

HOME COMMANDS.

Movements.

- BATORY. MIGNONETTE arrived Morlaix 0800A/25th.
(C.T.G. 124.14 250901 to C.T.G. 125.14.)
My 250901A. Discharge BATORY not completed by
Army at time originally expected. Unable to
sail until next daylight high water noon tomorrow. MIGNONETTE
remaining here.
(C.T.G. 125.14 051056A to C.T.F. 125.)
- DUGUAY TROUIN. DUGUAY TROUIN can be accepted at Brest. F.O.W.M.
241152 (not to all) refers.
(A.N.C.X.F. 251150A to Admty.)
- DUQUESNE. Approved to sail DUQUESNE from Cherbourg on 27th
October. A.M. 151642 refers.
(A.N.C.X.F. 251229A to C.T.F. 125, C.T.G. 125.2)
- NORFOLK. Intend sailing NORFOLK for Rosyth for tilt test
at 0730 Saturday 4th November carrying out gun
trials during passage between 21B and 21D buoys
between approx. 1030 - 1130 speed of advance 20
knots, E.T.A. May Island 1315/4, E.T.A. Rosyth dockyard 1600/4th.
(N.O.I.C. Tyne 251242A to C. in C. Rosyth.)
- MALAYA. MALAYA is to be placed in reserve, category B at
28 days notice for service.
(V.C.N.S. 251328A to C. in C. W.A., F.O.R.F.,
F.O.I.C. Greenock.)
- BERWICK. Scapa arrival BERWICK.
(A.C.O.S. 251612A to N.O.I.C. Invergordon.)
- NORTHWAY (L.S.D.) MAYFLOWER proceed in company NORTHWAY as escort
to Ostend passing Spithead Gate 2300A/25th.
(2) Standard convoy route to Dumpton Buoy and
thence by A.M. Q.Z.S. 458, 581, 584.
(3) Speed 12 knots adjusted to arrive 1730A/26th.
(C. in C. Portsmouth 251740A to NORTHWAY,
MAYFLOWER.)
My 251740A* codeword "Brown" sailed.
(C. in C. Portsmouth 252340A to N.O.I.C. Ostend.)
* H.M.C.S. MAYFLOWER & NORTHWAY.
- CAPETOWN. Intend to sail SCIMITAR (S.O.) at 2200/25th Oct.
escorting tug GOLIATH towing CAPETOWN to Falmouth.
(2) Tug ATLAS sails in company as spare tug.
(3) By standard route speed 5 knots adjusted to
arrive at 0730A/26.
(C. in C. Plymouth 251801A to F.O.I.C. Falmouth.)

/TYNE...

War Diary.

25.10.1944.

Wednesday.

HOME COMMANDS.

Movements - Contd.

- TYNE. Clyde arrivals TYNE escorted by IROQUOIS and NUBIAN.
(F.O.I.C. Greenock 251807A to A.C.O.S., Com. D. H.F.)
- FREDERICK BUSSE. Your 211931 September, and F.O.B.A.A's 211704 September. Request whether you have any requirement for flak ship FREDERICK BUSSE. Vessel requires considerable repairs.
(Hd. of M. 251903A to A.N.C.X.F.)
Admty.'s 242050 to F.O.B.A.A. but not C. in C. Portsmouth. German flak ship FREDERICK BUSSE arrived Portsmouth in sinking condition. With assistance of BOSTON SALVOR she has been berthed at Netley where she is being made temporarily W/Tight by Ridsen Beasley request her disposal.
(C. in C. Portsmouth 252118A to Admty.)
- KING GEORGE V. A.M. 251751. Request you will sail METEOR to R/V with K.G.V. as arranged with C. in C. W.A.
(2) A.M. 191214 refers.
(A.C.N.S.(H) 251948A to C. in C. Plymouth.)
- N.S. BADSWORTH. A.M. 211919A. N.S. BADSWORTH is allocated to 16th D.F. Request ship may be sailed to Harwich on completion of repairs.
(C. in C. Nore 251950A to F.O.I.C. Liverpool.)
- STRIKER & FENCER. A.M. 251751 and A.M. 242015 not to all. C. in C. W.A. is requested to sail STRIKER and FENCER when ready about 1st November to Gibraltar.
(2) Cs. in C. Nore and Portsmouth are requested to sail MUSKETEER, KELVIN and MARNE to arrive Plymouth p.m. 31st October.
(3) C. in C. Plymouth is requested to sail escorts to R/V as required by C. in C. W.A.
(A.C.N.S.(H) 251957A to Cs. in C. W.A., Portsmouth, Nore.)
- LAVENDER, VERVAIN. Admiralty 251040 not to all.
(1) As LAVENDER and VERVAIN are due to sail with their group on November 4th. Very early decision as to their future employment is requested.
(2) Special R.A.F. radar sets have been removed from these ships on Admiralty instructions and it is anticipated that about 10 days would be required to replace these sets.
(C. in C. W.A. 252155A to Admty.)

Operations.

Situation Report.

Naval.

A. General. TANATSIDE and BRISSENDEN intercepted and sank a 450 ton tanker and a trawler at 0240/25th in position 46° 40' N. 02° 05' W. Prisoners state both ships left La Pallice at 1900/24th for

/St....

25.10.1944.
Wednesday.

War Diary.

HOME COMMANDS.

Operations.

Situation Report.

Naval.
(Contd.)

St. Nazaire and that tanker was carrying 150 tons of fuel for U-Boats.

B. Captured ports Dieppe unloading trial with Twickenham type train ferry took place on 23rd October in calm weather but results proved un-

satisfactory.

C. Unloading figures:

	Troops	Vehicles	Stores	Pol
British				
East Calvados	27	165	3,027	767
Dieppe	60	24	7,612	Nil
Boulogne	Nil	51	557	Nil
Ostend	1,211	632	340	2,476
<hr/>				
British total	1,298	872	11,536	3,243
<hr/>				
United States				
Cherbourg	Nil	Nil	10,732	Nil
Beaches	1,845	1,030	1,229	Nil
Brittany Ports	1,756	63	3,088	Nil
Le Havre	Nil	128	3,278	Nil
Rouen	Nil	Nil	1,149	703
<hr/>				
U.S. total	3,601	1,221	19,476	703
<hr/>				
Combined total	4,899	2,093	31,012	3,946
(Adm. Ramsay 252205A to Admty.)				

Operations.

Channel.

Patrol.

Pins cover night 25/26th. G.D.1 VOLUNTEER Z.109.
G.D. 2 SNO BERRY Z.9 north.
(C. in C. Portsmouth 251622A to usual addressees.)

Operations.

West Coast France.

U-Boat supply ship sunk in Bay.

Am engaging one enemy tanker and one trawler escort both on fire and sinking. My position 46° 40' N. 2° 05' W.

(S.O. Force 27 250240A to C. in C. Plymouth.)

My 0240 both enemy sunk.

(S.O. Force 27 250259A to C. in C. Plymouth.)

My 250350. Enemy was tanker MARY (450 tons) of Rotterdam carrying 150 tons fuel for U-Boat and escort trawler F.N. 08. Left La Pallice 1900/24th for St. Nazaire. Following prisoners on board.

25.10.1944.

Wednesday.

War Diary.

HOME COMMANDS.

Operations.

West Coast France.

U-Boat
supply ship
sunk in Bay.
(Contd.)

TANATSIDE P.O. coxswain and 10 ratings of trawler
(2 slightly wounded). BRISSENDEN has Capt., mate
and 7 tanker crew. Trawler's shooting very
accurate.

(S.O. Force 27 250510A to C. in C. Plymouth.)
A. My 241926. Amend C. to read Ile d'Yeu for
BRISSENDEN to land diesel oil. Weather 8571 1085

position 6023.

B. Fuel remaining 0800/25th. TANATSIDE 73% BRISSENDEN 74%.

C. My 250810 to Admiralty. Consider that casualties (1) can be
kept on board for two days but require X ray for extraction of
splinter.

(TANATSIDE 250825A to C. in C. Plymouth.)

Force 27 is to return to Plymouth at best speed.

(2) Report if any damage or casualties sustained by Force 27.

(C. in C. Plymouth 251008A to S.O. Force 27.)

At 0240A today 25th Force 27 TANATSIDE (S.O.) and BRISSENDEN
intercepted an enemy force of 1 trawler escorting 1 tanker in
position:-

46° 40' N. 2° 05' W.

(2) At 0259 both enemy ships were sunk.

(3) TANATSIDE has picked up 11 ratings from trawler F.N. 08 and
BRISSENDEN 2 officers and 7 ratings from tanker MARY of Rotterdam.
Prisoners state both ships left La Pallice 1900/24th for St.
Nazaire tanker carrying 150 tons fuel for U-Boats. Prisoners
confirm no other enemy ship present.

(4) No report of damage or casualties received from S.O. Force 27.

(C. in C. Plymouth 251011A to Admty., A.N.C.X.F., C.T.F. 125.)

My 251011A October. Amend para. 4 to read:-

One seriously wounded and one slightly wounded in TANATSIDE were
the only British casualties.

(C. in C. Plymouth 251315A to Admty., A.N.C.X.F., C.T.F. 125.)

Spanish
craft in
prohibited
area.

Two Spanish fishing trawlers in position 50° 38'
N. 11° 03' W.
(S.O.E.G. 10 251818A to C. in C. W.A.)

Operations.

Norway.

Patrols.

Scapa departures. H.M.T. BARDSEY and S/M TRUSTY.
(A.C.O.S. 250950A to S.O. S/M Lerwick, S.9.)

"V.P.77" returned at 1530A today 25th October.

(2) Force unable to penetrate leads owing to
poor visibility.

(N.O.I.C. Lerwick 251608A to A.C.O.S.)

Intend carrying out "V.P. 73" (1) 0830A/26th October. (2) 2000A/
26th October. (3) Not later than 0600A/30th October.

(4) 249° toward Noss Head Bressay. Not more than 20 knots.

(5) Not later than p.m. 30th October. (6) No. (7) No.

(8) 069° Noss Head Bressay.

(N.O.I.C. Lerwick 251701 to A.C.O.S.)

25.10.1944.
Wednesday.

War Diary.

HOME COMMANDS.

Operations.

Norway.

Patrols.
(Contd.)

(1) 069° from Noss Head Bressay. Not more than 20 knots. My 251701.

(2) 061° 10' N. 004° 30' E. (3) Blank.
(N.O.I.C. Lerwick 251702A to A.C.O.S.)
Intend carrying out "V.P. 76".

(1) 0830A/26th October. (2) 2000A/26th October. (3) Not later than 0600A/30th October. (4) 249° towards pivot Bressay. Not more than 20 knots. (5) Not later than p.m. 30th October.

(6) No. (7) No. (8) 069° pivot Bressay.
(N.O.I.C. Lerwick 251703A to A.C.O.S.)

Following is a re-encypherment of my 251704* begins

(1) 069° from Noss Head not (more than 20 knots my 251703.)

(2) T. 061° 10' N. 004° 30' E. (3) Blank.
(N.O.I.C. Lerwick 252145 to A.C.O.S.)

* Formerly received undecypherable.

Allied Air Activity.

Surface ves-
sel attack
restrictions.

A.C.N. 649 25th Oct. A.N.C.X.F.'s 161545A Oct.,
161945A Oct., 221221A Oct., 231204A Oct., 241803A
Oct., H.Q.F.C.'s 221310A Oct. My 201946A Sept.
(2) Cancel my 201950A Sept., 211930A Sept., 232035A
Oct.

(3) Surface vessel attack restrictions as defined
in my 201946A Sept. are lifted as follows:

A. To allow attacks on ships under 1000 tons (except as defined
and qualified in para. 3B within area bounded as follows:
on the north by 52° 00' N. on the west by lines joining following
positions 52° 00' N. 04° 07' E. 51° 53' N. 04° 02' E. 51° 49' N.
03° 52' E. 51° 42' N. 03° 41' E. 51° 34' N. 03° 30' E. 51° 30' N.
03° 42' E. on the south by lat. 51° 30' N.

B. To allow attacks on all ships in Nieuwe Waterweg Scheur between
positions 51° 54' 55" N. 04° 15' 00" E. (D.6074) and 51° 53'
45" N. 04° 19' 20" E. (D.6571.)

C. To allow attacks on ships under 1000 tons within the inland
waterways of Holland North of River Rhine.

D. To allow attacks on all ships within the Zuider Zee.

E. To allow attacks on ships under 1000 tons within a line drawn
round the west and north coasts of the Frisian Islands.

(4) The above derestrictions are established forthwith until
further notice.

(5) Navigation buoys are not to be attacked in any area defined
in this signal.

(6) Ships exceeding the tonnage limit (if any) defined in para. 3
may not be attacked without prior approval of A.N.C.X.F.

(H.Q.C.C. 250145A to S.H.A.E.F. (Main) Air, S.H.A.E.F. (Rear)
Air, H.Q.F.C., H.Q.B.C., 8th U.S.A.A.F., 9th U.S.A.A.F., H.Q.
2nd T.A.F., No. 2 Group.)

Patrol.

Position course and speed of 2 merchant vessels
58° 28' N. 05° 50' E. 000° 5 knots.
(A/C LN2P 251005A to 18 Group.)

/Fighter...

25.10.1944.

Wednesday.

War Diary.

HOME COMMANDS.

Allied Air Activity - Contd.

Fighter Direction ships for service off Low Countries. C. in C. Nore's 231951. After further discussion with Fighter Command it is agreed that the corvettes referred to in Para. 1 of A.M. 221801 fall short of requirements. Final decision will not, however, be possible for about ten days pending investigation of alternative ships.
(2) STUART PRINCE is being considered.
(A.C.N.S.(W) 251040A to C. in C. Nore, Air Ministry. H.Q. F.C. C. in C. W.A.)

Enemy Air Activity.

R/C off Bodö. One F.W. 200 long range bomber R/C aircraft was active in the Bodö area at 1203.
(D.D.I.C. 251259A to C. in C. H.F., C.S.1, C.S.10, DEVONSHIRE, C. in C. Rosyth, A.C.O.S., Cdre. (D) H.F., A.C.I.C., F.O.S., A.O.C. in C.C.C.)

Mining.

Situation report. Situation report. Operations "Pilgrim" and "Progress" continue. Negative result. M.M.S. widening Q.Z.S. 600 swept one red magnetic in position 238° Cap de la Heve 6.25 miles. One Q.Z. mine swept in position 036° lighthouse Boulogne 4.5 cables. One obstructor exploded.
Summary A (1) - One. A. (2) - One.
(Capt. M/S East 250925A to A.N.C.X.F.)

Acoustic mine off Shoreham. Have detonated acoustic mine in position 199° Shoreham breakwater 12.1 miles.
(M.M.S. 61 251128 to C. in C. Portsmouth.)

Sweep of Q.Z.S. 588. Weigh at 0700A/26th with 42nd M/S F. in company and proceed to Havre. Sweep from Z Buoy T.E.1 Buoy then T. Channel to 50A Buoy. Thence to 58E Buoy and Q.Z.S. 588 using double Oropesa and S.A. gear. Guide to be in centre of formation using single Oropesa.
(C. in C. Portsmouth 251514A to FAIRY.)

Deep mining in St. George's Channel. Carry out operation "C.D.2 Z" seven at 1800 October 26th.
(F.O.I.C. Milford Haven 251557A to PLOVER, C. in C. W.A.)

Sweeping of Garonne and Gironde. It is intended to supply one portable pulsing sweep unit now at Portsmouth to French naval authorities. Unit will be complete with S.A. gear and 5 K.W. charging unit. Tractor and tender are being supplied by D. of S. and charging set will be brought to Portsmouth from London when received.

544

25.10.1944.
Wednesday.War DiaryHOME COMMANDSMiningSweeping of
Garonne and
Gironde
(Contd.).Personnel including drivers is being supplied by
French Naval authorities. A.M. 171856 October and
A.N.C.X.F. 021525 October refer.
(D.M.S. 252136A to C. in C. Portsmouth).U-BoatsSuspected
U-Boat.Report your P.C.S. forthwith.
(2) Aircraft for Guadalcanal report disappearing
radar Blip in 44.15 N. 22.52 W. at 0058Z/25th
escorts closing position E.T.A. 0340Z/25th.
(C. in C.W.A., 250641Z to KIRKPATRICK).Have been attacking excellent contact for 2 hours. Lost
touch at present. Group carrying out operation "Observant".
Intend to remain in vicinity all day if necessary.
My position 50 degs. 28' N. 11 degs. 34' W.
Weather 1865 1753 suitable.

(E.G.31, 250701A to C. in C.W.A.).

S.O.E.G.31 250701. Consider position of hunt 50 degs. 32
N. 11 degs. 49' W. 31st E.G. searching in this area after
report of periscope sighting. 10th E.G. searching about 25
miles south east. Suitable.
Weather report 9954 1572.

(S.O.E.G.10, 251403A to C. in C.W.A.).

Contact obtained at 0600Z/25th October by E.G.31 in
50 degs. 28' N. 11 degs. 34' W. probably indicates that a U-Boat
is on passage into the English Channel.

(Admty., 251435A to A.I.G.331, Cominch, S. and A area C).

U-Boat
danger
at Fal-
mouth.Reference Admiralty 100233A and my 111750A.
In view of the present U-Boat situation, it is
requested that ships may not be sailed in coastal
convoy to await ocean convoy at Falmouth as they
can only be accommodated in the unprotected
anchorage.
(C. in C. Plymouth, 252217 to Admty.).Navigation.New
traffic
route.It is intended to establish a new traffic route
joining number 3 buoy in Newhaven Approach
Channel to C.2 Buoy.(2) Oropesa search of this channel 1 mile wide
will be carried out during October, date and
demonstration reported.(3) Object of this channel is to provide an alternative junction
with the east - west channel convoys for ships bound for and
from Newhaven. At present this junction takes place at C (?2)
A buoy and it often happens that M.T.C. and T.M.C. convoys
meet at this point during dark hours, leading to much congestion
and risk of collision.

(C. in C. Portsmouth, 251619 to Admty.).

545

25.10.1944.
Wednesday.

War Diary

HOME COMMANDS

Port Facilities.

- Tobermory. Many congratulations on the thousand vessels worked up. You and your staff have every reason to be proud of the fruit of your labours. (First Lord, 250222A to Com. Western Isles).
- Arromanches. Your 231702. You should continue to do everything necessary to make Harbour last as long as possible. (2) Your para.5 is concurred in subject to remarks of Exfor area. (3) Your para.6. Approved to return to U.K. any craft which are not required to implement my para.1 above. (A.N.C.X.F., 251155A to N.O.1/c Arrow.).
Your 221218B. Following craft employed on harbour duties at Arromanches can be released now. (2) One L.B.K. six L.B.E. three L.B.O. one of which carries 100 octane spirit. On her departure no 100 octane will be available at Arrow. One L.C.T. (3) Landing barge squadrons yachts MUSKEETA (H.M.S. ROYAL HENRY) and AKELA (H.M.S. ROYAL ANNE) approval is requested for ship names to be transferred to Blockships PARKHAVEN and EMPIRE BITTERN respectively. (4) One 35 foot seaplane tender. Four M.T.L. two M.F.V. exclusive of two planting organisation M.F.V. which are attached to Haslemere. Two H.L.S. ex Swiss Roll Party. Three boom working barges ex Swiss Roll. One 45 foot M.B. ex Port En Bessin, nine N.A.B. L.C.V.P. type. (5) 814 L.C.V.P. flotilla and 653 L.C.M. flotilla less one sub-division of four L.C.M. which must be retained temporarily. (6) Considerable further reductions will be proposed when the expected diversion of shipping from Arrow to other ports actually takes effect. Nearly all above craft, except those detailed in para.5 have seen much hard service and require hull and engine repairs.
(N.O.I.C. Arrow, 251256A to F.O.B.A.A.).

- Ostend. Request I may be informed as to progress of Seine Estuary survey by M.L.1001. If available DUKE at present attached to M.L.1001 would be of great value to me in present operation in Belgium. DUKE with ECHO and if survey is completed, M.L.1001 should be ordered to Ostend. (FRANKLIN, 251722A to F.O.B.A.A.).

Casualties and Defects

- HARVEY HARVEY CUSHING (U.S.) ex O.N.A.262 aground
CUSHING. Goodwin Sands.
(V.A. Dover, 250135A to VERSATILE).
My 250135A HARVEY CUSHING escorted by SARPENDON proceeded to Southend at 0950/25.
(V.A. Dover, 251002A to C. in C.Nore, Admiralty, Com.1Southend, C. in C. Portsmouth, C. in C. Plymouth, C. in C. Western Approaches).

/ CAIRNESK...

546

25.10.1944.

Wednesday.

War Diary

HOME COMMANDS

Casualties and Defects - Contd.

CAIRNESK. SS. CAIRNESK in collision with SS. FORT HUNT of eastbound convoy at 0640 position C.2A buoy bow badly damaged may require docking detaching to Portsmouth now. VERSATILE developed condenser-itis proceeding on one engine.
(VERSATILE, 251027A to C. in C. Portsmouth).

SKEENA SKEENA dragged ashore at about 0200/25th October on Videy Island Reykjavik in strong gale sea washing over ship throughout length. Majority lower compartments holed. Main deck intact. Ship temporarily abandoned pending improvement in weather. Regret a few fatal casualties. Full particulars follow as soon as known.
(A.C.I.C., 251304A to Admty.).

Convoy C.T.G. 27.5's. 251115 not to all. C.T.G.27.5 in N.Y.119. O'TOOLE remaining at Plymouth.
(2) POWERS is to act as Senior Officer of Task Group at sea and is to arrange following searches for period till 1600/26th subject to modification on later information.
(a) POWERS, OWL and 6 L.Ts. between 48 degs. 40' N. and 49 degs. 20' N. and 5 degs. 30' W. and 7 degs. 30' W. but keeping east of 6 degs. 40' W. during dark hours tonight 25th.
(b) MASON and BIRMINGHAM between (e) 49 degs. 00' N. 10 degs. 15' W. and (f) 49 degs. 25' N. 6 degs. 25' W. to reach vicinity of (f) about 1000/26th.
(3) POWERS, MASON and ELLESMERE report situation at 1000/26th.
(4) Two aircraft will co-operate a.m. tomorrow 26th.
(C. in C. Plymouth, 251651A to U.S.S. POWERS, T.G.27.5, U.S.S. OWL, C.T.G.27.5, H.M.T. ELLESMERE).

Tug V.A. Dover is requested to sail Dover Rescue tug KROOMAN. to arrive Boulogne 1500 tomorrow 26th to tow KROOMAN to U.K. for docking and repairs.
(2) KROOMAN requires new propeller and reconditioning of new rudder which is jammed to port and unable to move.
(3) Request relief for tug KROOMAN at Boulogne.
(N.O.I.C. Boulogne, 251832A to V.A. Dover, A.N.C.X.F.).

547

25.10.1944.
Wednesday.

War Diary.

FOREIGN STATIONS

North Atlantic

FORMIDABLE. FORMIDABLE's 171539A. (Technical re repairs).
Para. 5. C.O. H.M.S. FORMIDABLE is informed
that proposals in message quoted are not
approved.
(Controller, 250209A.)

RORQUAL. RORQUAL sailing in O.S.93/K.M.S.67 for Gibraltar
Malta and (? Tamatave) last A.M. "Q" B.410,
A.M. Q.B.A.135 colour dark grey with light grey
conning tower. Communication 500 k/cs and H.S.
or G.S. routine.
((S) 3, 250905A to F.O.G.M.A.)

TJERK
HIDDÉS. Intend to sail TJERK HIDDÉS (D.S.) at 1800A/25
(for U.K.).
(2) - (6) Route and arrangements.
(F.O.G.M.A., 251106Z.)

PANDORIAN and other ships from
O.S. 92/
K.M.S.66. PANDORIAN arrived Lisbon 23rd October.
other ships as yet. Your
(F.O.G.M.A., 251549A to C. in C. W.A.)
* O.S.92/K.M.S.66, PANDORIAN, NAIRNBANK, UMGENI,
and RODSLEY were reported not present with
convoy 1845/22.

ALLINGTON
CASTLE,
TRIDENT,
KNARES-
BOROUGH
CASTLE,
FOWEY. ALLINGTON CASTLE ship's side holed above water-
line, asdic dome damaged during rescue operation.
Request dockyard berth. Service diver required
for dome also for S/M TRIDENT, propeller fouled
by wire.
ALLINGTON CASTLE has 6 officers, 38 ratings.
KNARESBOROUGH CASTLE, one officer 9 ratings all
L.C.T.(1) survivors, request arrangements be made
to accommodate and kit up these numbers.
Ambulance required on arrival for one L.C.T.
survivor suffering fractured pelvis. During rescue operations
KNARESBOROUGH CASTLE lost one whaler and 4 carley floats, if
available request these be supplied.
FOWEY has 44 bags of mail and 6 cases special cargo including
one case of vaccine consigned N.S.O. Gibraltar. ALLINGTON
CASTLE 39 bags mail.
(FOWEY, 251601A to F.O.G.M.A.)

M.V.
BOOLONGENA. My 031855. Swedes have requested that
BOOLONGENA now approaching Gibraltar be held at
that port for the present. They realise that
presence of this vessel in addition to BORELAND
and NAGARA may be inconvenient but hope that
permission will be granted. If not, Swedes enquire whether
ships could be moved to Algeciras Bay pending decision regarding
date of sailing. BOOLONGENA has been instructed to reduce
speed to just over 2 knots and should arrive at Gibraltar about
October 28th. Request early signal whether this can be accepted.
(Hd. of M., 251642A to F.O.G.M.A.)

/Patrols ...

25.10.1944
Wednesday

War Diary

FOREIGN STATIONS

North Atlantic - Contd.

Patrols by A/S Groups 1 and 2. The following temporary organisation is to come into force at 0700A/26. A/S Group 1. (WOLVERINE (S.O.), KILMORE) A/S Group 2 (LOCH OSKAIG (S.O.), LORD NUFFIELD). (2) M.A.O.P. one being passed to all addressees is to be brought into force forthwith. (F.O.G.M.A. 251650A to WOLVERINE, KILMORE, LOCH OSKAIG, LORD NUFFIELD.)

My 251650. Groups are to sail at times stated to carry out A/S patrols as follows.

(2) Group one at 1200A/26 line abreast A/S patrol through following positions:

- a. 36 degs. 20' N. 06 degs. 40' W.
- b. 35 degs. 00' N. 06 degs. 40' W.
- e. 36 degs. 30' N. 07 degs. 10' W.
- f. 34 degs. 50' N. 07 degs. 10' W.

(3) Group 2 at 0800A/26 to carry out A/S patrol inside 100 fathom line but outside territorial waters between latitudes of 35 degs. 00' N. and 36 degs. 40' N.

(4) Attention is called to QBY 104 and 105.

(5) Groups 1 and 2 acknowledge.

(F.O.G.M.A. 251710A to S.O. Group 1, S.O. Group 2, (R) Commorseafron., Admty., C. in C. Med., E.G.9.)

CARD's group. Intend to sail T.G.22.2 U.S.S. CARD, THOMAS BOSTWICK, BRONSTEIN BAKER, COFFMAN to Norfolk departing Casablanca 261600 all times Z. (2) Route unless otherwise directed as follows:- Position N. and W.

- b. 33.25, 10.00. c. 31.15, 15.10. d. 30.35, 25.05.
- e. 30.15, 36.00. f. 30.15, 46.30. g. 32.20, 59.30.
- h. 34.45, 70.00 to (XS) 36.57, 74.40 thence destination.

- (3) S. of A. 15 knots. (Various E.T.As.)
- (4) Chop 24 west at 290300.
- (5) Communications.
- (6) Operational flying as weather permits.
- (C.M.S.F. 251731.)

GLOIRE Unless otherwise directed intend sail F.S. GLOIRE (route etc.) at 260730A. (C.M.S.F. 251830A.)

Escort carriers refits. It will not be possible to take an escort carrier in hand at Gibraltar until completion of FORMIDABLE date will be signalled as soon as known. Your 201259x and 221828 refer. (C.S. Gibraltar, 251852A to C. in C. Med.) x Escort carriers undergoing refit.

TEMPETE French ship TEMPETE sailed 251900A. (C.M.S.F., 252033A to F.O.G.M.A.)

549

25.10.1944
Wednesday

War Diary

FOREIGN STATIONS

South Atlantic

ROTHER

Ref. A.M. 231226* and 190028/ not to F.O.G.M.A.
propose ROTHER return U.K. for refit after
escorting S.R.18 E.T.A. Gibraltar 10th November.
Request refitting port be allocated.
(F.O.C.W.Af., 251109Z to Admty.)
* TEES expected to leave U.K. with 0596, on 23/11.
/ Relief for Cdr. McCleaves.

War Diary

25.10.1944

WednesdayFOREIGN STATIONSMediterraneanGermans on
Argyronesos.

Intercept 0317Z 500 K/cs.
To English Commander E. Med. on the island of
Argyronesos (39.05 N. 23.04 E.) there are 100 ship-
wrecked Germans who are threatened with starvation.
Urgently request you to take them off.
From: German Naval Commander Aegean.
(Lands End Radio, 250424A to Admty)
Note: Translation from German provided by O.I.C.

D.24,
TEAZER,
TERMAGANT,
TENACIOUS.

F.O.L.E.M. is requested to sail D.24 with TEAZER,
TERMAGANT, TENACIOUS to Gibraltar to arrive a.m.
7th November.
(2) F.O.G.M.A. is requested to sail ships in para.1
as convenient destinations TROUBRIDGE Chatham
TEAZER Devonport TERMAGANT Portsmouth TENACIOUS
Jarrow.
(C. in C. Med. 250839)

Changes in
organisation
in Southern
France.

Add Admiralty to address of 172 B (my 230840).
(2) Amend para.2 (B) of 172 B to read: The title
of F.O.W.I.T. will change to F.O. Northern Area
Med. (F.O.N.A.M.).
(3) Amend F.O.N.A. in para. 4(D) of 172 B and in
174 B to read F.O.N.A.M.
(C. in C. Med. 250924)

B.Y.M.S.
2077 lost.

Regret to report loss by mining of B.Y.M.S. 2077
this morning while sweeping for unseen mine in the
narrows at entrance to Gulf Corinth. 7 survivors
including C.O. who is on the danger list. Suspect
ship was mined by contact mine at edge of Narrow
channel towards swept/
S.P.02169(35) and 2359(68) recovered from water. Consider other
unweighted S.P. carried may be compromised. Further report
follows. My 251019 Part I.
(S.O. M/S 13, 251011A) / As received.
Note: Part one only of this message received. Message not
addressed Admiralty.
S.P. 02169 Indicating Groups.
S.P.2359 Area II Auxiliary Vessels R/T.

EVANGELISTRIA. Intend sailing EVANGELISTRIA (KHANEA 142) to
Nikaria. E.T.D. a.m. 26th E.T.A. p.m./26th.
(S.O. Force 51, 251105A to Force A.)

GLOIRE.

Marine Paris has obtained agreement of S.H.A.E.F.
to Movements of GLOIRE. My 181710/ refers not
to all.
(2) Request you will sail ship accordingly.
(F.O.W.M. 251201 to C.M.S.F.)
/ Not identified in W/R.

/Coastal ...

551

25.10.1944
WednesdayWar DiaryFOREIGN STATIONSMediterranean - Contd.Coastal
craft
for Med.N.O.I.C. Milford Haven 221311 not to all addresses
F.O.G.M.A. is requested to sail coastal craft when
(ready)? as follows.(A) M.T.B. 699, (697?), 698, 705, 706, 710 of 59th
Flotilla to Malta.(B) M.L.200, 201, 202, 204, 303 of 13th Flotilla
M.L.205, 246, 247, 269 of 14th Flotilla, M.L.214, 230, 245 of
34th flotilla, all to Port Said for onward routeing to E.F. as
required by C. in C. E.F.

(C. in C. Med, 251222A to C. in C. E.F., F.O.G.M.A., F.O.L.E.M.

(R) THRASHER, Admiralty, F.O. W.M., V.A.M., N.O.I.C. Tunisia,
F.O.T.A.L.I. CC(F?) Med. CFE, CFW.)

Volos.

Following from Naval Liaison Officer S.B.S. begins.
I returned Volos 1700/24th, preliminary survey
shows: - (1) Outer mole blown four places South-
west end. Sunken caique blocks Northern entrance.Majority quayside Aigonayton Street not blown but fouled by
wrecks. L.S.T. and small ship berths draft 15 feet in 39 degs.
21' 28" N. 22 degs. 56' 55" E. Main quay blown collapsed and
fouled by wrecks and debris. No berths located. Western end
of Aigonayton Street (as received) blown collapsed and fouled
probably suitable for landing craft. Railway pier blown and
fouled.

(2) Wrecks near Harbour entrance. No blockships observed.

(3) Consider little new mining. Nine Thimble shaped mines with-
out horns laid possibly outside entrance or in Approaches or near
control point Guves Bay Euboea Island. Unlikely any inside
Harbour.(4) Three small merchant ships total tonnage 1,200 tons consisting
OCEAN Italian, coal burner carrying paraffin and 2 Diesels
including M/V SESTERNBROM VIENNA apparently abandoned intact.(5) Several large caiques one tug, a few lighters available but
no sheerlegs seen.(6) Electrical power plant undamaged diesel driven. Small har-
bour workshops and several sheds intact. 4 lorries available.

(7) No booby traps found.

(8) No working water point but cement works Southeast of town
can supply it if undamaged.(9) 100 tons of coal in lighters, plenty of timber. No fuel
stowage cement factory tanks a possibility.(10) Booms and nets confirmed in (A) from Agia Flena Point
Skiathos Island to Nickolo Bay Magnesian Promontory no mines.(B) From Cape Griva Magnesian Promontory as far as German Channel
(?Point Guves) Bay. Netis broken in places but until marked
passage will be dangerous other than through Guves Cap.Greek minefield to East. (C) Unconfirmed. South of Cape
Pula Skiathos towards Pondiko-Nisi. Greek minefield to East.(11) German battery near Guves Bay. One gun opened fire on
us at 1300/24. Guns seen firing from Argyronesos Island,
Oreos Channel.(13) Volos no better staging point than Skiathos but advisable
that Port Party and a few soldiers to establish as soon as
possible caique and L.C.T. for relief supply considered
practical.

552

25.10.1944
Wednesday

War Diary

FOREIGN STATIONS

Mediterranean

Volos. (Contd.) (14) 1,500 Elsas disciplined well equipped but less friendly are in control. They appear uninterested in German war and have done nothing to prevent demolition. General Seraahes H.Q. in area.
(15) Salonika evacuation imminent. Probably no Germans South of Katarina 40 degs. 14' N. 22 degs. 36' E.
(16) F.O.L.E.M. pass to S.B.N.O. Greece and M/S 5.
(TEAZER, 251230A to C.S.15)

Transport of minor landing craft. Your 121921 para. 2. I fully realise that L.S.D. are operational ships.
(2) The moves of minor landing craft referred to in para. 5 of my 061837 are operational since as stated they affect my ability to carry out operations. Neither DEWDALE nor PRINCE HENRY and PRINCE DAVID can lift L.C.M.(3).
(C. in C. Med. 251241A to Admty)

OCEAN MESSENGER, SOMERSET COAST and (?KORITZA). My 250800 sailed.
(S.B.N.O. Greece, 251345C)

Ferryville Plague. My 172136A/ October. The provision of all paras of this order are also to apply to Ferryville.
(2) The presence of plague in any hitherto healthy ports is to be notified in accordance with M.S.O.815 para.7 but the first notification is to be made by signal.
(C. in C. Med. 251705 to Med. Stn., 184B)
/ 172138 intended?. Concerning presence of Sporadic Plague in Algiers all unnecessary routing of ships to that port to be avoided.

UNDAUNTED, MENTOR (Escort K.G.V.) UNDAUNTED is delayed by defects and will be unable to sail with K.G.V.
(2) METEOR will take her place as far as Gibraltar and then join Mediterranean Station.
(3) A.M. 242015 not to all. Para. 2(a) delete METEOR. Para.2 (b) delete UNDAUNTED.
(4) C. in C. Med. is requested to provide additional escort as necessary.
(A.C.N.X.(F), 251751A)

M.V. NAGARA, BORELAND. My 212028 para.3. Swedes state they have no objection to notice of sailing being reduced to three days.
(Hd. of M. 251824A to C. in C. Med. F.O.G.M.A.)

/Trawlers ...

553

25.10.1944
Wednesday

War Diary

FOREIGN STATIONS

Mediterranean - Contd.

Trawlers at Gibraltar. Consider that 3 trawlers of 20th and 77th M/S trawler groups could now be returned to U.K.
(2) If you agree request you will select the three in worst condition for return adjust complements as necessary by longest abroad roster and sail them when convenient to U.K.
(3) Remaining four will be reconstituted as 20th trawler group.
(C. in C. Med. 251826A to F.O.G.M.A.)

^U
DUGAY
TROUIN.

^U
Programme for DUGAY, TROUIN in F.O.W.M.S. 241152 not to all approved subject to Admiralty concurrence to whom signal is being passed.
(2) In anticipation of Admiralty approval F.O.N.A.M. is requested to release and sail ship to Oran for onward routing to Casablanca and Brest. A.N.C.X.F. 251150 not to all refers.
(3) Admiralty are requested to signal ocean route.
(C. in C. Med. 251914A)

Patras area.

Byron situation report 11. 100% check operation carried out for $\frac{1}{2}$ mile either side of centre line of Oxia-Patras Channel to-day Wednesday.
Negative result.
(S.O. M/S 13, 251917A to F.O.T.A.L.I.)

Escort carriers.

Assuming that East in A.M. 241134 not to C. in C. E.F. means Ceylon following programme is considered necessary (a) 15th November ATTACKER, HUNTER and STALKER start refitting. Since periods in my (?181)141 September were based on named priority in homedockyard consider minimum refit in Mediterranean to be two months per ship.
(b) 1st January complete refit and sail for Alex.
(c) 21st January escort carrier support force assembles at Alexandria for intensive training in assault air operation.
(d) 15th February force leaves Alex.
(e) 1st March force arrives Ceylon.
(2) The unsuitability of ROYALIST as Force Flagship was reported in my predecessor's E.C. 00675/14A of 27th August and it was understood that CAMPANIA was to replace her. It is requested therefore that the intended role of ROYALIST whether as Flagship or private ship may be stated before work to improve her efficiency and habitability is put in hand. Dependent on her role she will require between 3 and 6 weeks refit.
(3) I have already expressed my concern at the lack of arrangements for leave and relief of personnel my 240739 refers. In (corrupt group) besides its effect on the fighting efficiency of the naval air squadrons denial of leave to 4 of the 8 ships in the Force before joining E.F. is inequitable and likely to be a source of grievance.
(4) Admiralty recypher and pass to C. in C. E.F.
(F.O.E.C.252015A to C. in C. Med.)

/Corfu ...

554

25.10.1944
WednesdayWar DiaryFOREIGN STATIONSMediterraneanCorfu
area,*(Operation
"Mercerised")*

Situation Report 37.

- (1) All Corfu transport for withdrawal which has not already left the area is now at Sugar.
- (2) With departure to-day of L.C.T.(4) 101, present estimate of requirements is one L.C.T.(4) and one L.C.T.(2) at Nan. One L.C.T.(4) for 82 mules and one L.C.T.(4) at Sugar. I hope to reduce this by using L.C.T.(4) 160. My 251453 refers.
- (3) I do not intend to evacuate Italian civilians by L.C.I.(L) when the time taken to embark at Corfu would prejudice loading of stores at Nan and Sugar, or if L.C.I.(L) could otherwise sail without waiting for another craft to sail in company. Your 231815 para. 3 not to all addressees refers.
- (4) In view of present situation intend to release Lieut. Thorpe R.N.V.R. of next available passage. F.O.T.A.L.I. pass to all concerned. (N.C.F. Mercerised, 252038 to F.O.T.A.L.I)

Resume' of
Naval air
operations
in Aegean,
September/
October.

The following information on Naval Air Operations in the Aegean may be of interest to the U.S. Navy Department.

- (2) Between 16th and 21st September Escort Carriers HUNTER, ATTACKER, STALKER, EMPEROR, KHEDIVE, PURSUER and SEARCHER operated Seafires, Hellcats and Wildcats against enemy shipping and installations on Mylos, Crete, Rhodes and Cos. 68 motor vehicles and two Ju.52 A/C were destroyed.

Two Depot Ships and five caiques were sunk and a Radio Station and 1,000 ton Merchant ship were damaged.

- (3) HUNTER, ATTACKER, STALKER and EMPEROR resumed attacks with Seafires and Hellcats between 3rd and 17th October with the following results:-
- (a) Three medium sized and five small Merchant Vessels, including an Ammunition ship, six caiques, three E-Boats, one Barge and one Siebel Ferry sunk.
- (b) Four medium and one small Merchant Vessel, three caiques, one E-Boat, two Barges, three Siebel Ferries, three Flak ships, one Torpedo Boat and five landing craft damaged.
- (c) Harbour installations on Syros and Leros were attacked and the main railway lines between Larissa and Salonika were cut. In the course of attacks on the railway six trains were destroyed or damaged and an Ammunition train blown up.
- (4) Only one Hellcat has been reported lost in these operations in which bombs or cannon have been used as appropriate. These attacks form an important part of the harassing of Germans leaving Southern Greece and the Islands and are being continued.
- (5) The Fighter Director ship ULSTER QUEEN, fitted with both G.C.1 Set and Naval type 277 has had much success directing night Beau-fighters. At least 19 German A/C have been shot down and five damaged so far at night over the Aegean in successful interceptions. (D.A.W.T. 252050A to B.A.D Washington)

/Situation ...

555

25.10.1944
WednesdayWar DiaryFOREIGN STATIONSMediterranean - Contd

Situation Report No.470. (1) AJAX, H.H.M.S. AVEROFF and 12 merchant ships are now berthed in Leontos harbour at Piraeus. (2) Partisans have captured Mkarska and expect to attack Styra on 24th October. L.C. put tanks guns and troops ashore to assist them. Minesweeping operations at Gruz are nearing completion and first convoy was expected to enter to-day 25th October. (3) VIRTUE on recent Aegean patrol sank 4 Caiques fully loaded with stores and small Italian Water Tanker and damaged an E-Boat. Troops were landed from TEAZER and H.H.M.S. NAVARINON at dawn on 23rd October on Skopelos but enemy had evacuated 3 days previously. (4) In Katarina Area A/C from ATTACKER attacked enemy motor transport throughout 23rd October with considerable success. (C. in C. Med. 252130A)

Gulf of Corinth. Monolithi Situation Report 2. Following the sinking of B.Y.M.S. 2077, the initial channel was swept for contact mines again by M.L. and B.Y.M.S. 2028 with negative result. No width was added by this sweep. 2 M.L's have gone on ahead to commence sweeping channel into Itea Gulf. Intend tomorrow Thursday resuming clearance of channel through narrows with (?start at) Kalamata for contact mines followed later by (corrupt group) then through deep water on to Itea if time permits. (S.O. M/S 13, 252203A to F.O.T.A.L.I.)

S.N.O. Northern Aegean. H.M.S. ATTACKER has assumed duties of S.N.O. Northern Aegean temporarily in place of Cdre. Escort Carriers. Request (corrupt group) signals to and from S/Ms be recoded and re-broadcast as ATTACKER does not hold S.B. Tables. (ATTACKER, 252249C)

Cositintrep No.473. Part Four. A British Force consisting of H.Q. Special Boat Service, 4 Para. Battalion, a battery of Artillery, and detachments of the Special Boat Service, the Raiding Support Regiment, and the R.A.F. Regiment, is now concentrated at Lamia and has patrols at Kharditsa and Dhokomos. An advance patrol from this force went to Larissa on 23 October and found the town held by Greek Partisan Forces. (A.F.H.Q. No T.O.O/25th)

556

25.10.1944.
Wednesday.

War Diary.

FOREIGN STATIONS.

East Indies.

U/B dis-positions. No fresh information scales remain unchanged.
(C. in C. E.F. 250400.)

U/B risks. The risk of U-Boat attack between Aden and Bombay is now considered remote for the present.
(2) Intend, therefore, to sail GENERAL MANN independently from Suez to Bombay thus saving four days over escorted passage of ships ex K.M.F. 36. Since GENERAL MANN and GENERAL BUTNER are to sail from Bombay to Melbourne in company (your 202111 refers) saving of four days in sailing GENERAL BUTNER from Bombay will also be effected.
(3) Destroyer escort to five degrees south will be provided for these ships. Cruiser escort to Australian waters will also be provided if available.
(4) Possibility of U-Boat threat between five degrees south and Bombay still necessitates destroyer escort. It is, therefore, requested that 20 day interval should be adhered to. This will be relaxed as soon as U-Boat situation or availability of destroyers permits.
(5) In the event of two or more troopships sailing in company from Australian waters request maximum notice may be afforded in order that cruiser escort may be arranged
(6) B.A.D. Washington pass P/L version to Cominch.
(C. in C. E.F. 250507.)

A/S operations Report from our submarines indicates possibility in Bay of Bengal that enemy U-Boat is making a sortie in the Bay of Bengal.
(2) Force 66 is to cover the case of U-Boat moving to operate in the northern area of the Bay.
(3) Force 66 is to proceed to position 017° 40' N. 090° E. by first light October 28th and carry out A/U search in a direction 180° to a depth if possible of 140 miles.
(4) R.A.F. aircraft will be searching further to the southward during daylight only on 27th. In daylight 28th they will cover the area enclosed by the following positions: all positions north and east.
O. 014° 00' 088° 30'. P. 014° 00' 090° 30'. Q. 016° 00' 090° 30'. R. 016° 00' 089° 10'. S. 018° 00' 089° 10'. T. 018° 00' 088° 30'.
R.A.F. will be clear of the southern limit of Force 66 day search area of 28th before the latter arrives.
(5) If enemy has now* been located before dark on 28th R.A.F. will maintain search during night 28/29th along 90th meridian from lat. 015° 20' N. northwards to P.L.E.
(6) Force 66 is to be ready to commence anti U-Boat search on an 000° direction on the 90th meridian from lat. 017° N. at first light on 29th.
(7) Communications.
(8) Latest enemy air intelligence will be signalled. Insert the following 222 Group encypher and pass to 225 Group.
(C. in C.E.F. 250637 to Force 66, (R) Admty. R.A.(2) E.F. R.A.(A) E.F., Group 222, Group 225.)
*As received. "Has not" probably intended.

/Reports...

25.10.1944.

Wednesday.

War Diary.

FOREIGN STATIONS.

East Indies.

A/S operations in Bay of Bengal. (Contd.)

Reports of our submarines indicate that enemy U-Boats may be making a sortie into Bay of Bengal. (2) Request you will cover the case of U-Boat approach Ceylon from North Malacca Strait from first light 26th October.

(3) An A/S striking force will be held ready at sea to the eastwards of Ceylon from p.m. 27th.

(4) My 251037 refers to further search required to cover case of U-Boat moving to northern area of Bay of Bengal.

(5) Total bombing restrictions in area (corrupt groups) south of a line joining 008° N. 085° E. 008° N. 092° E. and Little Nicobar Islands are suspended until further orders.

(C. in C.E.F. 251128 to Group 222, (R) F.O.A.E.F., Group 225, Capt. S.4, Admty., BEGUM, V.A.2 E.F.)

Towage of dock.

MASTERFUL is in hand for essential repairs to star-board engine, estimated completion date 31st.

C. in C. E.F. 240433* refers.

(2) Could CHARLES SPEDDON be used for this towage as far as Aden. My 040817+ and P.S.T.O.M.E.+ refers.

(3) During absence of MASTERFUL there will be no Salvage Ship or ocean going tug of any kind available in Aden area.

(4) Signal quoted not to all addressees.

(Com. Aden 250737Z to F.O.L.E.M.)

* Tug MASTERFUL will be sailed to meet dock at Port Said.

+ N.T. File W.R.

STRONGBOW patrol report.

H.M.submarine STRONGBOW 2nd Far East Patrol.

(2) 0628/11 position 002° 54' N. 100° 56' E. fired 5 torpedoes at escorted 3500 ton merchant ship. No hits claimed but 3 explosions heard suspected as premature.

(3) 0930/12 commenced attack escorted 4000 tons merchant ship which had to be broken off owing to shallow water.

(4) 1444/12 position 002° 50' N. 100° 50' E. carried out unsuccessful snap attack on 1 of 2 northbound U-Boats.

(5) 1727/12 position 002° 47' N. 101° 04' E. fired remaining bow torpedoes at escorted 2000 ton merchant ship. One explosion at correct running time was followed by breaking up noises. Ineffective counter attacks lasting until 2000 while STRONGBOW withdrew bouncing along the bottom.

(6) 1523/18 fired stern torpedoes at 4000 tons merchant ship anchored at Sabang. Torpedo thought to have exploded in nets. 10 minutes later a very heavy explosion occurred which may have been controlled minefields being fired.

(C. in C. E.F. 250921Z.)

SEA ROVER, patrol report.

(1) SEA ROVER 6th Far East Patrol.

(2) Patrol was carried out in South Flores Sea.

(3) 4th October 1150 ton coaster damaged and driven ashore by gunfire, 180 ton lighter sunk.

(C. in C. E.F. 250923Z.)

25.10.1944.
Wednesday.

War Diary.

FOREIGN STATIONS.

East Indies - Contd.

S/M patrol zones. S.M.C.6 my O11043 October 1943. Amend Zone H as follows. H lies in Malacca Strait southward of line drawn 056° and 256° through position V.
(2) Zone H is sub divided into Zones H one to six.
(3) Zone H one, two and three remain the same.
(4) H four lies to westward and H five to eastward of line joining southern corner of H two and one fathom bank lighthouse each bounded south by line drawn 236° and 056° respectively from One fathom bank lighthouse.
(5) H six is that part of Malacca Strait which lies to southward of H four and H five.
(S.O. 3/MS. E.F. 251121Z.) *Amended 2875 202 Nov 1944.*

A.F.D. 53. Towing of Admiralty floating dock 53 is delayed as AIMWELL has developed further electrical defects further signal will be made. Your 121054 refers. (N.O.I.C. Massawa 251617C to C. in C. E.F.)

Identifi- Your 190231 para. 2. Coloured smoke signals have cation of been brought into force for Coastal Forces in light craft certain commands on the Home Station. No reports by aircraft. have so far been received on their use in operations.
(2) Supplies of these stores are now awaiting early shipment to Bombay and Trincomalee.
(3) These signals are for use when friendly aircraft are considered to be about to attack our own Coastal Forces, and may be used to surface craft when all other means of recognition have failed. (Details.)
(D.S.D. 251734A to C. in C. E.F.)

559

25.10.1944
Wednesday

War Diary

FOREIGN STATIONS

America and West Indies

UGANDA Charleston sailed H.M.C.S UGANDA 24th October for Halifax.
(N.S.H.Q. 250500Z.)
Your 241950 not to F.O.I.C. Greenock.
Destination of H.M.C.S. UGANDA is Clyde.
(2) Refitting Yard will be signalled later.
(D.O.D.(H) 251648A to C. in C. C.N.A.)

U/B Estimates
dispositions (N.S.H.Q. Ottawa, 251316Z, Cominch 251530Z.)

N.S.H.Q. Para. D. 2 U-boats sighted by A/C in 45.20 N.
S/M. 45.30 W. A.M.24th.
attack (N.S.H.Q. Ottawa, 251321Z.)
and
sighting
summary.

Additional Your 221546 para. 1. Enquiry was tentative
British only any details of groups that might be operated
Escort cannot be given. Para. 2 is noted.
forces (D.T.D., 251529A to N.S.H.Q.)
for ocean
convoy in
W. Atlantic.

E.G.27. The following ships are allocated to E.G.27 to date 20th Oct. MEON S.O., COATICOOK, LASALLE, LEVIS, ETTRICK.
(2) These ships are transferred from present groups as follows MEON from E.G.9 ETTRICK from C.3 COATICOOK, LASALLE, LEVIS from New construction.
(3) Pay accounts to be held in STADACONA.
(C. in C. C.N.A. 251854Z.)

U-boat Para. B. 250058Z GUADALCANAL A/C had radar
incidents. contact 44.15 N. 22.52 W.
(Cominch, 252050Z to Admty.)

RAVAGER Your 240053 request confirmation that RAVAGER should be sailed to Clyde after loading A/C since this appears to conflict with para. 1 of your signal.

- (2) We confirm there is urgent requirement of one C.V.E. to ferry to Cochin.
 - (3) Should we infer that RAVAGER is to be routed to Cochin via U.K.
 - (4) Earliest information from F.O.G.M.A. of RAVAGER's intended date of sailing will considerably simplify collection and preparation of A/C.
- (B.A.D. Washington 252113Z to Admty., F.O.G.M.A.)

560

25.10.1944
WednesdayWar DiaryFOREIGN STATIONSAustralia and New ZealandDigest
No. 1008.(Extract)
For October 24th.

Sightings indicate bulk of available Japanese striking Fleet units in three main groups manoeuvring for counter to Leyte landing.

(2) In central Philippine waters two groups enemy naval units seen forenoon, compositions whereof estimated from photos taken: 1st Group comprising two or three battleships, four or five heavy cruisers, 1 light cruiser, twelve destroyers sighted south-western Sulu Sea heading eastward towards Mindanao Sea and Surigao Strait: 2nd Group comprised three battleships, six heavy cruisers, three light cruisers, twelve destroyers observed northern Subuyan Sea, apparently making for San Bernadino Strait: Despite damaging attacks by 3rd Fleet carrier borne aircraft, both these groups continued their eastern courses and shortly before midnight our light naval forces engaged Japanese surface units in undetermined strength Southern Surigao Strait. Later reports indicate our naval forces engaged enemy heavy units Surigao Straits - Southern Leyte Gulf area. Third main group estimated from sightings to comprise two battleships similar to converted ISE class, two heavy cruisers, 11 other cruisers or destroyers sighted late afternoon 200 miles east of North-eastern Luzon course south-west plus three aircraft Carriers whereof two Shokoku class, 1 converted cruiser type, three light cruisers, 5 destroyers, course westerly, sighted one hour later.

(3) United States submarine sighted one damaged SAAG class cruiser with two destroyers heading south-west at six knots approaching southern exit Palawan Passage early hours.

(4) Three transports, three freighter transports, four escorts sighted off northern Palawan Island heading down north-west coast mid-afternoon. Shortly afterwards one destroyer (or?) tanker seen 20 miles further south-west.

(5) Fighters from 7th Fleet escort carriers off Leyte beach-heads during day shot down thirty-nine Japanese bombers, seven fighters plus seven bombers, probably destroyed over beaches and ships. Nil further detail available Leyte land operations.

(6) Four Liberators hit Port installation Sandakan, north-east Borneo, before dawn. Later eighteen Mitchells with 13 Lightnings, ten Thunderbolts escorting, attacked docks and shipping same area. Preliminary reports indicate bombing excellent: fighter escort meeting nil enemy planes strafed eleven sea trucks, four Luggers, setting all on fire.

(G.H.Q.S.W.P.A. 250855.)

PORPOISE

Intend to sail PORPOISE for Ceylon at 0200Z/28 proceeding through:-

(a) 30° 00' S. 113° 40' E.

(b) 27° 05' S. 110° 00' E. thence as ordered by

C. in C.E.F. E.T.A. at (b) 2000Z/29. S.O.A. 10 knots.

Request onward routeing. (Communications.)

(C.T.G.79, 250901Z to C. in C.E.F.)

25.10.1944
Wednesday

War Diary

U-BOAT CAMPAIGN

Submarine
 attack
 and
 sighting
 summary.

Para. B. A/C Q/422 had disappearing radar contact at 1405Z/24 in 56° 16' N. 12° 24' W.
 (2) E.G.31 obtained contact at 0600Z/25 in 50° 28' N. 11° 34' W.
 (D.D.I.C. 251005Z.)

U-Boat
 dispositions

Estimates
 (D.D.I.C. 251425A, 251430A.)

C.A/S. O.
 No. 6.

(Extract)
 Inshore U-boat Operations. For three years the operation of U-boats inshore has been rendered a hazardous undertaking which the enemy rarely attempted in United Kingdom waters. The

chief risk arose from Radar detection from aircraft when the U-boat surfaced to charge batteries.

(2) The fitting of U-boats with Schnorkel has now largely removed this hazard.

(3) Schnorkel is a diesel induction pipe and exhaust, housed in a trunk about fourteen inches in diameter extending a short distance above the surface and operated at periscope depth. Through this trunk sufficient air both to ventilate the boat and operate the diesels can be drawn and the exhaust discharged. The small Radar target presented is most difficult to detect and U-boats have in this manner remained for prolonged periods in areas heavily patrolled by our aircraft without having to surface. Schnorkel can be used in seas 3 to 4.

(4) Having developed a means of operating inshore, the enemy has taken advantage of the extremely difficult asdic target presented when a submarine lies on the bottom in waters where wrecks abound. There is now ample evidence from prisoners of war to shew that a favourite tactic when hunting vessels are near is to bottom and wait until they have left the area before moving clear

(5) Attack tactics favoured by the enemy appear to have been to place himself on a shipping lane and, on the convoy passing over, to fire salvos of curly torpedoes in among the merchant ships or single gnats at the convoy or escort.

(6) - (9) Counter Measures.

Conclusion.

(10) U-boats can now operate inshore and are likely to adopt tactics in place of the mobile tactics which we have been used to dealing with. Static tactics involve the use of curly and gnat torpedoes fired from the U-boat which endeavours to lie in wait in the *grane* grain of the convoy. When no targets are available U-boats are likely to move with great caution, and charge by Schnorkel mainly by night. On the approach of hunting forces they will probably bottom or may drift with the tide near the the bottom.

(11) When the new type 21 U-boat becomes operational return to more submerged tactics may result.

(A.C.N.S., 252307A to all Authorities.)

562

26.10.1944.
Thursday.

War Diary.

SITUATION REPORT

Home Commands

- Channel. 1. The tanker ROUSEVILLE was mined in the Seine near la Couvette and is holding up all traffic.
- Norway. 2. Norwegian operations were frustrated by the weather and patrols had to return to Lerwick.
- Northern Waters. 3. After the recent gales round Iceland ASSINIBOINE alone of the Eleventh Escort Group is fit for sea. SKEENA is ashore, badly bilged and temporarily abandoned and later reports say that she is a probable total loss; CHAUDIERE's fore peak is flooded, her oil fuel tanks are leaking and her feed water is contaminated; ST. LAURENT has a leak in her refrigerator room making 6 inches an hour, another in her tiller flat making 18, and 'A' gun out of action; and QU'APPELLE has 5 broken scuttles in her side and a leaking capstan engine flat. ASSINIBOINE herself has slight leaks in her fuel tanks.

Foreign Stations

Mediterranean

- Adriatic. 4. It is reported - but is not confirmed - that Split is evacuated and that consequently the entire Dalmatian coast from Split to Struga inclusive is now clear of the enemy. The partisan attack on Split is delayed.
- Greece. 5. Force 133 reports that the province of Chalchidike is clear of the enemy.
- Independent sailing in Meditn. 5A. Independent sailing of merchant ships inside the Mediterranean, is to commence on 10 November. The procedure was promulgated today by signal.

America and West Indies

- H.N.M.S. ROSE sunk. 6. The Frigate MANNERS and Norwegian Corvette ROSE in Escort Group B.2, escorting O.N.260 were in collision in the early hours of today about 540 miles E. by S. of Cape Race. ROSE sank soon after the collision.

563

26.10.1944.
Thursday.

War Diary.

SITUATION REPORT

Australia and New Zealand

Monabs.

7(a) In accordance with the decisions of the Quebec Conference the British Fleet will participate in the Pacific in the main operations against Japan. To support the fleet the Admiralty intend to set up a number of Mobile Naval Air Bases (Monabs) in Australia and also in forward areas in the Pacific in which neither British nor Dominion land forces may be operating. It is estimated that six Monabs will be required in forward areas, three of which will reach Australia for deployment between mid-March 1945 and the end of July.

(b) The function, organisation and other details of these Monabs is given in a message from the Admiralty today.

Invasion of
Philippines.

8. Enemy air activity today retarded unloading in Leyte Gulf. 39 Japanese aircraft were brought down.

Air/Sea battle off Philippines

23rd
October.

9(a) At daybreak on 23rd U.S. submarines attacked an enemy force consisting of 3 battleships, 4 heavy cruisers and possibly an aircraft carrier, with destroyers and possibly light cruisers, northbound in the Palawan Passage. The S/Ms. report one battleship and two heavy cruisers at least crippled.

(b) A second enemy force comprising about 20 ships probably including 3 battleships and 2 aircraft carriers was sighted by U.S. S/Ms. late on 23rd (local time) or early on 24th in Mindoro Strait.

24th
October.

(c) Sightings on 24th indicated that the bulk of the available Japanese Striking Fleet units were in three main groups manoeuvring to counter the Leyte landing.

(d) In Central Philippine waters two groups of enemy naval units were seen this forenoon. The first group comprised 2 or 3 battleships, 4 or 5 heavy cruisers, one light cruiser and 12 destroyers and was sighted in the south-western Sulu Sea heading eastwards towards the Surigao Strait, south of Leyte. The second group, consisting according to photographs of 5 battleships, 6 heavy cruisers, and 1 light cruiser was seen in the northern Sibuyan Sea (in the interior of the northern Philippines between Luzon, Mindoro and Panay) apparently making for San Bernardino Strait (the exit to the eastward).

/(e) ...

564

26.10.1944.
Thursday.

War Diary.

SITUATION REPORT

Australia and New Zealand

Air/Sea battle off Philippines

24th
October.
(Contd.)

Reported sunk

(e) Both these groups were attacked by carrier borne aircraft of the 3rd Fleet. The second group had with it at this time an additional heavy cruiser and (apparently about) 12 destroyers: from this group the battleship MUSASHI was seriously damaged and did not sortie with the remainder (see para. (i)). Although damaged the two groups continued their easterly courses. Shortly before midnight tonight Allied light naval forces engaged enemy forces in undetermined strength in the southern Surigao Straits - southern Leyte Gulf area.

(f) A third main group estimated to comprise two battleships, two heavy cruisers, 11 other cruisers or destroyers was sighted late this afternoon 200 miles east of north-eastern Luzon (the most northerly island of the Philippines), steering south-west. Three aircraft carriers, 3 light cruisers, 5 destroyers were sighted an hour later, steering a westerly course.

25th
October.

(g) Concentrated attempts by the enemy using two powerful battleship/cruiser fleets to break into Leyte Gulf were foiled by the 7th Fleet assisted by the 3rd Fleet Aircraft Carrier Task Group.

First enemy
Task Group.

(h) The first group of surface units reported in the Sulu Sea yesterday (see para. (d)), comprising 2 battleships, 2 heavy cruisers, 2 light cruisers, 10 destroyers reached and forced Surigao Straits but were met in the early hours of today in the southern part of Leyte Gulf by a force of battleships and cruisers comprising the 7th U.S. Fleet (in which the Australian cruiser SHROPSHIRE and destroyer ARUNTA were present), and they were also attacked by Allied M.T.Bs. After an action lasting three hours the enemy retired to the southward, having lost the two battleships FUSO and YAMASHIRO, 1 heavy cruiser, 1 light cruiser, 6 destroyers all definitely sunk by the combined torpedo attacks of Allied M.T.Bs. and destroyers and the gunfire of the battleships and cruisers. Only one heavy cruiser, one light cruiser and 4 destroyers escaped by the way they came. Aircraft from the 7th Fleet Escort carriers attacked the remnants of the enemy after daybreak; all were heavily damaged and one destroyer at least was sunk. Others of the retreating enemy whilst retiring westward through the Mindanao Sea were attacked during the day by land based aircraft of the 13th Air Force, one light cruiser being damaged and one naval auxiliary set on fire. Allied losses are reported as only one destroyer damaged and several P.T. Boats sunk.

/Second ...

26.10.1944.
Thursday.

War Diary.

SITUATION REPORT

Australia and New Zealand

Air/Sea battle off Philippines - Contd.

Second enemy
Task Group.

(i) The second enemy Task Group, comprising probably 4 battleships and several heavy and light cruisers, with destroyers proceeded through San Bernardino Strait late on the night 24th/25th October and attacked at daybreak on 25th the 7th Fleet Escort Carrier Task Group off the east coast of Samar Island (easternmost island in central Philippines). Aircraft from the Allied carriers drove off two attacks and forced the enemy to retire northwards with the loss of 2 heavy cruisers, 6 freighters or destroyers sunk, as well as 3 battleships, a cruiser and some destroyers damaged. Allied losses in this engagement were one escort carrier sunk and several others damaged, and some destroyers and escort vessels sunk or damaged.

(j) In the late afternoon 4 enemy battleships, 2 carriers and 7 destroyers were seen retiring towards San Bernardino Strait at 10 knots.

Japanese
Aircraft
Carrier
Force.

(k) The Japanese Aircraft Carrier Force (see para. (f)) sighted on 24th east of Luzon was engaged at first light on 25th by the 3rd Fleet Aircraft Carrier Task Group and was last reported in the evening 300 miles north-east of Luzon steering north at 20 knots. The composition of the force at the time appeared to be one or two battleships, 2 cruisers and 3 or 4 destroyers.

26th
October.

(l) At early daylight on 26th the Japanese force consisting now of 4 battleships, 3 heavy cruisers, 3 light cruisers and 10 destroyers retiring from San Bernardino Straits (see para. (i)) was located and attacked by the 3rd Fleet Aircraft Carrier Task Group off the south-west coast of Mindoro Island, when steering southward at 15 knots. Three hours later the enemy was attacked by 26 Liberators (apparently of 13th Air Force) from New Guinea with 3½ ton and other heavy bombs from 10,000 ft. off the west coast of Panay Island. The force was at this time reported to consist of 2 battleships, 5 cruisers and 5 destroyers. Direct hits and many near misses on 1 battleship are reported. Two Liberators were lost. Liberators of the 5th Air Force also attacked the remnants of the enemy; a light cruiser was hit three times set on fire and left listing heavily and a second light cruiser and a destroyer were damaged.

(m) The total enemy losses reported in the above engagements (omitting those from S/M attacks on 23rd October), are as follows:-

Known Sunk

3. 2 battleships - FUSO and YAMASHIRO. MUSHASHI -
3 heavy cruisers - SUZUYA and 2 others.
1 light cruiser.
8 destroyers.
6 freighters or destroyers.

/Damaged ...

26.10.1944.
Thursday.

War Diary.

SITUATION REPORT

Australia and New Zealand

Air/Sea battle off Philippines - Contd.

26th
October.
(Contd.)

Damaged

4 battleships - MUSASHI and 3 others.

1 heavy cruiser.

1 cruiser.

4 light cruisers.

destroyers - unknown number.

1 auxiliary.

Sighting of
transports.

(n) Seven enemy ships, believed to be special transports were sighted at first light on 26th in Ormoc Bay on the west coast of Leyte and later in the forenoon a convoy of 8 ships was sighted heading south-east through Balabac Strait. Five large transports with five destroyers were sighted proceeding southward along the coast of Luzon approaching Manila.

War Diary.

26.10.1944.
Thursday.

HOME COMMANDS.

Policy.

Unseaworthi-
ness of
L.C.G.(M).

Recent experience in rough weather indicates that the L.C.G.(M), which is a new type of Major Landing Craft roll severely. They are also liable to pooping at present normal trim in a following sea.

(2) Sailing authorities should be instructed that for the present L.C.G.(M) should only be sailed when in company with other vessels and under favourable weather conditions pending the fitting of bilge keels and further trials.
(A.C.N.S.(H) 260411A, A.G.M. Home 536 A.Z.)

Movements.

FREDERICK
BUSSE.

A.M. 251903. No requirement for this ship.
(A.N.C.X.F. 261036A to Admty.)

SWIFTSURE.

Sailed SWIFTSURE as in my 221839A.

(2) Communications: constant watch on B.N., No. 19 Gp. C.C. R/C and 2300 k/cs the latter being maintained for 4 hours after sailing. Shift to

Gibraltar broadcast and convoy H/F at 0930A/27 watch on Gibraltar port wave 4 hours before arrival.

(3) Speed of advance 22 knots till south of 048° N. thence 17½ knots E.T.A. 0800A/29.

(4) Latest messages held: Q.B. 413, Q.B.A. 135, Q.B.B., 430, Q.B.C. 914, Q.B.H. 605, (C - 293) Q.B.Y. 105 latest Mediterranean order held: M.S. C.1, M.J.A.O., M.S.G.O., M.N.M.

(5) Request Admiralty divert mails as requisite.
(C. in C. Plymouth 261132A to F.O.G.M.A., C. in C. Med.)

DAUNTLESS,
DIOMEDE,
CORINTHIAN.

Scapa departures DAUNTLESS, DIOMEDE and CORINTHIAN.
(A.C.O.S. 261216A to C. in C. Rosyth.)

BERWICK.

Proceed by standard route to Rosyth in accordance with my 251621 para. 4A passing Hoxa Gate outward at 2200 tomorrow 27th Oct. S.O.A. 20 knots E.T.A. May Island 0700, Oxcars 0900.

(2) BERWICK is to request lights as necessary.

(3) Comply H.W.O. 33.

(4) A.C.O.S. is requested to acknowledge Gate.

(C.S.1 261843A to BERWICK.)

GOOD HOPE.

When ready GOOD HOPE should be sailed for Tobermory to work up on conclusion of which she will join Western Approaches Command.

(D.O.D.(H) 261846A to A.S.C.B.S., F.O.I.C. Tyne.)

PURSUER.

Leave Scapa at 2230A/27th October to R/V with PURSUER at 0530A/28th October in 58° N. on standard northbound route in Minches and escort her to Scapa PURSUER will be escorted as far as R/V by PITCAIRN and ST. HELENA.

(Com. D. 261907A to NUBIAN, CAMBRIAN.)

568

26.10.1944.
Thursday.

War Diary.

HOME COMMANDS.

Movements - Contd.

KING GEORGE
V.

Leave Scapa and proceed by Minches and Skye route to Greenock escorted by KEMPENFELT and URSA pass Hoxa Gate outward at 0100A on 28th October, E.T.A. 2115A/28th Clyde Gate 2330A/28th S.O.A. 20 knots.
(2) Fighter protection not arranged.
(3) A.M. 260025 refers.
(C.S.1 261937A to KING GEORGE V.)

Operations.

Channel.

Patrol.

Pins cover night 26/27th October. G.A.1 WATCHMAN Z.109. G.A.2 BURDOCK Z.9 N.
(C. in C. Portsmouth 261555A to usual addressees.)

Operations.

Western Approaches.

10th & 31st
E.Gs.

If no earlier contacts intend 10th and 31st Escort Groups to reinforce convoy escorts from noon 26th October till midnight. Suitable.
(S.O.E.G.10 260012A to C. in C.W.A.)

Spanish
trawlers
in prohibited
area.

Reference A.L. M/EWD 01380/42 of 15/2/43. Sunderland Z of 10 Squadron sighted at 1025/25 in 49° 33' N. 11° 15' W. Spanish trawlers PEPE CHICA and ANTONIO CHICA course 010° 8 knots. These may be on a similar mission to the trawlers mentioned in A.L. referred to above. Crews appear to have acted suspiciously keeping out of sight as much as possible and going below.
(C. in C. Plymouth 261521A to C. in C. W.A., Admty.)

Patrol.

Following is repetition of my 261405 begins:-
Operating within area 25 miles north of 45.47 N. 22.47 W. tonight and northward tomorrow. Deck crash today due hook failure reduces flyable A/C to 6 Avengers 6 V.F. no personnel injuries. Request CARD transfer 6 V.T.B. S.L. equipped to us. E.T.D. this area 28th October. W.X. 3758 2984.
(C.T.G. 22.7 262341Z to Cinclant.)

Operations.

Norway.

Patrols.

V.P. 73 sailed M.T.B. 688 (S.O.) and 711 at 0840A today 26th October.
(N.O.I.C. Lerwick 260847A to A.C.O.S.)

V.P.

/V.P. 76...

26.10.1944.
Thursday.

War Diary.

HOME COMMANDS.

Norway.

Patrols. V.P. 76 M.T.B. 709 returned at 1109A today 26th
(Contd.) October owing to engine trouble.
(N.O.I.C. Lerwick 261111A to A.C.O.S.)
V.P. 73 and V.P. 76. Remaining M.T.Bs. returned
at 1230A today 26th October owing to weather.
(N.O.I.C. Lerwick 261231A to A.C.O.S.)

SATYR sails at 2059A/26th Oct. routed through
SA. 090° Muckle Flugga 20 miles.
SB. 061° 01' N. 000° 50' E.
SC. 061° 01' N. 002° 53' E.
SD. 059° 05' 004° 03' to patrol area bound by 058° 55' N. 058°
15' N. 004° 00' E. Norwegian coast diving by day E. of 001° E.
(S.O. S/M Lerwick 262105A to S/Ms N. of 51° N.)

Amendment F.O.S. 201111 para. 4 and 5 approved.
to bombing (D.O.D.(H) 261256A to F.O.S.)
of S/Ms res-
trictions.

Operation Intend sailing "S.C.," operation from Shetlands.
"S.C." (1) 2200A/27th October from Scalloway.
(2) 052° from Muckle Flugga to 062° 32' N. 003°
33' E. thence 102° 13 knots.
(3) 1900A/28th October.
(4) Between 1930A/28th October and 0600A/29th October.
(5) 243° to Muckle Flugga 14 knots.
(6) p.m. 29th October. 063° Muckle Flugga.
(8) No.
(N.O.I.C. Lerwick 261525A to A.C.O.S.)
My 261525. (1) 062° 20' N. 005° 30' E. (2) Ramose Fruitful.
(3) 062° 19.5' N. 005° 16' E.
(N.O.I.C. Lerwick 261527A to A.C.O.S.)
Ramose Sagacity VIGRA returned at 2335A/26th October.
(2) Operation successful.
(N.O.I.C. Lerwick 262341A to A.C.O.S.)

Operations.

Northern Waters.

14th E.G. If not in contact by 1600 today Thursday 26th
proceed to Skaale Fjord sweep through position
061° 00' N. 002° 00' W. when you may detach
one ship to proceed Scapa for 14th E.G. mail if
you so desire with orders to R/V Skaale Fjord
without delay. Attention is called to RAUM 8. Your 241000, not
to all addressees not received.
(C. in C. Rosyth 261034A to S.O.E.G.14.)
My P.C.S. 061° 37' N. 001° 00' W. 270° 10.5 knots owing to
weather.
(S.O.E.G.14 262130A to C. in C. Rosyth.)

570

War Diary.

26.10.1944.
Thursday.

HOME COMMANDS.

Mining.

Granton Para Sweep. Request all operations with Granton Para sweep should be referred to me for consideration and advice.
Working knowledge necessary. Experienced men to operate, few in number, can be loaned for vital operations.
T. Tutt, R.N.V.R., proceeding with G.P.S. as requested to Ostend on loan in this capacity.
(S.O. M/S SAILOR KING 260830A to Admty. D.T.M., D.T.S.)

ROUSEVILLE Tanker ROUSEVILLE struck mine forward in vicinity mined in La Couvette while returning down river today. Seine. All crew safe. Vessels bow being held on bank pending arrival tugs. Hoped beach Tancarville for survey of damage tomorrow. Indications damage forward considerable and have one and two tanks forward damaged. All traffic river stopped.
(B.M.W.T.R. Seine 261631 to Admty. M.W.T.)

Deep mine-field in St. George's Channel. My 251557A. Sailed PLOVER, escort SWEETBRIAR.
(F.O.I.C. Milford Haven 261907 to C. in C. W.A.)

Enemy Intelligence.

Enemy convoys off Norway. Report graded B.2 states one loaded merchant vessel 4000 tons with 3 escorting craft passed Folda at 0930A/26 course north speed 9 knots.
(D.D.I.C. 261245A to C. in C. H.F.)
Report graded B.2 states 1 troop transport 7000 tons from the north passed Lodingen at 1400A/26.
(D.D.I.C. 262022A to C. in C. H.F.)

U-Boats.

Suspected U-Boats. Have attacked non submarine echo with one depth charge in position 49° 58' N. 04° 35' W. ahead of convoy, a second unexplained louder explosion occurred one (?minute) (?later) but not seen. Am searching astern of convoy.
(VERSATILE 260854A to C. in C. Plymouth.)
Note. Passed Admty. by C. in C. Plymouth for information.

If not in contact 10th and 31st E.G. proceed forthwith and search following area.

49° 20' to 50° 20' between 9° 30' and 10° 30'.
(C. in C. W.A. 261151A to S.O.E.G.1C.)

In southwestern approaches one U-Boat within 60 miles of 50° 00' N. 11° 30' W. at 1200Z/26th October from attack 0600Z/25th October and another probably southbound from contact 1107Z/25th October now within 60 miles of 53° 00' N. 12° 30' W.
(D.D.I.C. 261435A to A.I.G. 331, Cominch, S.&A. Area C.)

/A.M....

26.10.1944.
Thursday.

War Diary.

HOME COMMANDS.

U-Boats.

Suspected U-Boats.
(Contd.)

A.M. 251435. In order to exert the maximum deterrent to a continued recrudescence of submarine activity in the Channel, I consider it of paramount importance to strike as hard and as early as possible in the initial stages of this attack.

(2) Experience in previous attacks has shown the value of having a reasonably fast A/S craft patrol on either side of the cross-Channel routes, accompanied by as strong escorts as can be provided for convoys on passage. In order to implement this, the forces at my disposal are inadequate, and it will be necessary to reinforce the A/S forces in this area by 12 escort destroyers or frigates, and 6 corvettes. This will permit the maintenance of 3 fast A/S craft on each side of the cross-Channel route and allow for the escort of L.S.T. on passage.

(C. in C. Portsmouth 262002A to Admty. F.O.B.A.A., C.T.F. 125.)

Port Facilities.

Arromanches. In the event of winterisation of Mulberry B being abandoned, request information as to disposal of dredging plant allocated for this work.

A.N.C.X.F. (Main's) 172215 to Admty. refers.

Pending a final decision on the subject, Captain S.J. Shippick, M.N. who is now in U.K. and whose responsibility is limited to the welfare of civilian crews, will return to Arrow.

(D. of S.T. 260211A to 21 A.G.)

On enquiry by telephone from C. in C. Portsmouth today I have requested him to hold BURBO in U.K. pending further proposals regarding winterisation which will follow. Your 251155 refers.

(N.O.I.C. Arrow 261242 to A.N.C.X.F.)

Boulogne & Calais. (1) Fog signals on French Coast. The fog signals at Dieppe, Boulogne and Calais have been destroyed. It is suggested that the signal ordered for Arrow and not now required there should be installed at Boulogne. Arrow's 201700 to Admty. only refers.

If any additional equipment is available it should be sent to Dieppe and Calais.

(2) Lights. All (N) lights at Calais are destroyed. Request 3 of the portable beacons held by S.N.S.O. Portsmouth may be forwarded. A.N.C.X.F.'s 171235 (not to all) refers. If these could be forwarded to Dover without delay they could be shipped in SCOTT prior to Calais survey.

(F.O.B.A.A. 261038A to Admty.)

Calais. Cancel my 121904. In view of A.N.C.X.F. 241215A Request 2 A/S trawlers be reallocated for local defence at Calais to be called forward when required by R.N.O. Calais.
(F.O.B.A.A. 261356 to C. in C. Portsmouth.)

War Diary.

26.10.1944.
Thursday.

HOME COMMANDS.

Casualties & Defects.

ROSE v. ROSE N.S. and MANNERS in collision position 045°
MANNERS. 50' N. 040° 07' W. N.S. ROSE sinking.
(S.O.E.G.B.2 260416Z to C. in C. W.A.)
My 260416Z (group missed) N.S. ROSE holed in
engine room, sank at 0447Z in amended position
045° 50' N. 040° 15' W. Crew on board HIGHLANDER. One man
missing Stoker Sigurd Rorvik. MANNERS above water damage for-
ward. Weather report 4782 3314.
(S.O.B.2 260709Z to C. in C. W.A.)

KEILEHAVEN. Patch placed in position yesterday and water
now under control. All compartments emptied
except engine room which will be completed in an
hour or two. Have arranged with all concerned to
sail ship to Grangemouth tonight or early tomorrow morning
which will complete operation. IRON AXE returned to Aberdeen
Base yesterday 25th. THISTLE coaling here and will take Aber-
deen gear back with her tomorrow Friday 27th.
(C.S.O. Leith 261045 to D. of S. Admty.)

M.L. 147. Group 2 M.L. 147 damaged in collision and returned
to harbour.
(2) Group 3 about four hours late due to fog.
(3) Group 3 mismusters consisting of M.L. 294
and 12 Landing Craft will be known now as Group 5.
(4) Intend to sail Group 5 passing Spithead Gate 2200A/26th.
Speed 6 knots. E.T.A. 0703A/27th. Route and communications the
same.
(5) M.L. 294 acknowledge.
(C. in C. Portsmouth 261105A to N.O.I.C. Ostend.)

L.C.T. 675. L.C.T. 675 previously reported with broken back
now temporarily repaired. Admty's. 081558A Oct.
refers.
(N.O.I.C. Dieppe 261132A to C. in C. Portsmouth.)

QU'APPELLE, State of 11th E.G. (2) QU'APPELLE broken escape
CHAUDIERE, scuttle on ship's side. Four other scuttles
ST. LAURENT, leaking capstan engine and distiller pump defective.
SKEENA. (3) CHAUDIERE. All feed water contaminated.
System being tested. Fore peak and S.A. compart-
ment leaking and flooded. Oil fuel tanks leaking.
(4) ST. LAURENT. Leak in tiller flat making 18
inches an hour. Leak refrigerator room making 6 inches an hour.
A gun out of action. R.D.F. Singlar motor defective.
(5) ASSINIBOINE. Two fuel tanks leaking slightly but ship fit
for sea.
(6) SKEENA ashore. My 251304 refers.
(7) QU'APPELLE, CHAUDIERE and ST. LAURENT at present unfit for
sea. Essential repairs to make fit for passage to Londonderry
being undertaken here. Hope to complete, weather permitting
by 1st November, but CHAUDIERE doubtful. CHAUDIERE and ST.
LAURENT require docking at an early date. No dock here.
(A.C.I.C. 261234A to C. in C.W.A.)

/CAIRNESK...

573

26.10.1944.
Thursday.

War Diary.

HOME COMMANDS.

Casualties & Defects - Contd.

CAIRNESK. SS. CAIRNESK ex O.N.A. 262 delayed at Portsmouth owing to damage in collision.
(C. in C. Portsmouth 261713A to C. in C. W.A.)

SKEENA. My 251304 following compartments are tidal fore magazine and shell room. Both boiler rooms. Engine room. Combined warhead and stern gland compartment. Both propellers gone. Ship has eighteen degs. list to starboard. Intend to carry out pumping test in all compartments as soon as weather permits.
(A.C.I.C. 261744A to Admty.)

Shipping & Convoys.

Sailings for Far Shore. Ex 57281 crises continually recur in flow of ships arriving in Continental Waters. They are attributable, among other causes, to the relatively small number of ships we are permitted to anchor in waters easily accessible to ports under our Continental jurisdiction. The max. number permissible at Solent now, namely 25, is treated as a max. because this office has been impressed with the impossibility of increasing this number at the Solent. Time lags and changing priorities, caused by unforeseen tactical developments, frequently result in there being at the Solent only a small number of desirable ships available for prompt delivery to this shore. In such cases, efforts are made to effect readjustments but this is not always possible or practicable. The problem would be solved if the Admiralty could grant for U.S. Army allocated ocean ships sufficient anchorages on the south coast for 55 vessels and in the Thames area for 25. Of the 55 anchorages provided on the south coast, 5 should be in the Plymouth area for anchoring vessels scheduled for Morlaix. If the Admiralty concurs in these proposals and can effect the necessary arrangements, the policy of this H.Q. would be to retain at the northern anchorages only those vessels required for U.K. discharge. The balance to be routed to the southern anchorages upon convoy arrival. If convoy arrivals should exceed total permissible in southern area, you would be requested, under the proposed arrangement, to anchor surplus at Belfast or Bristol Channel areas. Admiralty would be requested to route to the Thames anchorages ships suitable for Antwerp discharge. Until Antwerp is available, however, vessels would be withdrawn from the Thames anchorage on a replacement basis for discharge elsewhere on the Continent. The continuing uncertainty as to Continental arrival of vessels ordered from northern U.K. anchorages is having serious repercussions and the earnest consideration of the Admiralty to these proposals is invited. Capt. Wierdsma will represent me at tomorrow's Continental shipping allocation meeting and he has been instructed to contact Commander Beeching and U.K. Base Transportation authorities there in order to secure Admiralty's reactions.
(H.Q. Com Z. Etousa 260450A to Admty.)

/Convoy...

574

26.10.1944.

Thursday.

War Diary.

HOME COMMANDS.

Shipping & Convoys - Contd.

Convoy My 251651. If no sightings are made or aircraft
N.Y.119. reports received by 1600A today ships addressed
are to return to harbour as follows:
A. POWERS, MASON, BIRMINGHAM to Plymouth,
B. OWL to escort L.T. 653 and 537 to Falmouth.

- (2) POWERS pass to L.Ts. and OWL.
- (3) Ships addressed acknowledge and report E.T.As.
- (C. in C. Plymouth 261156A to POWERS, MASON, BIRMINGHAM, OWL.)

Additional My 101610A not to F.O.I.C. Harwich. An additional
T.A.C. daily T.A.C. convoy with speed of advance 8 knots
convoys. will be sailed from Southend commencing with T.A.C.
27A on October 27th. Convoy will be escorted by
A/S trawler detailed by F.O.I.C. Harwich. It
is intended to include small tankers and coasters
capable of maintaining 8½ knots.

- (2) N.O.I.C. Ostend is requested to sail similar A.T.C. convoys
using A/S trawler as return escort.
- (3) T.A.C. and T.A.L. convoys will continue to sail daily at 6
and 9 knots respectively.
- (C. in C. Nore 261157A to Com. Southend, C. in C. Portsmouth,
V.A. Dover, N.O.I.C. Newhaven.)

My 261157A. A/S trawlers acting as additional escorts to
F.N. - F.S. convoys will be withdrawn as from tomorrow 27th.

- (2) F.O.I.C. Harwich is requested to detail one A/S trawler daily
as escort to T.A.C. 8 knot convoys. Trawler is to be sailed to
arrive Southend 3 hours before sailing time of convoy or in day-
light. Time tables will be promulgated by Cdre. i/c Southend.
- (3) Trawlers are to act as escort to T.A.C. convoys to Ostend
returning as escorts to A.T.C. 8 knot convoys as ordered by
N.O.I.C. Ostend.
- (4) When passage of A.T.C. convoys from S. Falls to Thames Gate
is in daylight hours, A/S trawler is to part company at S. Falls
proceeding by Q.Z.S. 468 to Harwich. When passage is in dark
trawler is to anchor on arrival in vicinity of E. Spile Buoy
proceeding Harwich at daylight by Q.Z.S. 285.
- (5) F.O.I.C. Harwich is further requested to detail our A/S
trawler to arrive one A/S trawler to arrive Southend 1400A/27th
for convoy A.T.C. 27.
- (C. in C. Nore 261213A to F.O.I.C. Harwich, F.O.I.C.
Yarmouth, etc.)

Cross Channel Your 231813. Arrangements in hand for transfer
Service. of N.M.S.S. to Newhaven Dieppe.
(2) Transit accommodation for 200 can be provided
by NEWT (Nore 242240 and Newhaven 251210 para. A
refer.)

(3) Intend provisional programme as follows:-

Date	Ship	From	To
31st October	ST. HELIER	Arrow	Portsmouth
31st October	ISLE OF GUERNSEY	Portsmouth	Dieppe
1st November	ISLE OF GUERNSEY	Dieppe	Newhaven
1st November	ST. HELIER	Portsmouth	Dieppe
2nd November	ST. HELIER	Dieppe	Newhaven
2nd November	ISLE OF GUERNSEY	Newhaven	Dieppe

575

26.10.1944.
Thursday.

War Diary.

HOME COMMANDS.

Shipping & Convoys.

- Cross Channel Service. (Contd.)
- (4) N.O.I.C. Newhaven in consultation with N.O.I.C. Dieppe is requested to arrange and promulgate detailed programme and to forward to Admiralty amendments required to C.A.F.C. 2074/44.
- (5) Request information whether any action required by me regarding subsequent transport of personnel stores mails or despatches to Arrow.
- (6) QUEEN EMMA will be available for other services from 30th October.
- (7) Propose that for the present N.D.B.S. run between Portsmouth and Dieppe as in my 231715 subject to adjustment required by Dieppe 251446. Newhaven 251210 para. B also refers.
- (8) None of the references to all.
(C. in C. Portsmouth 261932A to A.N.C.X.F.)

- Release of L.S.T.
- It is understood from Comnavcu that at a S.H.A.E.F. meeting at Versailles on 20th October it was agreed to release a total of 18 L.S.T. (British and American) on 1st November subject to a decision to be made at a further meeting on 23rd October.
- (2) Confirmation of these releases is requested as soon as possible.
(D. of Plans 262141A to A.N.C.X.F.)

576

26.10.1944.
Thursday.War DiaryFOREIGN STATIONSNorth Atlantic

SETTEMBRINI. Subject to SETTEMBRINI having no defects estimated date of sailing to Bermuda is November 5th. Cominch's 241845 not to all refers. (F.O.G.M.A., 261205A).

MV. BOOLONGENA Your 251642 no objection to ship being held (?at) Gibraltar. (F.O.G.M.A., 261223A to Admty.).

U-Boat situation reports. It has been reported by ships that inconvenience is being caused by the practice of stating in U-Boat situation reports that there is "No change". If the ship has just come into the area it is unaware of the situation in which there is no change. (2) It is suggested that these signals should always contain the full information. (F.O.G.M.A., 261615A to Admty.).

CARD'S group. With THOMAS BOSTWICK, BRONSTEIN, BAKER, COFFMAN in company depart Casablanca 1700Z/26. Refer Commorseafron 251731Z. (C.T.G. 22.2, 261701).

GUADAL-CANAL'S group. At appropriate time discontinue present operations and proceed to arrive Ponta Delgada on 30th October for fuel. Take only sufficient fuel for return trip to Norfolk. Comply with provisions of Allant 62 except Cominch is hereby requested to make diplomatic arrangements for visit of Task Group 22.7. On completion fuelling proceed to Hampton Roads. My 231607Z modified. (C. in C. Lant, 261833Z to C.T.G.22.7.).

South Atlantic

SS.RADBURY survivors (Torpedoed 13th Aug.). Sailed TEST to Europa Island[✓] to recover survivors. S. of A. 15 knots. Maintained continuous W/T watch on Broadcast S.L. (N.O.I.C. Durban, 261441Z).
✓ Mozambique channel.

26.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

- K.G.V. Cancel A.M. 141704 and 171245.
 (2) It is intended that K.G.V. should leave U.K. on 30th October to join Eastern Fleet
 (3) D.27 in KEMPENFELT will provide screen throughout with URSA and METEOR as far as Gibraltar and WHIRLWIND and WRANGLER from Gibraltar onwards.
 (4) Admiralty will promulgate route for K.G.V. to Gibraltar and C. in C. Med. is requested to arrange for onward passage.
 (5) K.G.V. is required to arrive Colombo by 17th November.
 (6) F.O.G.M.A. is requested to arrange to transfer personal effects of C. in C.E.F. at present in FORMIDABLE to K.G.V. while at Gibraltar.
 (V.C.N.S. 260025A.)
- G.2 Summary (Extract)
 No. 58. (b) Balkans. Yugoslavia. Split reported evacuated, hence whole Dalmation coast Split - Struga inclusive now clear of enemy.
 (A.F.H.Q. No T.O.O./26)
- C.C.R. Brief details of report received from Coastal
 pistol. Force Base Maddalena on premature firing of C.C.R. Pistol fitted in Mark eight torpedo.
 (C.C.F. Med. 260727A.)
- VIGOROUS From position (D) at 0702A 27th proceed by standard route North of Rhodes adjust speed to arrive Khios dawn 29th.
 (Capt. (S) 1, 260931A to VIGOROUS, (R) 1st S/M F., ATTACKER, S.O.51 Force, F.O.L.E.M., F.O.E.C.)
- ARGONAUT Sailed H.M.S. ARGONAUT to Piraeus to arrive Point 704 daylight Saturday 28th.
 (F.O.L.E.M. (Athens) 261020A to F.O.L.E.M.)
- Escort A.M. 130548 received corrupt.
 carriers. State of Seafire Squadrons on 11th October.
- | | | |
|-------------|-------|--------|
| Ship | L III | L II C |
| ATTACKER | 10 | 5 |
| HUNTER FOUR | 28 | 2X |
| STALKER | 11 | 5 |
- (2) Total therefore 37S 2X instead of 46S in Admiralty records.
 (3) Casualties since 15th October are 4Z 2Y 2X leaving total today 27S 4X.
 (4) C. in C. Med. and F.O.L.E.M. are requested to reply in respect of state at Naval Air Stations quoted.
 (Comec, 261117)
- VALIANT The following alternative methods for transit were discussed with Canal Company.
 A. Towing stern first.
 B. Provision of additional and more powerful tugs from Alexandria.
 C. Securing tugs on each quarter and using ships propellers

26.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

VALIANT as auxiliary.
(Contd.) (d) Warping ship through.
Para. 2. Then again interviewed the Canal Company in the light of A.M. they state, however, that unless the ships own steering capabilities can be greatly improved they are not prepared to accept the risk involved.
Para. 3. A copy of the Canal Company's letter to Head Office in London is forwarded for your information.
Para. 4. Your 251911C refers.
(S.N.O.R.S.C.A. 261125C to F.O.L.E.M.)

Sevastopol. Paid second visit to Sevastopol, (?harbour)
Rumanian yesterday. (Restoration?) work proceeding
Fleet. (very?) satisfactorily. Confidently expect to move there first week November.
(2) Your 230910 (as suggested in?) para. 2 from glimpses obtained of harbour consider little use being made of it yet and that bulk of ships in Admiralty 181443 probably went elsewhere.
(N.L.O. Black Sea, 261150 to Admiral Archer.)

Joint (Extract) Three. Aegean shipping summary.
Naval Ph. R. 25th October revealed following.
Army, Salonika. Departed further 23 vessels including
R.A.F. coaster SYBILLE barge ENGERAU and 5 Este lighters
Intell. and arrived 1 launch and 1 large caique. 1
Appreciation. trawler E/V and 2 E/R boats seen sunk at town quays and presumably above departures also include sinkings. Total shipping now reduced to approximately 70. Hospital Ship ~~THURINGEN~~ departed returning Adriatic with wounded but Swedish relief ship VASAOLM still present. Probably decrease 14 (or 19) H.A.A. in area. Ground reports indicate evacuation now in progress and expected completed on or shortly after 28th October.
(C. in C. M.E. 261310C.)

SALAMIS Onward route.
(V.A.M. 261405.)
Cancel my 261405X, F.O.G.M.A.'s 261425 not to all addressees refers.
Onward route to Malta. (Details).
(2) If possible increase speed so as to arrive before darkness reporting E.T.A.
(V.A. Malta, 262314.) X Onward route for G.S. SALAMIS.

TYRIAN TYRIAN will now be taken in hand elsewhere.
Intend to sail CHIDDINGFOLD to arrive Malta 4th of November for refit. Your 260926 not to all addressees.
(C. in C. Med. 261517A to V.A.M. and F.O.C.M.)

Coast X COS B 6298 26th October, 1944.
defences Following for C. in C. from Defence of Bases Committee.

/Following...

26.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean

Coast
defences
(Coast)

Following reductions to care and maintenance are approved:

- Haifa 1 - 6 inch (45 degs.)
- Beirut 2 - 4 inch
- Tripoli 1 - 75 mm.

(2) Searchlights and M.Gs. do not form part of the defence plan and may be reduced at your discretion. (A.M.S.S.O. 261625Z to G.H.Q.M.E.)

HUNTER

Onward route from position 214 at 1830/28 basic eastbound route to position 260 thence as routed by F.O.L.E.M.

(2) E.T.A. Posn. 260 0230/30.

(4) All times A.

(V.A.M. 261726A to HUNTER.)

MOY
MAPLE
(danlayers)

Request you sail MOY and MAPLE rest (sic) to Gibraltar for onward routeing to U.K. first opportunity.

(C. in C. Med. 261920A to V.A. Malta.)

TUEBINGEN

Comec.'s 251429 being passed for information begins: German hospital ship TUEBINGEN examined Khios and found correct. Ordered to resume her voyage. Ends.

(F.O.L.E.M. 262043C) Not yet identified in War Registry.

Situation
report
471.

While sweeping in Narrows at entrance of Gulf of Corinth B.Y.M.S. 2077 was mined and sunk. There were 7 survivors, including C.O. who has since died in hospital.

(2) In Adriatic, Partisan attack on Split is delayed. (?Other) sweep of Approaches to

Gruz continued satisfactorily. Landing craft and coastal craft had inconclusive night action with enemy T.B. on 23rd October.

(3) Same night off Monte Grosso Coastal Forces carried out 2 attacks with torpedoes on enemy convoy of 5 or 6 ships with one large escort. In first 3 explosions seen in convoy and in second one probably hit claimed. Attacks were unobserved but heavy fire during retirement.

(4) On 24th October U.S.S. Destroyers (sic) FORTUNE and WOOLSEY sank 2 abandoned explosive boats 16 miles South East Cape Ferrat. WOOLSEY also carried out successful bombardment. (C. in C. Med., 262123A.)

VAN DER
ZAAN

After Canal Transit vide Com. Aden 231549 request you sail VAN DER ZAAAN to area limit for onward routeing by V.A.M. to United Kingdom. (F.O.L.E.M. 262220C to N.O.I.C. Port Said.)

26.10.1944
Thursday

War Diary

FOREIGN STATIONS

Mediterranean - Contd.

Monolith
Situation
report 3.

Sweep in Corinth Gulf narrows impracticable today owing to high wind. One lap in Krisna Gulf swept yesterday by 2 M.Ls. with negative results. M.Ls. berthed at Itea. One M.L. continuing searching sweep there today, small results Khorsor.

Intend remaining in harbour tomorrow Friday for maintenance and for burial of 3 casualties from B.Y.M.S. 2077.
(S.O.M/S F.13 262230A.)

LARNE
(stranded
at Paros)

My 241511 Constructor Commander has carried out preliminary survey of H.M.S. LARNE and consider salvage possible.
Request PRINCE SALVOR may be sent to Poros forthwith to begin salvage.
(C.S.15 262355 to F.O.L.E.M.)

Procedure for
independent
sailing in
Meditn.

Following procedure for independent sailing inside the Med. is to be brought into force on the 10th November simultaneously. Appendices 2 and 3 of M.S.C.I.6 are to be brought into force and message 156B and M.S.C.I.6 with appendix 1 are to be cancelled.

(2) K.M.S. and U.G.S. are to disperse when south of Europa Pt. and ships are then to proceed in accordance with paras. 7 and 8 below.

(3) M.K.S. convoys are to form up at Gibraltar and G.U.S. convoys are to form up at ? Oran.

(4) Inside the Med. ships may be sailed independently in the Western Med. south of a line joining coast of Spain in lat. 042° N., position 042° N. 010° E., position 041° N. 012° E. and coast of Italy in lat. 041° N. and in the Eastern Med. south of a line joining Cape Colonne (039° $06'$ N. 017° $13'$ E.), position 036° $23'$ N. 019° $00'$ E., position 034° $30'$ N. 023° $00'$ E., position 034° $30'$ N. 030° $00'$ E. and coast of Turkey lat. 030° E.

(5) Ships may also be sailed unescorted -

(A) From Taranto to Augusta, Alexandria and Port Said.

(B) Between Ports on east coast of Corsica and Sardinia.

(C) From south coast of France to Gibraltar, between Ports Corsica, Sardinia, Naples and Sicily.

(D) Between Ports on French coast as in my 141220A October not to all addressees.

(E) At discretion of F.O.L.E.M. within his area.

(6) Ships sailing independently are to be routed when applicable by route given in M.S.C.I.5 appendices 2 and 5 subject to following restrictions.

(A) Corsica is not to be rounded northabout.

(B) Passage through Straits of Bonifacio is only permitted in daylight.

(C) Approach to Naples from westward is only to be made through position 95 and Q.B.B. 237.

(D) Cagliari is not to be entered unescorted.

(E) Q.B.B. 189 is not to be used southbound.

(F) Arrivals are normally to be made in daylight.

580A

26.10.1944.
Thursday.

War Diary.

FOREIGN STATIONS

Mediterranean

Procedure for independent sailing in Meditn. (Contd.)

(7) Ships may be routed direct to Gibraltar, Oran, Algiers, Bizerta, Malta, Augusta, Naples, Alexandria and Port Said which will be known as Main Ports and also to Bougie, Philippeville, Bone and Haifa and are to be issued by sailing authorities with sufficient information to enable them to enter these ports.

(8) Ships proceeding to ports other than these given in para. 7 above are nominally to call at Main Ports for instructions onward routeing as follows:-

(A) For Sardinia or Corsica at Algiers, Bizerta or Naples.

(B) For south coast of France at Oran, Algiers or Naples.

(C) For West coast of Italy at Augusta or Naples.

(D) For Sicily at Bizerta or Augusta.

(E) For Heel or Adriatic at Augusta.

(F) For Tunis, Hormuz or Tripolitania at Bizerta or Malta.

(G) For Cyrenaica at Malta, Port Said or Alexandria.

(H) For Levant or (?Cyprus) at Port Said.

(9) When within areas given in para. 4 above, all merchant ships are to burn navigation lights at full brilliancy, and are not to zig-zag unless ordered to do so.

(10) O.M., T.C., C.T., S.M., A.H., H.A., H.P. and P.H. convoy are to continue to run.

(11) Personnel ships and ships carrying more than 500 troops are not to sail unescorted.

(12) Sailings of fast ships may be ordered by C. in C. when circumstances permit.

(13) Regulation for schooners are not affected by above orders and remain unchanged.

(14) Admiralty and Com. 10th Fleet (C. and R.) are requested to pass *Sailing Authorities and Routeing Officer concerned not included in address of both messages.

(C. in C. Med., 261750A.)

* Instructions summarising all these at present in force regarding independent sailings in the Med. for merchant ships and tankers.

581

26.10.1944
ThursdayWar DiaryFOREIGN STATIONSEast Indies

PORPOISE. Repetition of 250901.
(C.T.F.71., 260142Z)

U-Boat No fresh information. Scale in all areas remain
dispositions. unchanged.
(C. in C. E.F. 260424Z)

A/S My 250637 para. 4.
search in There will be no R.A.F. search daylight on 27th.
Bay of (C. in C. E.F. 260549Z)
Bengal. Reports from our S/MS indicate possibility that
enemy U-Boat is making a sortie in Bay of Bengal.
(2) Ships addressed are to cover the approaches to
Ceylon.

(3) TEVIOT is to take AWE and CAUVERY under his orders and leave
Colombo at 0700FG/27th. Proceed to position 006 degs. 13' N.
082 degs. 00' E. so as to arrive by 2230/27 and carry out an A/U
search at 13 knots in direction 090 degs until 1700/28 when
following position should have been reached 006 degs. 13' N.
085 degs. 55' E. TEVIOT is then to be detached to Trincomalee.

(4) At 1700/28th AWE and CAUVERY are to turn and search back in a
direction 270 degs. If no contact is made by daylight/29th AWE
and CAUVERY are to R/V with convoy J.C.65 expected to be in 006
degs. 13' N. 082 degs. 01' E. at 1200/29th. All times F.G.

(5) Escort convoy to Madras. Convoy order will be forwarded
separately.

(6) R.D.G. for anti-U-Boat search 9 N.

(7) R.A.F. A/C will be searching to eastward of Ceylon during
daylight 28th/29th October.

(8) Attention is drawn to E.F. W.O.15, maintain a guard on convoy
H/F and 500 K/cs.

(9) Acknowledge.
(C. in C. E.F. 261047 to TEVIOT, AWE, CAUVERY, (R) Admty, V.A.2,
E.F., F.O. Ceylon, Group 222.)

Attacks on (1) First Phase interpretation by 14th U.S.A.A.F.
Hongkong of China based PR.
and Takao (A) Shipping.
16th October. First Hongkong. 16th October following 14th
U.S.A.A.F. attack approx. 30 vessels totalling
88700 tons undamaged. Seven ships total 22,000
tons and one Naval (?vessel) sunk. Seven ships
with total 30,000 tons damaged. Probable damage to five small
vessels totalling 12,300 tons. Smoke from fires covered most
Kowloon and severe damage visible. Cover on 19th October showed
43 ships totalling 133,700 tons in harbour plus seven ships total
24,550 tons in docks plus 12 Naval craft there was slight decrease
on following day.

Second Takao. 16th October. Ten ships totalling 23,200 tons
undamaged. Nine ships total 35,700 tons either sunk or seriously
damaged. On 18th October 18 ships with tonnage 30,000.

(2) Other reports from 14th U.S.A.A.F.
(A) On 14th October 38 Fighters and 14 Bombers were sheltering at
Amoy from Formosa operations.
(B) Three Japanese air P.O.W. state that A/C stage through Osaka
Kagoshima Naha to Papow in Formosa.
(A.C.S.E.A. 261150Z)

/Fleet ...

582

26.10.1944
Thursday

War Diary

FOREIGN STATIONS

East Indies

Fleet minesweepers. Two flotillas of fleet minesweepers will be required for defence of advanced bases of British Pacific Fleet.

(2) It would be appreciated if A.C.N.B. would make available the 5 R.N. BATHURSTS fitted Oropesa now on Australian station to form 21st M.S.F.

(3) C. in C. E.F. is requested (a) to sail 4 R.N. Oropesa BATHURSTS as soon as convenient to join 21st M.S.F.

(b) to form 22nd M.S.F. of 9 R.N. BATHURSTS fitted "LL".

(4) Flotillas will each be 9 strong allowing one vessel to be used for danlaying.

(5) After formation flotillas should be given minesweeping training and working up, including flotilla exercises.

(6) Senior Officer and 2nd S.O. ships should be reported to Admiralty.

(V.C.N.S.261606A to C. in C. E.F., A.C.N.B.)

SS. EMPIRE
VICEROY.

SS. EMPIRE VICEROY 15 knots in K.M.F.35A for Ceylon is a particularly valuable vessel similar to ships referred to in A.Ms. 052343/May, 1942 and 221201/January, 1943.

(2) This ship should not normally sail unescorted.
(D.T.D. 261803A to C. in C. E.F.)

583

26.10.1944
ThursdayWar DiaryFOREIGN STATIONSAmerica and West Indies

U-Boat dispositions Estimates.
(N.S.H.Q. Ottawa 261332Z, Cominch 261540Z)

CLEOPATRA H.M.S. CLEOPATRA completion date 18th October kept by Navy Yard but work-up and sailing delayed by turbine gearing defects. Possibility of work-up at Bermuda under discussion with S.B.N.O. W.Atlantic. Further signal will be made. My 311713 July.
(B.A.D. 261602Z)

C.U.43. All arrived 25th.
(D.T.D. 261906A)

GENERAL MANN Your 250507 in view of the large number of troops embarked in GENERAL MANN consider that the desirability of escort from Aden to Bombay outweigh the small saving in time which would be gained by independent sailing. Request, therefore, that escort be furnished as agreed by C32210, your 090954, and Admiralty 111850.
(Cominch 262007Z to C. in C. E.F.)

U-Boat incidents Para. C. 260745Z A/C sighted periscope 04-17 S. 28-34 W, co. 135 speed 4.
Para. D. 260442Z U.S.C.G. MODOC Radar contact 42-30 N. 69-20 W.
(Cominch 262121Z)

RAVAGER Your 252113 para. 3. Yes.
(A.C.N.S.(H) 262222A to B.A.D.)

Australia and New Zealand

Digest (Extract). October 25th.
No. 1009. Concentrated enemy attempts to break into Leyte Gulf using 2 powerful battleships/cruiser-Units were foiled by 7th Fleet Units aided by 3rd Fleet A/C Carrier Task Group.

(2) Majority of surface units reported Mindahao Sea previous day comprising total probably 2 FUSO Class Battleships. Four or 5 heavy Cruisers. One NATORI class light Cruiser plus 10 Destroyers reached and forced Surigao Strait but were met Southern Leyte Gulf by 7th Fleet Battleship/Cruiser Force early hours. After three hour battle enemy retired South leaving behind minimum 8 burning ships whereof 7 sank. A/C from 7th Fleet Escort Carriers attacked enemy remnants after daybreak finding two possible Battleships plus three or four

/other ...

In M 0642/45

following are mentioned
covering letter
on Commander Battleship Division 4 (J.D. Ruddock)
West Virginia (Suruga Strait)
Maryland
early in morning Oct 25.

to Commando Task Unit 77.2.1
Rear Adm G.L. Neyler
Commander Battleship Div 3

(2) Commando Task Group 77.2
R.A. J.B. Oldendorf
Cruiser Div 4

(3) Cdr Task Force 77
Vice Adm T.C. Kincaid
Commander 7th Fleet

BAD 14/1/45 in M 0642/45

- mentions
- (1) Com Bob Div 4 7-5 Dec. to C.O Maryland 24 Nov. M 0642/45
Action Report 24-25 Oct Suruga Strait
- (2) Co. USS Boston 7-25 Nov. Period 2-21 Nov M 0641/45
- (3) C.T.G 38.3 6-12-44 report of Ormoc Bay Strike M 0640/45
11 Nov 1944
- (4) Co USS Lunga Point - report 13-22 Nov 1944 M 0639/45
Leyte Convoy Route
- (5) CO USS New Orleans Action Report 10-21 Oct M 0638/45
- (6) CO USS New Jersey " " 30 Aug & Oct M 0637/45

D37 minute 7.2.45 mentions as in the action (1)

Mississippi

Pennsylvania

California

Tennessee

6 US battleships engaged 2 Japanese

in proximity West Virginia Maryland

584

26.10.1944

Thursday

War Diary

FOREIGN STATIONS

Australia and New Zealand - Contd.

Digest
No. 1009
(Contd.)

other units still near Southern entrance Surigao Strait. One Battleship one Destroyer claimed sunk. Other remnants this force retiring Westwards through Mindanao Sea during day attacked by land based A/C including 56 Liberators which damaged one Light Cruiser 20 Escorting Lightnings met ml enemy A/C and strafed one Naval auxiliary setting same on fire. Our Naval losses this action were several P.T. boats sunk. One Destroyer damaged.

(3) Second enemy Task Group comprising probably four Battleships including minimum one UZMATO class one KONGO class. Several heavy and light Cruisers plus Destroyers proceeded through San Bernardino Strait later previous night and at daybreak attacked 7th Fleet Escort Carrier Task Groups off East Coast Samar Island. A/C from these Carriers repelled first assault and aided by planes from (?Third Fleet) Task Group repelled second assault about three hours later forcing enemy retire Northwards with 6 Freighters and Destroyers (?sunk) in addition to three Battleships Three Cruisers plus Destroyers damaged. Our losses this engagement were one Escort Carrier sunk by enemy gunfire several other similar units damaged plus some Destroyers and Escorts sunk or damaged.

(4) Late afternoon 4 Battleships 2 Carriers 7 destroyers seen off Norbsrasuk (?WSWJJMAR) Island heading towards San Bernardino Strait speed 10 knots.

(5) Japanese A/C Carrier Force sighted previous day East of Luzon engaged at first light by Third Fleet A/C Carrier Task Group and was last reported evening 300 miles (?Northeast) Luzon course N. speed 20. Composition this time was one or two Battleships, possibly converted VSE class. Two Cruisers 3 or 4 Destroyers.

(6) Four large Freighters 5 Escorts seen midday off Northwest Luzon co. 60 degs. Probably same convoy sighted 9 hours later same general area course 6th.

(7) Previous day 19 large 8 small ships entered Manila Bay and one damaged AJBA class Cruiser with one Destroyer or light Cruiser seen outside bay.

(17) A/C from Escort Carriers off Leyte swept Visayas 24th October shooting down one enemy bombed. Destroying 25 grounded A/C and damaging 30 others also sinking one Sea Truck 7 Luggers and damaging 2nd Sea Truck one Tug 9 small craft. Ack Ack from shore Leyte Gulf shot three Jap planes down that date.

(18) On Leyte Allied troops continue advance satisfactorily. Thrust West from Dulag has reached and captured two airfields San Pablo and reached Eurauen capturing town although fighting continues for airfield there. Around Tacloepa shore to shore amphibious landing parties have established positions on Samar Island at Southern end Sanjaucin (?San Juanico intended) Passage and halfway up that Strait also on North Coast Leyte H Dulag and Tacloban airdromes being used for Carrier Borne A/C in emergency A.
(G.H.Q.S.W.P.A.260835Z)

Monabs
and M.N.A.O.

Following from Chiefs of Staff for N.Z. Chiefs
of Staff.
Part One.

(1) In accordance with decisions of Quebec
conference (of which N.Z. Gov. has been informed)

/the

585

26.10.1944
ThursdayWar DiaryFOREIGN STATIONSAustralia and New Zealand - Contd.Monabs
and M.N.A.O.
(Contd).

the British Fleet will participate in the Pacific in the main operations against Japan. To support the fleet we are intending to set up a number of Mobile Naval Air Bases (Monabs) in Australia and also in forward areas in the Pacific in which neither British nor Dominion land forces may be operating. Details are in Part Two.

(2) It will be difficult for us to provide the services required for Monabs (see paras. 5, 6, 7 of part two). We are hopeful that the Australians will be able to provide such services to a large extent for those Monabs which are located in Australia and we are asking their assistance in respect of those located in forward areas in the Pacific. We should be grateful to know to what extent New Zealand could help in forward areas. Assistance by the provision of personnel only is what we have in mind.

(3) It is estimated that six Monabs will be required in forward areas and first three will reach Australia for deployment:-
First by mid March, 1945.
Second by end April.
Third by end July.

(4) If you are able to provide personnel required they should be made available in Australia by above dates to meet Monabs as they arrive. Those for the pool (see part two, paras. 6 and 7) would probably be wanted part for first Monab, remainder for second.

Part Two.

Following is summary of Mobile Naval Airfield Organisation (M.N.A.O.)
(2) Function. Mobile Naval Air Base (Monab) provides shore facilities for maintenance of carrier borne A/C and training of personnel. It is not designed to support the operation of Naval A/C from shore against the enemy, but should such an operation be necessary it can provide key personnel to enable Naval A/C to operate from fully manned and equipped Allied advanced operational airstrips.

With the support envisaged, the Monab is capable of repairing a damaged strip and erecting its own accommodation and necessary workshops, but is not able to carry out major airfield construction and clearing of ground.

(3) Operating Conditions. In forward areas Monabs will normally be sited near an advanced fleet base. Existing airstrips will be used as far as possible and accommodation will mostly be huts or tents.

(4) Organisation. The Monab is composed of functional components and will vary in size according to requirements. The six Monabs for the forward areas are of a standard size, namely:-

(a) Will support 90 A/C with maintenance up to minor inspections and repair by replacement.

(b) Require total accommodation for 1,500 Naval personnel of which six hundred are Monab and the remainder squadron personnel disembarked from Carriers.

(c) Will be complete with all equipment including Army type M/T and some specialised Navy and R.A.F. vehicles.

(5) Requirements for Monabs in forward areas. Following are Services for which Monabs in forward areas in Pacific will require assistance from U.K. or Dominions.

/(1) ...

586

26.10.1944
Thursday

War Diary

FOREIGN STATIONS

Australia and New Zealand - Contd.

Monabs and M.N.A.O. (Contd)

(1) Repair and reconstruction of airstrip. Erection of huts. Installation of Works Machinery. Construction and maintenance of roads and works services.

(ii) A.A. defence (if operational conditions require it). (Monab to provide ground defences within airfield perimeter).

(iii) Movements and Transportation. Discharge from ships and delivery of stores to within range of Monab transport including P.O.L. for M/T and A/C. We estimate monthly maintenance tonnage (excluding construction material) as approximately 2000 tons/month.

(iv) Land lines and telephones. Installation, operation and maintenance.

(v) Maintenance and repair of M/T and signalling equipment other than 1st Echelon maintenance which will be done by Monabs.

(vi) Medical. Bulk anti-malarial and area Hygiene services will be required. (Hospital services will be provided by Navy).

(vii) Air Sea Rescue. On the basis of 2 launches for each Monab.

(6) System of Provision of Services. (Details).

(7) Size of Commitment. (Details)

(War Office No.T00/26 to Defence H.Q. Wellington)

U-BOAT CAMPAIGN

Sub.attack and sighting summary. 26th Oct.

Para A.
(1) STRONGBOW attacked one of two northbound U-boats at 1444Z/12 in 02° 50' N. 100° 50' E.

Para B.
(1) A/C obtained disappearing radar contact at 1340Z/25 in 56° 20' N. 08° 20' W.
(2) A/C obtained disappearing radar contact at 1107Z/25 in 54° 30' N. 11° 39' W.
(3) A/C H/330 obtained disappearing radar contacts at 1128Z/25 in 60° 36' N. 02° 18' E, 1235Z 25th Oct. in 60° 36' N. 02° 39' E. and 1243Z/25 in 60° 39' N. 02° 02' E.

Para C.
(1) A/C Y/404 sighted possible Schnorkel co. 320 degs. at 1434Z 25th Oct.
(D.D.I.C. 260928Z)

U-Boat dispositions Estimates
(D.D.I.C. 261433A, 261438A)

587

27.10.1944.
Friday.

War Diary.

SITUATION REPORT.

Home Commands.

1. The Commanders in Chief, Plymouth and Portsmouth, take a serious view of the threat of U-Boat recrudescence of activity in the Channel, and independent cross-Channel sailings may be cancelled.

North Sea.

2.(a) An amphibious landing on South Beveland has captured Baarland and Oudelande.

(b) There are now 6 L.C.A. Flotillas on the Schelde, brought there by rail from Ostend to Ghent & thence by canal. They are supplying the Army on the Ossenisse Peninsula and in South Beveland, working day and night.

(c) The 21st M.T.B. Flotilla had a brush with 4 enemy trawlers off Ymuiden, in which M.T.B. 234 sustained superficial damage and 3 casualties.

Channel.

3.(a) The former of two Dungeness-Boulogne pipe lines has been successfully connected up and is now discharging petrol.

(b) Granville, on the Cotentin Peninsula, can now berth 8 colliers in the Inner Basin, of draught up to 18 ft.

West Coast
France.

4.(a) German garrisons on the Biscay Coast, estimated at 25000 in all, are reported to be restive and likely to try to break out towards Spain.

(b) In view of the threat of a determined U-Boat attack in the Channel C. in C. Plymouth intends to interrupt the Biscay patrols and to reinforce his Channel convoy escorts with the destroyers so released.

Norway.

5. Bad weather prevented aircraft from CAMPANIA and TRUMPETER from carrying out a strike against shipping in Norwegian waters on the 25th and 26th, but 16 mines were laid and 4 wireless stations on Vigra and Hanoy were shot up on the 24th.

Foreign Stations.

Mediterranean.

German
hospital ships.

6.(a) LAMERTON intercepted off Durazzo the German hospital carrier FREIBURG and brought her to Brindisi. As the ship is not on the list of recognised hospital ships F.O.T.A.L.I. treated the officers and crew as prisoners of war and placed a prize crew on board. There is no evidence that the ship was being improperly used.

/(b)...

588

27.10.1944.
Friday.

War Diary.

SITUATION REPORT

Mediterranean

German
hospital
ships.
(Contd.)

6(b) The German hospital ship TUEBINGEN was intercepted by WILTON at 1130A, taken into Khios, examined, found to be correct, and released. On 31 October, however, F.O.L.E.M. reported that the ship was at Alexandria and the French are claiming her on the ground that she was formerly a French ship and that the Laval Government had no right to turn her over to the Germans. The vessel has, however, been recognised as a hospital ship by the U.K. and U.S. Governments, and the Admt. ordered her release provided no abuse of the Conventions is discovered.

(c) On 29 October C. in C. Med. reported that the German hospital ship GRADISCA had been intercepted by VAMPIRE who was taking her to Khios, whence TEAZER would escort her to Alexandria.

Riviera
operations.

7(a) JEANNE D'ARC and PLUNKETT gave fire support on the right flank of the army today. The latter was forced by counterfire to retire.

(b) Sweepers sank 9 floating mines off Cap Martin today.

Greece &
Aegean.

8(a) Swedish relief stores were landed at Piraeus today.

(b) Milos I. On the night 24/25 October a R/C party was landed on Milos Island, a further landing was made on 25th, and AURORA, TYRIAN and TETCOTT bombarded the island throughout 25th and 26th. Today, however, AURORA reported that determined enemy resistance was continuing in the town area. The dominant factor is the Lakida coast defence battery which has about the same range as AURORA's guns and a wide arc and is very difficult to hit, and only one gun has so far been knocked out. AURORA expects her main armament ammunition to be expended by p.m. tomorrow. EMPEROR's aircraft are co-operating.

East Indies

Attacks
on enemy
shipping.

9. The submarine TRADEWIND on return from patrol reports sinking a 5000 ton steamship south of Padang on 18th September. STRONGBOW sank a 2000 ton ship by torpedo in the Malacca Straits on 12th October. On 17th October aircraft sank a 2000 ton ship in Nancowry Harbour.

589

27.10.1944.
Friday.

War Diary.

SITUATION REPORT.

Australia & New Zealand.

Philippines.

10.(a) Before dawn today a search aircraft bombed four enemy destroyers anchored off the southern tip of Mindoro Island. A near miss was made on one of them.

(b) Forty-four Lightnings/Thunderbolts swept the Visayas (central Philippines) this forenoon and set on fire a probable destroyer, heavily camouflaged, anchored off Cebu town.

(c) Various destroyers were seen during the day in the Philippines, proceeding on westerly or north-westerly courses.

590

27.10.1944.
Friday.

War Diary.

HOME COMMANDS.

Policy.

Orders for
surrendering
German Navy.

Admiralty Message 262030. Agreement quite firm
enough.
(2) Action taken with Soviet Naval Staff on para.
3 of Admiralty Message quoted. Olsen has taken
similar action in respect American representative.
(Admiralty pass to all addresses.)
(Adm. Archer 271335A to Admty.)

Movements.

FOLKESTONE.

(1) Cancel my 141317. FOLKESTONE to be paid off
into reserve category B at Milford Haven.
(3) F.O.I.C. Tyne is requested to arrange for
survey of ship to be carried out in accordance with
C.A.F.O. 406/44.
(D.O.D.(H) 270220A to F.O.I.C. Milford as amended
by 271822.)

DAUNTLESS,
DIOMEDE,
CORINTHIAN.

Your 261216 arrived.
(C. in C. Rosyth 270840A to A.C.O.S.)

KING
GEORGE V.

Route KING GEORGE V (A.M. 191214), by standard
coastal and route B to:-
K. 50° N. 10° W. thence L. 49.01 N. 11.30 W.
M. 43.01 N. 12.00 W. N. 39.00 N. 12.00 W. O. 36.20
N. 09.50 W. thence to Gibraltar.
(Admty. 271144A to C. in C.W.A.)

Pass the Gate at 1900A/29th October and proceed by standard
route to net to arrive at daylight 30th for fuel and onward
routeing to R/V with KING GEORGE V in accordance with A.M.
191214 not to all addressees.

(2) Constant watch on broadcast C.N. and 2300 k/cs.
(3) N.O.I.C. Milford Haven is requested to sail METEOR to effect
R/V with KING GEORGE V whose movement will be signalled by
N.O.I.C. Greenock.
(C. in C. Plymouth 271749A to METEOR.)

Russian
S.Cs.

6 Russian submarine chasers are now at Falmouth and
5 more are expected from Canada shortly. All 11
are required to arrive at Loch Ewe about 20th Nov.
There is an immediate requirement for berthing the
6 at Falmouth on the Clyde or in Northern Ireland
until necessary to sail them for Loch Ewe. Accommodation will
also be required for the remaining 5 on arrival. Request early
proposals where these ships can be accepted.
(C. in C. W.A., 271305A to F.O.I.C. Greenock, F.O.I.C. N.I.)

TRUMPETER,
PURSUER.

Cancel R.A.(D) H.F. 261907A October.

/TRUMPETER...

27.10.1944.
Friday.

War Diary

HOME COMMANDS

Movements

TRUMPETER, TRUMPETER is to leave Scapa passing Hoxa Gate
PURSUER outward at 2130 to-day 27th October escorted by
(Contd.) NUBIAN and CAMBRIAN and proceed in order to R/V
at 0530/28th October in 058 degs. N. on
standard northbound route in Minches with PURSUER,
PITCAIRN and ST. HELENA.
(2) TRUMPETER escorted by PITCAIRN and ST. HELENA are then to
proceed by standard southbound route, E.T.A. Clyde 0030 29th and
Clyde Boom 0200/29th.
(3) PURSUER escorted by NUBIAN and CAMBRIAN proceed Scapa as
in C. in C. Western Approaches' 251249A.
(4) A.C.O.S. and N.O.i/c Greenock are requested to arrange gate
and lights according to plot.
(5) A.C.O.S., N.O.i/c Greenock acknowledge.
(C.S.1, 271608A to TRUMPETER, PURSUER, H.M.S. NUBIAN, CAMBRIAN,
PITCAIRN, ST. HELENA.).
Scapa departures TRUMPETER escorted by NUBIAN, CAMBRIAN.
(A.C.O.S., 272132 to F.O.I.C. Greenock).

DUQUESNE Arrived F.S. DUQUESNE.
(C. in C. Plymouth, 271722A to C.T.F.125).

RODNEY Scapa arrival RODNEY escorted by H.M.C.S.
IROQUOIS.
(A.C.O.S., 271755A to C. in C. Rosyth).

BERWICK Scapa departure BERWICK.
(A.C.O.S., 272212 to C. in C. Rosyth).

L.S.H.(S) My 271247. Amend R/V and time to read 0900A/28th
GOATHLAND. October in position 13 miles due south of Clyde
Light Vessel.
(F.O.I.C. Greenock, 272253A to N.O.I.C. Campbel-
town).

Operations

Situation Reports

Naval Cositintrep No.205 Part 2 Naval.
(A) Captured Ports. Granville. Port can now
berth eight coal coasters in inner basin maximum
draught 18 feet.
(B). Pluto. First half line Dungeness to Boulogne has been
connected to shore and tested and found in order. Expected to be
in use for petrol 1800/26.
(C). Unloading figures 25th October.

British:-

<u>Place</u>	<u>Troops</u>	<u>Vehicles</u>	<u>Stores</u>	<u>Pol.</u>
East Calvados	Nil	4	3002	1550
Dieppe	122	36	6457	Nil
Boulogne	197	92	945	Nil
Ostend	2279	316	2235	3764
Total	<u>2598</u>	<u>448</u>	<u>12639</u>	<u>5314</u>

/ U.S....

27.10.1944
Friday

War Diary

HOME COMMANDS

Situation Reports - Contd.

Naval
(Contd)

U.S. Figures				
Place	Troops	Vehicles	Stores	Pol.
Cherbourg	Nil	Nil	11126	300
Beaches	304	106	30	32
Brittany Ports	Nil	3	3446	549
Le Havre	629	178	3509	Nil
Rouen	Nil	Nil	3023	3668
Total	<u>933</u>	<u>287</u>	<u>21134</u>	<u>4549</u>
Combined total.	3531	735	33773	9863

(A.N.C.X.F. 270125A to Adty.)

Military

Strong opposition attempting to halt Allied advance West on Beveland Causeway. Allied amphibious landing on South Beveland captured Baarland (D.3219) after enemy fire neutralised. Oudelande (D.2919) taken and advances made beyond where enemy launched counter attack. Several recent reports of restive movements by German troops in Biscay garrisons. Behind these mainly normal traffic in supply wounded etc. Quite good water communications between Garrisons. At Gironde fortresses much coming and going as result of which both now believed under command obdurate Nazi Major General Pohlmann, stated to be in Gironde South. All three garrisons, which are periodically reported to be going to break out towards Spain, may perhaps be plotting extensive foraging expeditions on the lines of those carried out by garrison of St. Nazaire. Garrisons are estimated as Rochelle 8,000 Re 3,000, Oleron 4,000, Gironde North 5,000, Gironde South 5,000. (Shaef 271930A to War Office)

Naval

Cositintrep No. 206 part two.
(A) Unloading figures, British.

Place	Troops	Vehicles	Stores	Pol.
East Calvados	37	435	705	10
Dieppe	77	6	6586	Nil
Boulogne figures not yet received.				
Ostend	3463	899	2247	4108
Total	<u>3577</u>	<u>1340</u>	<u>9538</u>	<u>4118</u>
<u>United States</u>				
Cherbourg	Nil	Nil	14944	13591
Beaches	2220	454	4145	325
Brittany Ports	Nil	24	3520	1080
Le Havre	1	120	3821	Nil
Rouen	Nil	Nil	2984	474
Total	<u>2221</u>	<u>598</u>	<u>29414</u>	<u>15470</u>
Combined Total	<u>5798</u>	<u>1938</u>	<u>38952</u>	<u>19588</u>

(D) Captured Ports.

Rouen: Maximum length reduced to 250 feet while salvage groups are working to remove blockships from RICER.

(Adm. Ramsay 272305A to Adty.)

27.10.1944.

Friday.

War Diary.

HOME COMMANDS.

Operations.

North Sea.

21st M.T.B. Operation by 21st M.T.B. Flotilla (S.O. Lt. G.J. MacDonalld D.S.O., D.S.C., R.N.V.R.,) on night off Ymuiden. 26/27 October.

(2) M.T.Bs. 234 (S.O.), 232, 233.

(3) Weather wind E.N.E. 1 sea and swell 1-0 visibility 1½ miles.

(4) Unit arrived in initial position 280° Ymuiden 4 miles at 2000 and obtained 4 echoes to north on type 970. Investigated. Nothing found. Unit returned to Ymuiden and set hydrophone watch at Whistle Buoy.

At 2330 hydrophone effect followed by 4 echoes on Radar later identified as 4 trawlers moving out of harbour, enemy turned to the southward. As unit were not on reciprocal course, enemy to seaward, unit turned towards and zone was ordered. During approach third trawler in line challenged with U on white type Aldis lamp. At 500 yards range a zone 2-4-6 knots fired at leading trawler, but before reaching half way to target all torpedoes exploded simultaneously. Enemy opened fire as unit disengaged to southward causing casualties in M.T.B. 234 who returned with Oerlikon fire.

(5) Casualties 1 rating serious 2 ratings slight. Damage M.T.B. 234 superficial.

(C. in C. Nore 271526A to Admty.)

Patrols. Patrol for tonight Friday 3 FERNIE, 4 GUILLEMOT, 5 VIMY, 6 LA COMBATTANTE, 7 KRAKOWIAK, 8 SHEARWATER, 10 MALLARD, 17A MACICAY, 20, PYTCHLEY.

(2) 15 TALYBONT, 16 DUFF with coastal force from Ostend R/V N.F.5 buoy at 1800. 19 THORNBOROUGH with coastal force from Ostend N.F. 2 to N.F. 4 buoy, TORRINGTON with coastal force from BEEHIVE.

(3) Additional escort F.N. 23 HOLMES, F.S. 17, STAYNER.

(C. in C. Nore 271020A to Capt. (D) 16, Capt. (D) 21, S.O. Corvettes, S.E.E.C.C.D., C.C.F. Nore, V.A. Dover, N.O.I.C. Rams-gate, TALUBONT, N.O.I.C. Ostend, N.C.I.C. Sheerness, BEEHIVE, THORNBOROUGH.)

Night patrols 27/28th.

10 MALLARD, 15 TALYBONT, 16 DUFF, 19 THORNBOROUGH, 20 PYTCHLEY, N.F.2 to N.F.4 TORRINGTON.

(2) Coastal force unit F.B.2 off Ostend. F.C.1 051° 51' N. 003° 34' E. F.C.3 off Nieuport Bank. F.G.2 and F.G.3 with DUFF. F.H.2 and F.H.3 with THORNBOROUGH. F.K.2 and F.K.3 with TORRINGTON.

(C. in C. Nore 271124A to V.A. Dover, THORNBOROUGH, DUFF, TALYBONT.)

6 L.C.A. 506, 508, 510 Flotillas L.C.A. arrived Terneuzen p.m. today Friday after passage by rail from River Ostend to Ghent thence by Canal. Total 6 Flotillas Schelde. H Sqdn, now in Schelde.

(2) 3 Flotillas are working day and night supplies for Army Ossensisse Peninsula to South Beveland. Some shelling on beach no casualties. Shelling resumed Terneuzen tonight.

(N.C. Force T 272314A to A.N.C.X.F.)

War Diary.

27.10.1944.
Friday.

HOME COMMANDS.

Operations.

Channel.

Patrols. G.A.1 WATCHMAN Z.109. G.A.2 BURDOCK Z.9 N.
(C. in C. Portsmouth 271155A to usual addressees).

French Fishing from Channel Ports. Urgent representations have been made by French authorities for an increase of fishing facilities during herring fishing season. This trade is important for food supplies.

(2) Fishing season is in 2 parts.

A. Hard roe from November 1st to Jan. 1st takes place in area defined in para. 3.

B. Soft roe from 20 Dec. to 31st March in area defined in para. 4.

(3) A. Cap d'Antifer. B. 000° Cap d'Antifer 15. C. 270° Cayeux 15
D. 270° Cap Gris Nez 5. E. Cap Gris Nez.

(4) A. Cap Gris Nez. B. 000° Cap Gris Nez 5. C. 000° Ostend 5.
D. Ostend.

(5) A. Hard roe fishing is carried out by night with drift nets.

B. Soft roe fishing is carried out by day but it is necessary for boats to leave harbour 2 hours before sunrise.

(6) Minesweeping in certain areas has been asked for but authorities have been informed by my F.N.L.O. that all minesweepers are required for operational purposes. It may be considered that the release of some French minesweepers for this purpose is justified.

(7) Observing however that French claim that 26000 tons of fish were landed in the Boulogne and Dunkirk areas alone last year it is felt that fishermen have a fairly shrewd idea of the positions of minefields.

(8) Ports from which boats wish to operate are Yport, Fecamp, Dieppe, Le Treport, Ault, Cayeux, St. Valery sur Somme, Etaples and Boulogne. French are aware that I cannot yet agree to fishing taking place from Dieppe and Boulogne and suggest basing these Flotillas at Le Treport and Etaples respectively. They observe that accommodation at Etaples is very limited. (9) Monthly fuel requirements are estimated at 135,000 litres oil and 11000 litres petrol during hard roe season. Less during soft roe season.

(10) French consider that French Chasseurs Flotilla at present in U.K. is well suited to controlling fishery.

(11) It is realised that night fishing will confuse Radar plotting but with the present operational situation this can be accepted.

(12) Request decision may be promulgated concerning extended limits. Night fishing, fishing control vessels, allocation of French minesweepers and supply of fuel.

(F.O.B.A.A. 271913 to A.N.C.X.F.)

Salvage of R-Boat. F.O.B.A.A. 141115. Work on R-Boat has been abandoned owing to serious additional damage caused to her by explosion of mine which sank GUERNSEY QUEEN.
(N.O.I.C. Boulogne 272315A to F.O.B.A.A.)

- 595

27.10.1944.

Friday.

War Diary.

HOME COMMANDS.

Operations.

West Coast France.

Interruption
of Biscay
Patrols.

I view with considerable apprehension the lack of escorts available for convoys passing through the Plymouth Command.

(2) I therefore intend to use the few destroyers available as additional escorts.

(3) Under these conditions it will only be possible to patrol the Biscay Coast occasionally until further escort vessels are allotted. I consider at least two support groups at sea are required.

(C. in C. Plymouth 271309A to Admty.)

Supplies for
F.F.I. in
Biscay area.

My 101504 not to Admiralty and your 091826. Following reply has been received from S.H.A.E.F. begins:-

General de Larminat has now been appointed C. in C. French Forces on French Atlantic coast from Morbihan to Gironde. He is now carrying out tour of area.

(2) We have asked him to forward consolidated requirements for maintaining F.F.I. in this area, and will endeavour to meet his requests so far as practicable.

(3) General de Larminat has asked that in future all supplies for F.F.I. in this area should be issued through his organisation in order that he may arrange distribution to those areas in most urgent need.

(A.N.C.X.F. 271620A to C. in C. Plymouth.)

Operations.

Western Approaches.

Deep sea
cable repairs.

CORNELIAN is to pass the Gates at 1600A today 27th October and proceed by standard route to position P 180 Lizard 3 and thence to R/V as soon as possible with BENBECULA escorting NORSEMAN carrying out cable repairs in approx. position A 48° 50' N. 6° 53' W.

(2) On joining, CORNELIAN is to reinforce escort of NORSEMAN and take over duty of S.O., acting in accordance with S.O.E. 519, copy to CORNELIAN.

(3) BENBECULA to pass amended R/V to CORNELIAN if required.

(4) Communications in accordance with S.O.E. 519 para. 11 A CORNELIAN R/T callsign "Ticket".

(5) U-Boats are suspected in the area. Until further orders no working lights, or lights on cable buoys are to be shown at night.

(6) BENBECULA pass to NORSEMAN.

(C. in C. Plymouth 271103A to CORNELIAN, BENBECULA.)

Spanish
trawlers in
prohibited
areas.

On return to Cardiff trawler WAR LORD reports sighting group of Spanish fishing vessels in position 52° 00' N. 11° 30' W. on 24th October. (F.O.I.C. Cardiff 271810A to C. in C. W.A.)

C. in C. Plymouth's 261521. These vessels should be intercepted and brought in for examination and

/interrogation...

27.10.1944.
Friday.

War Diary.

HOME COMMANDS.

Operations.

Western Approaches.

Spanish trawlers in prohibited areas.
(Contd.)

interrogation of crews after which report should be made for further instructions.

(2) Request you will signal port at which vessels are brought in.

(Hd. of M. 271932A to Cs. in C. Plymouth, W.A.) Spanish trawlers PEPE CHICA and ANTONIO CHICA if met are to be boarded and sent into Falmouth with prize crew. Any other trawlers are to be dealt

with in accordance with W.A.G.M. 084 N.

(2) LOCH DUNVEGAN and BRAITHWAITE rejoin group forthwith if not in contact with trawlers.

(C. in C. W.A. 272152A to S.O.E.Gs. 10, 31, 18.)

Your 271410. Spanish trawler.

(1) MARQUEZ number F.65050160 followed by figure 3 with letter L superimposed.

(2) BAFFL'BRAULIO number F.53710160 intercepted in 48° 34' N. 11° 02' W. They have been ordered out of area. Am proceeding to rejoin E.G.10.

(LOCH DUNVEGAN 27215A to C. in C. W.A.)

Operations.

North Western Approaches.

Patrols.

Request you will sail 1st E.G. after fuelling to relieve 30th E.G., at 0800/28th in area between parallels 56° 15' and 56° 50' and meridians 07° and 08°.

(2) On relief 30th E.G. is to proceed to Londonderry for lay over.
(C. in C. W.A. 271231A to F.O.I.C.N.I., S.O.E.G.30.)

Your 271340. Patrol area as in my 231314.

(C. in C. W.A. 271608A to S.O.E.G.30.)

Operations.

Norway.

Force 2 A/C strikes on Norwegian Coast.

Operation "Hardy". Mining strikes Able and Baker successfully completed on 24th Oct. Weather unsuitable on 25th and 26th and shipping strike finally abandoned. One Wildcat force-landed in sea. Pilot safe. No other casualties. Written report follows.

"Hardy"

(ABLE & BAKER)

(DEVONSHIRE 270833A to C. in C. H.F.)

Result of operation "Hardy".

(1) 24th October 8 mines successfully laid in Lepsoyrev and 8 mines in Harhams Fjord.

All Avengers returned safely. Wildcats shot up Radar station North Vigra, 2 Radar stations in Hanoy, Main wireless station on Vigra, observation post near Ulla Light. One Wildcat ditched but pilot was recovered by screening destroyer. No opposition except flak from gun positions.

(2) Bad weather prevented shipping strike on 25th and heavy swell on 26th.

(C.S.1 272044A to Admt.)

597

27.10.1944.
Friday.

War Diary.

HOME COMMANDS.

Operations.

Norway - Contd.

Stores for
Norway.

A.N.C.X.F.'s 221730 para. 10 but for A.N.C.X.F. observations in para. 7 it would not be my intention to ask for a store carrier for naval requirements alone in view of small size of naval port parties for Norway and of short period for which it is anticipated they will be required.

(2) Independent means of transport for stores are necessary and it is considered that if carrier of 500 tons is not available a destroyer should be earmarked for this purpose.
(C. in C. Rosyth 271440A to Admty.)

Patrol.

Amend my 241649A to read "to patrol area bound by 058° 55' N. 058° 15' N. and line running 230° from Svaholme Light (058° 22.3' N. 006° 03' E.) 004° 00' E. and Norwegian coast."
(Capt. S.9 272159A to SATYR.)

Operations.

Northern Waters.

Convoy
J.W. 61.

Short transmission on 3750 k/cs at 2315Z/26 may indicate that convoy J.W. 61 has been reported by U-Boat.
(D.D.I.C. 270057A to A.I.G. 47, S.B.N.O. N. Russia, H.Q.C.C.)

14th E.G.

Anticipate you will not be required to sail until a.m. Sunday 29th.
(C. in C. Rosyth 271049A to S.O.E.G.14.)

Proceed with E.G. 14 at 0830A/29th and establish Gamma between 061° 07' N. 001° 45' W. and 061° 45' N. 002° 51' W. Probable course of U-Boat 230°. Acknowledge.
(C. in C. Rosyth 272234A to S.O.E.G.14.)

598

27.10.1944.

Friday.

War Diary.

HOME COMMANDS.

Allied Air Activity.

Patrols. To Banff - H.Q.C.C. (1) Carry out A/U patrols on 28 October as follows:
(2) Force consisting of 3 Mosquitoes loaded D.Cs. 2 S.D. and 2 anti flak to be on patrol along Norge Coast between 6000 N. and 60.50 N. at 0710A, leaving at 0910A.
(3) Second Force of same composition to be on same patrol at 0910A leaving at 1110A.
(18 Group 271300A to Banff H.Q.C.C.)

Fighter direction ships for service off Low Countries. A.82 27th October. Reference signal 252155A (see movements of 25th) from C. in C. W.A. radar coverage considered sufficient request therefore that project of corvettes be abandoned.
(H.Q.F.C. 271535A to Admty.)

Enemy Air Activity.

Ditched Ju. 52. Reference telephone reports. Fishing trawler ERIC STROUD arrived 0645A October 27th. Skipper reports made contact with Ju.52 waterborne in position approx. 35 miles N.N.E. Fraserburgh at 0900A/26th Oct. Crew of two taken on board trawler. A/C taken in tow but owing weather was abandoned at 1530A. Airmen landed Aberdeen handed over to police.
(F.O.I.C. Aberdeen 271030A to C. in C. Rosyth.)

Enemy R/C. At 1800 Spitfire reported twin engined aircraft low over water in position 110° A Buoy 18 miles.
(2) The aircraft turned sharply fast climbed and made off into cloud and Spitfire failed to intercept.
(3) No other visual information nor any plots obtained.
(4) It would appear that aircraft was hostile and as visibility was good that silhouettes of Major Fleet Units might have been seen.
(A.C.O.S. 272216A to Admty.)

Mining.

6 B.Y.Ms. for Far Shore. Following is a re-encyphered version of my 262327 begins: A total of 6 British Yacht Minesweepers from vessels of the 159 and 170 Flotillas as now at Humber are to be at 48 hours notice to proceed South fully equipped and provisioned and supplied with chart folio number nine.
(C. in C. Nore 270411A to F.O.I.C. Humber.)
Your 270411. B.Y.M.S. 2211, 2071, 2189, 2188, 2048, 2051 detailed.
(F.O.I.C. Humber 271024A to C. in C. Nore.)

/Deep...

599

27.10.1944.
Friday.

War Diary.

HOME COMMANDS.

Mining - Contd.

Deep mining in St. George's Channel. Carry out operation "C.F.A.II" at 2200/27th Oct. (F.O.I.C. Milford Haven 270855 to APOLLO, C. in C. W.A.)
My 270855 and 271205. Sailed APOLLO.
(F.O.I.C. Milford Haven 271815A to C. in C. W.A.)

Situation report. Sitrep. Negative results from all operations. Report of small tanker damaged by mine in River Seine near La Corvette.
(Capt. M/S East 271015A to C.T.F. 125.)

"Oyster range" MINER III is required for laying "Oyster" range at for Ostend. Ostend. Messages 102032A and A.M. 270712A not to all addressees refer.
(2) F.O.I.C. Harwich is requested to sail MINER III to Dover to embark stores.
(3) After embarking "Oyster" stores V.A. Dover is requested to sail MINER III to Ostend when requested by N.O.I.C. Ostend.
(4) The recovery of controlled minefields at Dover and Folkestone must be postponed for the present.
(D.T.M. 271111A to V.A. Dover, F.O.I.C. Harwich.)
A.M. 271111. MINER III completes repairs p.m. today Friday. Vessel will be stores ranged and swung by noon Sunday and will sail immediately on completion for Harwich by inshore route.
(F.O.I.C. Gt. Yarmouth 271802A to F.O.I.C. Harwich.)

Mine sweep in Ostend Approaches. Proceed at daylight tomorrow Saturday to sweep 2 adjacent laps LL/SA 1 G.M.S. in Q formation each side of a line joining HK one buoy HK 2 buoy and position 051° 35' 06" N. 003° 12' 15" E. Inside laps each side to be danned and all dan buoys lighted by dark. To allow for possible delay sweep both laps on one side of centre line before starting other side.
(2) Anchor Ostend outer anchorage for night and report progress as early as possible.
(3) N.O.I.C. Ostend is requested to arrange cover by smoke laying motor torpedo boats from 0700A/28th until completion of sweeping.
(C. in C. Nore 271117A to 7th M/S Flot., V.A. Dover.)

Mine sweep off Portland. Completed search of Channell to width of two miles either side of centre line joining positions 50° 22' 30" N. 01° 55' W. and 50° 15' N. 03° W. Result negative.
(2) Intend remaining Portland overnight to store also to repair minor hull defects on SIDMOUTH returning to Portsmouth tomorrow Saturday E.T.A. Needles 1400A.
(SIDMOUTH 271329A to C. in C. Portsmouth, F.O.I.C. Portland.)

/Mine...

600

27.10.1944
FridayWar DiaryHOME COMMANDSMining - Contd.

Mine sweep of Q.Z.S.583. Take available ships of 16th M.S.F. under your orders, pass Gate at 1200/29th October and proceed to St. Ives Bay. Anchor as convenient.
(2) Weight at first light 30th October and carry our search at Maximum practicable depth of a Channel 1.5 miles wide, northern edge adjacent to southern edge of Q.Z.S.583 from Pendeen to Hartland Point, outside 10 fathom line.
(3) On completion anchor off Lundy Island.
(4) Weight at first light 31st October and return to Plymouth, searching at maximum practicable depth one lap inshore of Channel given in para. 2 outside 10 fathom line.
(C. in C. Plymouth, 271441 to M.S.16)

Mine sweep of Q.Z.S.468. Sail at 0730A tomorrow Saturday and sweep LL/SA 1 G.M.S. in Q formation each side of centre line of Q.Z.S.468 returning Small Downs to anchor for night.
(2) Communication constant watch on 2333 K/cs
Guard on CN.
(C. in C. Nore, 272226A to S.O.M.S.Flot.6)

Enemy Intelligence

Convoy for Emden. Following from S.F. (?Embassy) in Amsterdam. 10 - 12 (?ships) leaving Amsterdam, Handelskade, for Germany on 26th October carrying motors and A/C parts. Probable port destination Emden.
(N.L.O.N.G.A. 270106A to A.N.C.X.F.)

U-Boats

Probable U-Boat. BAYNTUN and FOLEY rejoining after escorting straggler from O.S. 93 to 49 degs. N. remainder of 10th E.G. in position 50 degs. 10' N. 10 degs. 08' W. (S) over bottom contact stationary since detected. (?Deptch) 24 feet length not yet known as swell makes echo sounding trace fragmentary. Five attacks no observed result. Unsuitable.
(S.O.E.G.10, 270034A to C. in C. W.A.)
My 270034 BAYNTUN and FOLEY rejoined. By echo sounder contact is 150 feet long and 24 feet beam and height lying Northeast/Southwest in 74 fathoms. Have produced oil slick. Attacks continue. My position 50 degs. 16' N. 10 degs. 08' W. Unsuitable. Weather Report 2471 1175.
(S.O.E.G.10, 271035A to C. in C. W.A.)
Your 271035. Consider you are on a likely S/M. and you should remain in immediate vicinity for the present. Keep me informed of the situation.
(C. in C. W.A. 271946A to S.O.E.G.10)
Your 271946/10th E.G. has been in continuous contact since 2000/26th and has fired 53 deptch charges, seven patterns of Hedgehog and six Squid charges. Considerable slick of apparently light oil but no satisfactory sample in present heavy weather, no wreckage or unexplained explosions. HELMSDALE, BAYNTUN, FOLEY holding contact at present. Most unsuitable.
(S.O.E.G.10, 272304A to C. in C. W.A.)

601

27.10.1944

Friday

War Diary

HOME COMMANDS

U-Boats - Contd.

Suspected U-Boats. Have obtained a bearing by H.F. D.F. Bearing is believed to be of enemy S/M transmitting a naval enigma signal second class German 073 degs. operator estimates between 15-30 miles reciprocal bearing estimated 257 degrees. Sense not determined ground wave 3800 K/cs. My position now is 051 degs. 06' N. 013 degs. 55' W.

(ARNPRIOR, 270148Z to Admty)

ARNPRIOR's 270148 bearings of naval enigma reported as follows 053 degs. 035 degs. 075 degs. from close to 050 degs. 10' N. 010 degs. 09' W and as 047 degs. and 059 degs. from 049 degs. 41' N. 009 degs. 13' W. all estimated over 30 miles. No action taken.

(S.O.E.G.10, 270510A to C. in C. W.A.)

Weather 4578 1476 unsuitable attacked contact which proved to be wreck in position 49.40 N. 10.05 W. at 0750A/27th. Large oil slick flowing east.

(E.G. 31, 271251A to C. in C. W.A.)

D/F at 0009Z/27th October indicates a second U-Boat may be entering South Western Approaches and may be in approx. latitude 51 degs. 00' N. longitude 14 degs. 20' W.

Contact by E.G.10 at 2334Z/26th October in latitude 50 degs. 10' N. longitude 10 degs. 08' W. probably indicates U-Boat in the vicinity.

(D.D.I.C. 271449A to A.I.G. 331, Cominch, S. & A. Area C.)

Navigational

Swept Channel Q.Z.S. This re-encyphers C.T.F. 125 211009. Request cancellation 505Q.Z.Y. Request promulgation as Q message as follows: The following instructions in connection with 595 Q.Z.S. are to be strictly followed: (A) This channel to be used by vessels of any draught. (B) Owing to existence of a minefield in 49 degs. 29' 27" N. 00 degs. 03' 27" E. all traffic entering by this channel is to stop and await pilot instructions one mile to seaward of this position. Reference M/S Seine 111750 and Admiralty 121809A.

(C.T.F.125, 271059A to Admty)

Wight-cross Channel route. My 262002. It would greatly assist the A/S defence of cross Channel shipping if only one route were in use between the Wight and the Cherbourg/Bay de Seine Area.

(2) Should the attack now threatened develop, it is proposed to abandon the use of H channel and route all such shipping by the single route envisaged in the proposal submitted under cover of my No. 7088/0/0122/84 of 22nd October. My 221625 not to all refers.

(3) The immediate pre-requisites for opening this route are the shifting of Kansas light vessel and the searching sweep of the "connecting links" between the new position of the light vessel and 14 E and 58E buoys. Subsidiary work of lifting unwanted buoys could be done later.

(4) A very early decision is accordingly requested on these points as that if possible these measures can be taken before the attack develops.

(C. in C. Portsmouth, 271508A to Admty)

602

27.10.1944
FridayWar DiaryHOME COMMANDSPort Facilities

Arromanches. Further to my 261242 not to all. Following is repetition of Exfor Rear TN 251820 Begins: Addressed Acting R.E. Phoenix Arrow Infor. (M) Rear Port Supt. Arrow. TN.12, L. of C., TN.709.

Winterisation Mulberry will now cease except completion decking any units started and disposal sand already in hoppers of LEVIATHAN and BURBO which will be pumped into AX units already started. No further off loading steel from TUREBY which will return U.K. Warn INVICTA prepare for passage to Ouistreham. Confirm beam can be reduced not to exceed 58 feet 6 inches. Take opportunity first fine weather commence bringing plant ashore from Phoenix. Dumb 60 tons crane available until 30th October after which required continuously stripping whale. Ends.

(2) A. BURBO will therefore not be required again at Arrow.
B. LEVIATHAN will be sailed to Southampton as soon as ship is empty.
C. TUREBY has been sailed for Solent.
D. HASLEMERE left for Portsmouth at 1700/26th October with complete Naval planting team.

(3) The only decision now outstanding is the desintation of Spud Pierheads and Whale Roadways. Request this may be investigated without delay as they cannot be held at Arrow once dismantling commences.
(N.O.I.C. Arrow, 271014 to A.N.C.X.F.)
Intend to return concrete floating dock A.F.D.50 from Arromanches to U.K. now. A.N.C.X.F. Letter X/0630/1/7 of 6th October refers.

(2) N.O.I.C. Arrow is requested to arrange towage.
(3) Dockmaster (Mr. Dean, Warrant Shipwright) and crew should accompany dock.
(4) Repair dumb barge No.82 allocated to dock is also to be lifted or towed to U.K. as convenient.
(F.O.B.A.A. 271200A to A.N.C.X.F., C. in C. Portsmouth, N.O.I.C. Arrow.)
Reference A.N.C.X.F.'s 1580/X/0911/2/21 of the 7th August and 1789/X/0911/2/21 of 20th Sept. in view of impending return of MUSKEETA and AKELA to U.K. Request approval for nominal depot ships for ROYAL HENRY and ROYAL ANNE to be transferred to Block-ships PARKHAVEN and EMPIRE BITERN respectively.
N.O.I.C.Arrows 251256 not to all refers.
(F.O.B.A.A. 271201A to Admt)

Calais Request information when division of 101 M/S
and Flotilla will be available for Boulogne, your 141510
Boulogne. not to R.N.O. Calais, leaving 113 M/S.F. free for
 Calais, your 111114. Difficulty is being experienced
 in maintaining adequate M/S requirement at both
 Boulogne and Calais from 5 ships of 113 M/S F.
and 3 or 143 M/S Flotilla.
(C.M/S P. Dover, 271150A to Capt. M/S North France)
Your 261852 (not to all). Boiler cleaning of SCOTT must
not interfere with starting and progressing of Calais survey
at earliest possible date.
F.O.B.A.A. 172007 (not to Admiralty) refers.
(A.N.C.X.F. 271207A to N.O.I.C.Boulogne)

/Ostend ...

603

27.10.1944
FridayWar DiaryHOME COMMANDSPort Facilities

Ostend. Can now accept for Saturday 28th one Hospital Carrier Sunday 29th one Hospital Carrier Monday 30th one Personnel Ship Tuesday 31st one Hospital Carrier Wednesday 1st November one Personnel ship. When we are able to increase this programme will immediately advise. Agreed P.E.C.
(N.O.I.C. Ostend, 271306A to A.N.C.X.F.)

Le Havre. N.O.I.C. Arrow, 231702A and your 251155 (not to all) If weather holds towage of remaining seven Phoenix for Le Havre should be completed at an early date. Three units have arrived. Three are on the way, and two more should leave Thames tomorrow Saturday, leaving only two to sail.
(2) Salvage operations on Unit 195 in Clovelly Bay are not due to start till 2nd November (Admiralty's 261821A not to all). It is therefore proposed that the 10th Unit for Le Havre should come from Thames. C. in C. Nore agrees.
(3) Propose subject to concurrence of C. in C. Portsmouth and War Office that Unit 195 when raised should be towed to Netley for parking.
(4) In most favourable conditions not more than two units per day can be sailed from Thames and there are sufficient tugs to deal with this rate of flow. Unless additional AX or BX Phoenix are required on the far shore in the immediate future, the first four W.S.A. Tugs could be released now (A.N.C.X.F. (Main) 191135 refers). Detailed signal will be made later.
(5) With a view to future planning for the releases of the larger tugs, which must also be assumed to cover towage of remaining Phoenix to other areas or parking places at some future date, request I may be kept informed of position.
(A.N.C.X.F. (Cotug) 271446A to A.N.C.X.F.)

Dieppe. Discharge slowed down due to acute congestion quays and lack of transport total day discharge 5053 tons disembarked personnel 67 embarked personnel 16 P.O.W. 1400 Le Treport disembarked personnel 12 vehicles 6 embarked personnel 12 vehicles 6 agreed (S.S.T.O. Dieppe, 272155A to D. of S.T.)

Casualties and DefectsBAYOU
CHICO.

H.M.S.
SS. ATHOLL detached to assistance BAYOU CHICO in 43.50 N. 35.10 W. at 0430A/27th October. C. in C. W.A.'s 270245A refers. O.N.S.34. 46 ships P.C.S. 0400A 4253 N. 39.53 W. 273 degs. 8 knots. Altering to 270 degs. at 0900A. Weather report 1872 2934.
(S.O.C.4, 270435A to C. in C. W.A.)

CITY OF OMAHA. E.T.A. seaward end of swept channel 2100A/27th. SALVONIA and CITY OF OMAHA in company.

27.10.1944
Friday

War Diary

HOME COMMANDS

Casualties and Defects

CITY OF OMAHA.
 (Contd.) (11) Boiler hours, No.1 908 number 2 798.
 (III) Major defects. (1) suspect 144 oscillator insulation broken down. (ii) P.P.I. and I.F.F. broken down. (III).T.B.S. aerial to be renewed.
 (IV) Bottle transmitter to be repaired.
 (V) Whipping shaft on windlass to be renewed.
 (VI) Refrigerators compressor defective.
 (?IX) My P.C.S. 049 degs. 46' 008 degs. 02' 100 degs. 8 knots.
 Weather 9080 2275.
 (COBOURG, 270635A to N.O.I.C.Falmouth)

M.L.147. Your 270951 para.4 (not to all addressees).
 M.L.147 has been severely damaged in collision.
 M.C.D. Portsmouth is surveying damage to ascertain if vessel is beyond economical repair. Report will follow.
 (2) The Senior Officer of the 20th M.L.Flottilla has embarked in M.L.902.
 (HORNET 271515 to C. in C. Portsmouth)

L.C.T.1045. L.C.T.1045 broke in two whilst in tow of Tug EMPIRE WINNIE towards Arronanches on 25th October and is total loss. No casualties, Captain is at Arrow. First Lieutenant and ship's company taken to Cherbourg is U.S. S.T.740, written report follows.
 L.C.T.1015 has extensive but minor hull damage and will be docked at Arrow, report of estimated date of completion will be signalled.
 Both craft were Shuttle Service L.C.T. on passage from Utah to U.K.
 (N.O.I.C.Arrow, 27126A to F.O.B.A.A.)

Shipping and Convoys

Shipping in danger from U-Boats at Falmouth. Owing to congestion at other suitable ports it is desired to continue assembly at Falmouth for the present. The situation will however be watched. Your 252217 refers.
 (A.C.N.S.(U.T.) 271336A to C. in C. Plymouth)

Release of L.S.T. to U.S. A.M. 262141 not to S.H.A.E.F. (p. 575)
 At a meeting at Versailles to-day 27th Oct. it was finally decided to release from the "Overlord" Forces.
 (A) The 4 U.S. L.S.T. referred to in my 260951.
 (B) On 1st Nov. any rail fitted L.S.T. British or U.S. then under repairs which will not be completed before 21st Nov.
 (C) Thereafter any rail fitted L.S.T. taken in hand for repairs, which will take more than three weeks to complete.
 (2) Request I may be informed as soon as possible numbers of L.S.T. covered by Section (B) and as they occur those covered by Section (C).
 (A.N.C.X.F. 271507A to Admty, Comnavu)

/Independent ...

605

27.10.1944.

Friday.

War Diary.

HOME COMMANDS.

Shipping & Convoys - Contd.

E.B.C.
convoys.

In order to meet difficulty now being experienced by C.T.G. 125.2 at Cherbourg in getting ships for E.B.C. convoys clear of harbour at daylight in time to sail at 0800A intend timetable for E.B.C.

convoys to be one hour later throughout than that laid down in my 031535A.

(2) New timing to start with E.B.C. 20 on 29th October.

(C. in C. Portsmouth 271625A to C. in C. Plymouth, F.Os. i/c Cardiff, Milford Haven, Falmouth, Portland, N.C.S.Os. Southampton. Weymouth.)

Shipping for
Boulogne.

Until further orders intend that ships loaded for Boulogne be sailed to the Small Downs for orders, as called forward by A.N.C.X.F. (Buco).

(2) Such ships are to be routed accordingly and in addition are to be given the route by Q.Z.S. 603 before sailing, so that it will be unnecessary to send this out to them in the Downs.

(3) Attention of N.C.S.Os. is invited to the current Q messages concerning Boulogne and also to A.C. Dover's 211938A October, concerning signalling in Small Downs.

(4) F.Os. i/c pass to N.C.S.Os. for whom responsible.

(C. in C. Portsmouth 271830A to F.Os. i/c Portland, Southampton, N.O.I.C. Newhaven, N.C.S.Os. Portsmouth, Cowes.)

Independent
cross Channel
sailings.

In view of last para. of Admiralty 251435, it is possible that the independent sailing of ships to and from French Ports will have to be suspended and all ships formed into convoys and escorted.

(2) If this is concurred in the date this is to come into force will be promulgated later.

(C. in C. Portsmouth 271844A to Admty., C.T.F. 125, F.O.B.A.A.)

606

27.10.1944
FridayWar DiaryFOREIGN STATIONSNorth Atlantic

O time at Azores. A.C. 9 27 October Zone 2 time 1. O time will come into force here Ref. 0100Z October 29. Azores A/C airborne at this time will use N. time until completion of sortie. G.M.T. will continue to be used by transit and diverted A/C and in operational signals referring to movements of A/C between Azores and other bases.
(247 Group 270900Z)

E.G.9. Intend sail E.G.9 in Swansea with LOCH ALVIE, ST JOHN, PORT COLBORNE and MONNOW for Londonderry at 1400A today Friday.
(2) - (6) Route and arrangements.
(7) STORMONT is in dock repairing Asdic defects and will be sailed when ready about October 31st.
(8) A.M. 240110 ~~not~~ to all.
(9) Admiralty pass to H.Q.C.C.
(F.O.G.M.A. 270904A)
~~Requesting~~ 9th E.G. be sailed.
Sailed my 270904
(F.O.G.M.A. 271816A)

SETTEMBRINI Further estimated date will be given later. SETTEMBRINI has been delayed my 261205A ~~refers~~.
(F.O.G.M.A. 271124A)
~~Italian~~ S/M SETTEMBRINI allocated to U.S. control for anti S/M training duty.
At appropriate point detach one escort and direct vessel proceed Gibraltar report to F.O.G.M.A. as escort for SETTEMBRINI scheduled depart Gibraltar about 5th November for Bermuda.
(C. in C. Lant. 271637Z to C.T.F. 65)

U-Boat attacked. A/C attacking possible U-boat position 034° 30' N. 007° 35' W. Proceed with utmost despatch to hunt.
(F.O.G.M.A. 271210A to Group One.)
A/C PCO (?A) 1148A ~~My~~ P.C.S. at 1230 34. 55 N. 07. 00 W. 228°. 24 knots. proceeding towards position.
(WOLVERINE 271232A)
~~Former~~ not identified by W.R.
Group One carrying out square search of 5 miles increasing to 10 miles round position 034° 30' N. 007° 35' W. My 4.T transmitter defective.
(WOLVERINE 271415A to F.O.G.M.A.)

SWIFTSURE Yes please. Your 271703 ~~refers~~.
(F.O.G.M.A. 272128A to C. in C. Med.)
~~Prefer~~ SWIFTSURE carry out three days practice at Malta.

U-Boat report. Comorseafon 272020 is being passed for information.
Begins: Addressed F.O.G.M.A. Repeated C.F.W.15 from Comorseafon ATC A/C at 13? (05)Z/27 in 036° 08' N. 017° 06' W. from altitude of 9000 feet.

/Distance

607

27.10.1944
Friday

War Diary

FOREIGN STATIONS

North Atlantic

U-boat
report
(Contd).

Distance of 3-4 miles sighted wake (?at once)
disappearing.
Enquire unquestionably \neq 300° true. After
interrogation evaluate as possible S/M. Ends.
(F.O.G.M.A. 272228A to S.B.N.O. Azores)
 \neq as received.

Trawlers

This repeats my 272210 \neq begins C. in C. Med.
(R) Admiralty. Capt. M/S Med from F.O.G.M.A.
Your 251826 para (2) Agreed. REDWOOD FILEY BAY
and GREGORY detailed will be sailed P.M. Oct. 30th.
Ref. Para (3) 5 trawlers remain.
(F.O.G.M.A. 272230 to C. in C. Med.)
 \neq 3 trawlers of 20th and 77th M/S Trawler Group to be returned
to U.K.

South Atlantic

S.S. RADBURY
Survivors.

TEST returned.
(N.O.I.C. Durban 270523Z) See N.O.I.C. Durban
261441Z.

Opsum 441
period
ended
1800Z/26th.

(Extract)
(A) One French Anson.
(B) 0735 - 1040.
(2) Search for armed steam trawler DUNTON one
Sunderland 12 hours 2 mins.
(Cor A.H.Q.W.Af. 271835Z)

608

27.10.1944.

Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Greece & Aegean.

Operations
against
Milos I.

Intend to continue deliberate surface and air bombardment of German positions Med. My 261700C* First priority complete destruction of Lakida C.D. 77 which has approx. same range as myself and wide arc.

Although satisfactory progress made, disheartening rest of island, this battery is decisive factor for bombardment of bridgehead or any further landing.

(3) Ammunition available for further 3 days operations at present pressure intend fuelling as necessary.

(4) Request date by which EMPEROR must be released.

(5) F.O.L.E.M. pass to T.A.C. H.Q. Force 142.
(AURORA 270230C to F.O.L.E.M.)

* Not identified in W.R.

Milos situation 2000C/27th. Determined resistance continuing in town area west of grid line 96 with no sign of weakening yet. Garrison Cdr. strong Nazi recently flown in by seaplane.

(2) Dominant factor Lakida coast defence battery very difficult to hit. One gun only knocked out so far amplifying report follows.

(3) Remainder outpost on island had thorough pasting and could be mopped up any time. Heavy flak batteries much reduced.

(4) Intend continuing as before. AURORA 680 rounds main armament remaining which may be expended by p.m. tomorrow. Request urgent information whereabouts nearest A.S.I.S. or prospect of temporary cruiser relief.

(5) Confident island will surrender, but may take some days yet.
(AURORA 272210C to F.O.L.E.M.)

Lakida battery my 272210. 4 guns are on knife edged ridge 3 camouflaged and 1 at least has armoured dome. Battery can bombard force 142 in Polonia and equals my range. EMPEROR's A/C and my gunfire can keep their heads down for long periods but not get direct hits except by fluke. Only 1 knocked out today.

(2) Can R.A.F. Middle East help with anything special. Baltimores can report flak state.

(AURORA 272218C to F.O.L.E.M.)

Alexandria
movements.

Alexandria 26th October 1944. Arrivals KRIEZES, CALEDON. Departures POMPEO MAGNO, WHITE BEAR, KONDOURIOTIS, ASPIS, BLACK PRINCE, ARGONAUT.
(R.A. Alexandria 270800.)

VAMPIRE,
VORACIOUS.

Sail from Khios 1700C today 27th relieving VORACIOUS on patrol on a line from Cape Paliuri to position 180° 10 miles Cape Paliuri. Route on patrol A 5 miles E. Strati (incomplete group) direct to patrol area.

(3) Object of patrol to report movements German hospital ship GRADISCA and report and direct Swedish ship VASAOLM to Khios.

609

27.10.1944.
Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Greece & Aegean.

VAMPIRE,
VORACIOUS.
(Contd.)

(4) Neither these ships nor any caiques or small craft are to be molested.

(5) Unless otherwise ordered leave patrol 0801C/31st when it is intended VIGOROUS will relieve you. Then return Khips by reverse route report E.T.A.

(6) C.C.O. Malta recypher and pass to VORACIOUS.
(ATTACKER 271034C to VAMPIRE (R) F.O.E.C., F.O.L.E.M., Capt. S.1, S.H.A. (corrupt group), P.U.B.A.F., VORACIOUS, S.O. Force 142.)

Return by route 5 miles east Strati thence east Psara to Samos Strait. Thence as ordered by Capt. S.1 261130. Jigsaw number 18 refers.

TERPSICHORE, B.Y.M.S. 2033, 2075 and one M.L. on passage Skiathos may be encountered.

(3) C.C.O. Malta recypher and pass to VORACIOUS.
(ATTACKER 271403 to VORACIOUS.)

ZETLAND.

Your 261150. My P.C.S. 1800A 034° 46' N. 027° 05' E. 335° 20 knots. E.T.A. Piraeus 0830A/28.
(ZETLAND 271634A to S.B.N.O. Greece.)

BELVOIR,
S3. SAMLAND,
THRUSTER.

Intend sailing BELVOIR escorting SAMLAND for Kalamata and THRUSTER for position 704 at 1700/28th S.O.A. 9 knots routed as in my (?261551) which will be amended. E.T.A. Seaward end Q.B.B. 425 1100/30th position 721 1500/30th adjusting as necessary to arrive 28th 704 at 0600/31st for onward routeing by (?). Codeword throughout "Compress" 795. Shifting to area Love Ban broadcast at 1300/29th.
(F.O.T.A.L.I. 271837 to unknown.)

TUEBINGEN.

German hospital ship TUEBINGEN intercepted by WILTON at 1130A/27th and proceeding to Alexandria.
(C. in C. Med. 271848A.)

General.

DUGUAY TROUIN. F.O.W.M. 241152* not to all, concurred in.
(2) Admiralty will promulgate ocean route.
(3) Your 251914 and A.N.C.X.F. 251150 neither to all also refer.
(D.O.D.(H) 270308A to C. in C. Med.)
* Programme for F.S. DUGUAY TROUIN.

610

27.10.1944.
Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

G.2 summary No. 59. B. One. Yugoslavia. No confirmation yet received of evacuation Split. (A.F.H.Q. No T.O.O. Recd. 0530.)

F.O.L.E.M. Cancel my 211255 at 1430/27. (F.O.L.E.M. 270916C.)

French Admiral Mediterranean. Following from Naval Adviser Paris. Admiral Lemonnier informed me Admiral Ronarch will be appointed with title of Admiral Mediterranean instead of title Amiral Sud under orders of C. in C. Med. (A.N.C.X.F. 271035A.)

Degaussing. Ships are not to be sailed to newly captured ports for the first three months of occupation or to ports in the Adriatic north of Bari with degaussing switched off.

(2) Ships required to load cased petrol whose degaussing equipment is not designed or adapted for such cargoes, or who cannot be fitted with temporary deck coil should not therefore be taken up for this purpose.

(3) N.C.S.Os. are to obtain from Masters boarding reports and inform sea transport and degaussing authorities that ships degaussing equipment requires attention, so that ships are not loaded unnecessarily.

(4) S.T.Os. are to inform N.C.S.O. when any ship is about to be loaded for areas in para. one.

(5) M.S.C.I. 42 is being amended. (C. in C. Med. 271222A.)

~~CHARLES~~ SPEDDEN, MASTERFUL. ~~CHARLES~~ SPEDDEN is at present defective and it is unlikely she will be in a fit condition for a prolonged heavy tow for some time. Further report is awaited. (2) Request MASTERFUL be sailed to arrive Suez not later than 8th November. Your 250737. (F.O.L.E.M. 271225C to Com. Aden.)

K.M.S./ M.K.S. U.G.S./ G.U.S. convoys. Paras.2 and 3 of my 261750 (186B) are to take effect commencing with K.M.S. 69 and U.G.S. 60. (2) In the reverse direction M.K.S. 68 and G.U.S. 59 are to be the first convoys assembled at Gibraltar and Oran respectively. (3) Commodores of K.M.S. 69 and of succeeding K.M.S. convoys are to be disembarked at Gibraltar. (4) Commodores and Vice Commodores of U.G.S. 59 and of succeeding U.G.S. convoys are to be disembarked at Oran and will take the corresponding G.U.S. convoys back to U.S.A. (5) Admiralty and Com. 10th Fleet (C. & R.) are requested to inform authorities concerned. (C. in C. Med. 271250.)

/SETTEMBRINI...

27.10.1944.

Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

SETTEMBRINI. Cominch requested F.O.G.M.A. to furnish required information in his 241854*. Your 241921 refers. Tentative date of 5th November was given in F.O.G.M.A.'s 261205 in reply.
(C. in C. Med. 271252 to B.A.D.)
* Presumably 241845 intended stating SETTEMBRINI allocated to U.S. control.

FORMIDABLE's Corsairs. 241910A October. Intend to send 9 Corsairs to Dekheila to (?join) Avengers for operation against Crete request I be informed if any Mark VII 500 pounds M.C. bombs are available (?at) Alexandria.
(FORMIDABLE 271400 to C. in C. Med.)

FREIBURG. German hospital carrier FREIBURG intercepted by LAMERTON off Durazzo and is being brought into Brindisi.
(2) As ship is not on list of recognised hospital ships intend to treat officers and crew as prisoners of war and place prize crew on board. Your 211225 refers.
(F.O.T.A.L.I. 271605 to C. in C. Med.)

BANDIERA, M.S.C.1. 5. Intend sailing submarines BANDIERA and ALEA at 0800/29th to Augusta.
(2) - (7) Arrangements.
(1) Request submarines be sailed to join U.G.S. 57 for Port Said and onward routeing to E.F.
A.M. 171119 Sept. and 272311 Sept. neither to all refer.
(F.O.T.A.L.I. 271721 to S.N.O.E.S.Y.)

Danube. Russian N.A. reports:
(1) German aircraft laid 15 magnetic mines in Calafat district Oct. 10th.
(2) Following enemy departures observed up to 20th Oct. between Budapest and Bratislava: 4 gunboats: one A/S vessel: one M/S: 3 motor M/S.: one (F?) barge: one M/S depot ship: (4?) auxiliary vessels.
(S.O.I. Istanbul 271730C.)

Decoy buoys. Your 241632. No other information available in Admiralty, and any further information would be appreciated.
(2) The extreme range of the shore-controlled electric torpedo is known from captured specimens to be about 6000 yards.
(D.N.I. 271801A to C. in C. Med.)

/Situation...

612

27.10.1944.

Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

Situation
report No.
472.

(1) (?LAMBERTON) intercepted German hospital carrier off Durazzo and is bringing her into Brindisi.

(2) R/C patrol landed Melos night 24th October. Following morning AURORA bombarded the island and Waterborne night troops were landed and captured bridgehead in Voudhia area. Air and sea bombardment continued throughout 26th. Ships engaged were AURORA, TYRIAN, TETCOTT and EMPEROR.

(3) Bad weather interfered with coastal forces and minesweeping operations in Adriatic.
(C. in C. Med. 272203A.)

613

27.10.1944.
Friday

War Diary

FOREIGN STATIONS

East Indies

EMPIRE
ELAINE. (Extract). As EMPIRE ELAINE is allocated and fitted as L.S.C. by agreement with Admiralty it is considered that C. in C. E.F. must retain operational control of her for the present. Your 16005* and C. in C. E.F.'s 190924 refer.

(2) It is hoped, however, that C. in C. E.F. will find it possible to consult with you periodically to ensure best use of the ship in conjunction with other specialised ships for transporting all awkward lifts throughout your area.
(D. of S.T. 270143A to P.S.T.O.India) * As received.

U-Boat
dispositions. No fresh information area VP scale X 5 P. All other areas scale W.S.
(C. in C. E.F. 270354Z)

Attacks on
enemy
shipping. (A) Casualties on enemy Naval and Merchant Shipping based on information received during the fortnight ending 26th October.
15th September TRADEWIND sank one Sampan 16th September (sic) sank two twenty ton Schooners with demolition charges. 18th September sank five thousand ton steamer south of Padang. Torpedo. 4th October TALLY HO possibly damaged two hundred ton Motor Vessel by gunfire. Sank S/M-Chaser by gunfire floatplane overhead possibly destroyed by explosion of S/M-Chaser which blew up.
6th October STATESMAN sank two 150 ton Wooden Motor Coasters by gunfire 12th October STRONGBOW sank two thousand ton ship by torpedo in Malacca Straits. 17th October A/C sank two thousand ton ship in Nancowry Harbour. 24th October STYGIAN probably sank enemy U-Boat north-east of Sabang by torpedo.
(B) Losses sustained by Allied Naval and Merchant Shipping based on information received during past fortnight, Nil.
(C. in C. E.F. 270501)

PORPOISE. Onward route for PORPOISE your 260142 refers from position B to C 004 degs. 23' N. 080 degs. 00' E. thence through D 006 degs. 01' N. 079 degs. 22' E. to R/V escort at S.C.1 (South) Buoy Colombo at 0500Z/10th November.
(2) Estimated PORPOISE will cross latitude 005 degs. S. at 1300Z/6th. from which time bombing restrictions will be imposed. Request she be instructed to report if E.T.A. differs by more than 2 hours from 1300.
(C. in C. E.F. 270526Z to C.T.F.71)

VAN GALEN. (Extract). Sailed VAN GALEN D.S. at 1400Z/27 to Suez for onward passage to U.K. to comply with C. in C. E.F. 221247.
(Com. Aden, 271642Z)

614

27.10.1944
FridayWar DiaryFOREIGN STATIONSAmerica and West Indies

- U-Boat dispositions. Estimates.
(N.S.H.Q. 271304Z, Cominch, 271533Z)
- UGANDA. Cancel my 241950 anticipate sailing UGANDA from Halifax a.m./30th destination Clyde.
(C. in C. C.N.A. 271442Z to Admt)
- SS. BAYOU CHICO. At 1500Z/27th sailed H.M.R.T. TENACITY independently to assist SS. BAYOU CHICO with orders to tow to Horta Azores S.O.C.4, 270435A/not to all refers.
(2) Admiralty pass to C.C.R.T.
(F.O.N.F.271511Z)
/ SS. ATHOLL detached to assistance SS. BAYOU CHICO.
W.D. Note: straggler from O.N.S.34.
Request you sail H.M. Tug TENACITY as soon as possible to assist. SS. BAYOU CHICO stopped with boiler trouble and reported in 43.25 N. 35.07 at 0500Z/27 drifting 202 degs. one knot.
(2) H.M.C.S. ATHOLL has been ordered to assist BAYOU CHICO who should be towed to Azores on arrival TENACITY.
(C. in C. C.N.A. 271522Z to F.O.N.F.)
- SEYCHELLES. Your 252037 not to other addressees. Owing to defects SEYCHELLES will not commence short work up until October 30th. Anticipated sailing date November 7th. Admiralty 241653 refers.
(S.B.N.O. W.A. 271519Z to B.A.D.)
Your 261814 not to all. Route SEYCHELLES and Tugs to Horta, and U.K.
(Com. 10th Fleet C. & R. 272000Z to U.S.R.O. Bermuda)
- T.F.66. Modify my 232108Z.
NIELDS Flagship of T.F.66 vice EARLE.
PRIDE Flagship of Cortdiv 46 vice MENGES.
Delete EARLE and MENGES from Task Force.
(C. in C. Lant, 271611Z)
- H.X.312. Average speed 9.5 knots. Off Fastnet at 0230Z/18
All arrived.
(D.T.D.271736A)
- H.X.313. Average speed 9.1 knots. Off Fastnet at 1000Z/23.
All arrived.
(D.T.D. 271845A)
- U-Boat incidents. Para. D. 271556Z. Transport A/C sighted surfaced U-Boat 30.37 N. 65.12 W. course 290 speed 5.
(Cominch, 272040Z)
- Palisadoes. Proposal to transfer Palisadoes forthwith to Military on temporary basis, pending final decision and to discharge naval personnel to U.K.
(A.M.222304 September refers).
(S.B.N.O. 272045Z)

615

27.10.1944
FridayWar DiaryFOREIGN STATIONSAustralia and New Zealand

Digest (Extract). Dawn R/C Liberator sighted one heavy
1010. cruiser two destroyers minimum two medium sized
26th Oct. merchant ships 2 type ships Inhvrunei Bay.
(2) Jap Task Group retiring from San Bernardino
Strait located and attacked by Third Fleet A/C
carrier Task Group off southeast coast Mindoro Island early
daylight south at 15 knots. Composition this time comprised four
battleships three heavy cruisers three light cruisers 10 destroyers
(3) Three hours later this force hit by 26 Liberators each
carrying three half tonners or two half tonners one quarter tonner
from 10,000 feet off west coast Panay Island course southerly.
Rnemy force comprised one Yamato class battleship. Identified
from photos. 1 Kongo class battleship five cruisers five des-
troyers. Two direct hits many near misses on battleship.
Intense ack/ack encountered. One Liberator lost over target.
Second missing.
(4) Another 20 Liberators also from New Guinea via Morotai also
attacked Jap Naval shipping Central Philippines mid-morning.
19 bombed one KUMA class light cruiser in company with one
destroyers off southeastern Negros Island, course northerly,
scoring four direct hits causing fires and explosions on bridge.
Amidships and aft. 20th Liberator unsuccessfully attacked one
heavy cruiser near Coron Bay. Bombload and altitude same as
aforementioned Liberators.
(5) Other remnants of enemy Task Group retiring from Surigao
Straits sighted previous day including probably four cruisers,
five or more destroyers proceeding westwards between Negros and
Mindanao.
(6) Seven enemy ships described as warships but considered more
likely special transports sighted by plane first light in Ormoc
Bay on West coast Leyte heading towards Ormoc.
(7) Eight ship convoy sighted late forenoon heading southeast
through Balabac Strait.
(9) Five large transports five destroyers sighted southbound along
West coast Luzon approaching Manila.
(G.H.Q. S.W.P.A. 270915)

U-BOAT CAMPAIGN

S/M attack Para. B. 1, At 2334Z/26 E.G.10 made 5 attacks on
and sighting bottom contact no results observed in latitude
summary. 50 degs. 10' N. longitude 10 degs. 08' W.
(2) At 1314Z/26 A/C F/330 obtained A.S.V. contact
in latitude 62 degs. 19' N. longitude 00 degs. 12'
W.
Para. C. 1. At 0754Z/26th VERSATILE attacked non-S/M echo with
D/Cs and reported unexplained explosion after D/C explosion in
49 degs. 58' N. 04 degs. 35' W.
(D.D.I.C. 271015Z, 281119A)

U-Boat Estimates.
dispositions (D.D.I.C. 271430A, 271448A)

616

28.10.1944.
Saturday.

War Diary

SITUATION REPORT

Home Commands

Channel.

1(a) Granville can now take 5 vessels drawing between 6 and 15ft in the outer Harbour and 9 between 13 and 15ft. in the inner, but at Spring tides these are increased to 5 between 17 and 27ft. in the outer and 9 between 28 and 30ft. in the inner.

(b) Morlaix can take 3 ships drawing 33ft.

Norway.

2(a) SCEPTRE carried out a night surface attack on Trafalgar Day on an escorted convoy of 3 merchantmen off Ekersund, of 3000 to 6000 tons. One was seen to blow up, and a second burst into flames, which 6 minutes later doused suddenly as though submerged. Twelve depth charges were dropped 20 minutes later, but by then SCEPTRE was 6 miles clear.

(b) An aircraft of 18 Group attacked 12 undarkened ships in the Skagerrak with bombs, but claims no hits.

Northern Waters.

(3) Convoy J.W.61 has reached North Russia without incident.

Foreign Stations

South Atlantic

(4) LINARIA has rescued from Europa Island, Mozambique Channel the survivors of SS. RADBURY which was torpedoed on 13th August.

Mediterranean

Riviera.

5(a) Coastal force patrols last night fired 4 torpedoes at an enemy convoy of 6 F-lighters with 2 escorts entering Rapallo and blew up 3 of the F-lighters.

(b) The U.S. destroyers GLEAVES and PLUNKETT and the French cruiser EMILE BERTIN shelled targets ashore on the right flank today.

/Adriatic...

617

28.10.1944.
Saturday.

War Diary

SITUATION REPORT

Mediterranean - Contd.

Adriatic.

(6) A small British force landed at Dubrovnik today, to assist Partisan activities.

Greece and Aegean.

7(a) Salonika. Force 133 reports that the evacuation of Salonika is nearly complete.

(b) Piraeus. Bad weather, lack of labour, and shortage of suitable harbour craft have caused some delay in unloading. 1130 tons and 30 vehicles were landed today.

(c) Piskopi. Troops were landed from SIRIUS on Piskopi yesterday and the surrender of the island was reported. Subsequently the enemy counter attacked as a consequence of German reinforcements being ferried to the island; and this evening ATTACKER reported that it was intended to despatch the Greek destroyer NAVARINON to arrive there tomorrow morning with British reinforcements. Aircraft will cooperate and ATTACKER intends to remain in the neighbourhood until satisfied that the situation is settled.

East Indies

STURDY patrol report.

(8) On return from patrol STURDY reports sinking off the south coast of the Celebes between 8th and 15th of October 3 coasters and 7 schooners. She engaged an A/S trawler on 16th and was forced to retire.

U-Boat attacked.

(9) A Liberator this morning made a promising attack on a U-Boat about 200 miles north west of the Andamans in 15 degs. 28' N. 90 degs. 15' E.

Australia and New Zealand

Philippines.

10(a) U.S. P.T.boats last night sank two enemy barges, laden with troops, and two coasters in Ormoc Bay on the west coast of Leyte.

(b) An estimated total of 50 Japanese aircraft operated over Leyte Gulf today. Several of them attempted suicidedives on warships, but only superficial damage was caused.

618

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS

Policy

10th
Destroyer
Flotilla.

The future of the 10th D.F. is under consideration. Its administration should remain as it is for the present. Your O81316 refers.
(D.O.D.(H), 281037A to Com. (D) H.F.)

Assault
Carrier
Squadron
training.

Reference Admiralty (D.A.W.T.) meeting on 17th October to discuss arrangements for Assault Carrier Squadron training it is now under consideration to sail ships concerned by mid-January. Confirmation of this date will be made by further signal. Training of squadrons should be adjusted accordingly in anticipation.
(D.N.A.O., 281045A to F.O.C.T.)

Reserve
Fleet
base at
Milford
Haven.

In view of congestion elsewhere it is desired to establish a reserve fleet base at Milford Haven.
(2) C. in C. W.A. and F.O.I.C. Milford Haven are requested to state whether they agree to this proposal.
(3) If they concur request an officer of Commander's rank may be appointed as S.O.R.F. Milford Haven.
(F.O.C.R.F., 281212 to Admty.)

Expected
U-Boat
Channel
offensive.

The position is being carefully watched and support groups will be transferred between Commands as the situation necessitates. C. in C. Portsmouth's 262002 and C. in C. Plymouth's 271309, neither to all, refer. Additional coastal escort in the Plymouth command is not at present considered necessary.
(2) C. in C. Portsmouth's 271844, not to all. It is most essential that the turn round of shipping, particularly coasters and L.S.Ts., should be kept to the shortest possible period, and it is not considered that the situation necessitates re-introduction of convoy sailings yet. Personnel ships to Normandy and those to Ostend while between Spithead and Beachy Head should be given some additional escort.
(V.C.N.S., 281801A to C. in C. Portsmouth, C. in C. Plymouth.)

Movements

KING
GEORGE V.

Scapa departures KING GEORGE V escorted by KEMPENFELT and URSA.
(A.C.O.S., 280102A to F.O.I.C. Greenock.)
Clyde arrivals KING GEORGE V escorted by D.27 in KEMPENFELT and URSA.
(F.O.I.C. Greenock, 282236A to C.S.1.)

PURSUER.

My P.C.S. at 0400 was 083° Barra Head 14 miles 020° 12 knots.
(PURSUER, 280402 to TRUMPETER.)

/Russian ...

619

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS

Movements - Contd.

Russian submarine chasers. Your 271305A which has been passed to Cdre. (D) W.A. and N.O.I.C. Londonderry. A maximum of 6 Russian submarine chasers can be accommodated at Londonderry. (N.O.I.C. Belfast, 281010A to C. in C. W.A.)

KENORA. Intend to sail KENORA at 1300A/28th October to Londonderry for onward routeing to Canada in accordance with A.M. 171822A not to all. (2) Standard route speed 12 knots, E.T.A. 0600A/30. (C. in C. Plymouth, 281014A to Com. (D) W.A.)

STRIKER, FENCER. Codeword "Oxtail" A.M. 110157A and 111944A neither to all addresses. Intend to sail STRIKER (Senior Officer) with FENCER passing Clyde boom for Gibraltar at 1430A/31st October. Speed of advance 16 knots from R/V. (2) C. in C. Plymouth is requested to sail MUSKETEER, KELVIN and MARNE to R/V in position 180° Tuskar Rock 17 miles at 0730A/1st November. C. in C. W.A. 251957A not to all addressees refers. (3) Fighter protection codeword "Scurry". (4) Further signal will be made re E.T.A. when route has been promulgated. (F.O.I.C. Greenock, 281144A to F.O.G.M.A., C. in C. Plymouth.)

VINDICTIVE. On arrival of VINDICTIVE intend to transfer my broad pennant to her. Request all officers on my staff may be appointed from TYNE to GREENWICH additional (accounts to be kept in GREENWICH 2) from 23rd October 1944, and to VINDICTIVE additional (accounts to be kept in VINDICTIVE 2) from 10th November, 1944. Request Home Fleet destroyer accounts be transferred from GREENWICH 2 to VINDICTIVE 2 on 10th November 1944 and that A.M. 525 AZ. 231032 may be amended. (Com. (D) H.F., 281201A to Admt.)

MALAYA. My 251328. MALAYA is to be at 14 days notice for steam. (V.C.N.S., 281308A to C. in C. W.A., F.O.I.C. Greenock.)

ROYALIST, ATTACKER, HUNTER, STALKER. It has been approved for ROYALIST, ATTACKER, HUNTER and STALKER to arrive in U.K. from Med. about mid-November to give approx. 14 days leave in one watch. (2) This will entail berthing ships alongside with only C. and M. party on board. (3) Request you will report whether arrangements can be made to berth one or more of these ships in your Command. (D.O.D.(H), 281517A to Cs. in C. Plymouth, Nore, Portsmouth.)

/DUQUESNE ...

620

28.10.1944.
Saturday.War Diary.HOME COMMANDS.Movements - Contd.

- DUQUESNE. Intend to sail F.S. DUQUESNE at 1030A/29th Oct. to Casablanca in accordance with A.M. 151642A not to all addressees.
(2) Routes through (M) 180 Lizard 3. (Q) 48.30 N., 05.45 W. thence to (N) 45.00 N., 11.00 W. and as in A.M. 201617A.
(3) Speed of advance 22 knots until south of 48° N. thence 20 knots.
(C. in C. Plymouth, 281540A to Comorseafron.)
- ROYAL ULSTERMAN. ROYAL ULSTERMAN may be required for service abroad in December. It is intended to employ her for L.C. transportation in Home Waters in the meantime unless you have other requirements for her.
(2) A.M. 211140 September refers.
(V.C.N.S., 281808A to A.N.C.X.F.)
- UGANDA. (1) C. in C. N.A. 271442, which is being passed to C. in C. H.F. and C.S.1. Destination of UGANDA is Scapa for onward routing to Tyne where ship can be accepted at Messrs. Palmers, Hepburn on 6th November.
(2) C. in C. H.F. is requested to sail ship to arrive as required by F.O.I.C. Tyne.
(3) Time in hand is to be limited to four weeks.
(4) F.O.I.C. Tyne is requested to report in due course what items cannot be undertaken in this period.
(5) A.M. 251648 and 271300 neither to all are cancelled.
(D.O.D.(H), 281809A to Cs. in C. C.N.A., H.F., F.O.I.C. Tyne.)
- UNDAUNTED. Request you will sail UNDAUNTED when ready on 1st November at best speed without incurring weather damage to overtake STRIKER and FENCER. A.M. 251957 not to all refers.
(2) UNDAUNTED is to form part of through escort for C.V.Es. to Eastern Fleet.
(D.O.D.(H), 281829A to C. in C. W.A.)

OperationsSituation Report

- Naval. Cositintrep No.207 - Part 2 Naval.
Captured ports.
Havre - Reported maximum draught acceptable thirty feet springs and neaps. There are seven berths for ships of 450 feet which is maximum length acceptable and ten berths for coasters which will ground at low water.
Ostend - The entrance channel is being widened.
Rouen - There are fourteen berths ranging in depth 18 to 20 feet at low water. The movements on one tide are limited by number of pilots available. Seine River limitations are now 22 feet draught at M.H.W.S. and 16 feet at M.H.W.N.

/(B) ...

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS.

Operations

Situation Report

Naval.
(Contd.)

(B) Reference Cositintrep No.206.
Boulogne unloading figures are:-
206 troops, 129 vehicles and 1043 tons of stores.
(C) Unloading figures.

	<u>Troops</u>	<u>Vehicles</u>	<u>Stores</u>	<u>Pol.</u>
British				
East Calvados	2432	930	1756	1860
Dieppe	79	6	5053	Nil
Boulogne	217	119	1225	Nil
Ostend	Nil	Nil	2691	4116
Total:	<u>2728</u>	<u>1055</u>	<u>10725</u>	<u>5976</u>
United States				
Cherbourg	Nil	Nil	12955	12213
Beaches	1004	626	6705	263
Brittany Ports	Nil	4	4032	489
Le Havre	Nil	5	3621	Nil
Rouen	Nil	Nil	1577	1728
Total:	<u>1004</u>	<u>635</u>	<u>28890</u>	<u>14693</u>
Combined Total:	<u>3732</u>	<u>1690</u>	<u>39615</u>	<u>20669</u>

(A.N.C.X.F., 282331A to Admty.)

Operations

Channel

23rd M.T.B. Flotilla. Your 131100. There seems to be some misunderstanding, M.T.Bs. of 23rd Flotilla have never been fitted with asdics. Neither have instructions been issued for radar types 291 and 286 to be removed.

(2) Type Q.H.2 has been removed, however, as it was fitted in charthouse which could not be locked.
(Hd. of M., 281245A to A.N.C.X.F.)

Patrol. Pins cover night 28th/29th October.
G.B.1 ACTIVE Z.109. G.B.2 HARGOOD Z.9 south.
(C. in C. Portsmouth, 281544A to usual addressees)

C.T.F. 125 requests escorts and boarding drifters. E.O.C. and O.E.C. convoys have hitherto been provided with escort from my screen resources. Necessitating allocation of one P.C. and two S.Cs. each day. Owing to heavy weather now being experienced in Channel Islands area, it is necessary to withdraw the S.Cs. from escort duty. The number of larger craft at my disposal does not permit continuance of escort and maintenance of screen. Request five suitable vessels be allocated to this command for E.O.C. - O.E.C. convoy duty or escorts be provided from groups at disposal of C. in C. Plymouth. Screen is already inadequate to meet a determined submarine attack on anchorages of Roscoff, Cherbourg, Omaha and Pasture.

622

28.10.1944.

Saturday.

War Diary.

HOME COMMANDS

Operations

Channel

C.T.F. 125
requests
escorts and
boarding
drifters.
(Contd.)

(2) Four drifters are required for winter
boarding duties at Cherbourg and Pasture.
(C.T.F. 125, 281815A to A.N.C.X.F.)

Cross-
Channel
telephone
cable.

In view of completion of bulk of cross-Channel
cable laying operations, cable ship MONARCH may
now be returned to normal G.P.O. duties.
(2) Request vessel may be sailed for G.P.O. cable
depot, Woolwich as soon as convenient.
(D.S.D., 281949A to V.A. Dover.)

Operations

Western Approaches

Force 33.

As from 1200A/28th October Force 33 will be
formed consisting of 1st E.G. (S.O. in AFFLECK)
and 26th E.G. (BEACON HILL).

(2) Convoys O.N.S.35 (B.1 E.G. CHELMER) and S.C.
159 (C.2 E.G. LONGUEUIL) will be supported by Force 33 while on
passage through N.W. approaches.

(3) Although memorandum W.A. 0202/7 of 11th October (not yet
issued to C.2 E.G.) has not yet been brought into force and
special charts have not yet been completely issued, the support
of these convoys is to be carried out in accordance with operation
C.E.2 as laid down in the memo. S.O. E.G.1 is to pass the
necessary instructions to C.2 E.G. on joining.

(4) Details of convoy routes etc. will be signalled separately.

(5) Call signs as in C.E. appendix 2 are to be used from 1000A/
29th October.

(C. in C. W.A., 281115A to S.O. E.Gs. 1, 26, B.1, C.2.)

Refits of
Western
Approaches
Command
destroyers.

The refit situation of escort destroyers in my
Command is causing me considerable concern.
HOTSPUR, FAME and FORESTER, all of the 14th E.G.
were due for refit in June, and unless taken in
hand in the near future, will be unfit for
operation under winter conditions in the Atlantic.
The same applies to KEPPEL, arcticised destroyer,
which was due for refit in August.
(C. in C. W.A., 281242A to Admty.)

Operations

Norway

Patrol.

SCEPTRE arrived.
(S.O. S/M Lerwick, 280820A to Admty., A.C.O.S.)

623

28.10.1944.
Saturday.War Diary.HOME COMMANDSOperationsNorway

- Patrol. I.S.O.H. 30 SCEPTRE report.
(Contd.) (1) 21st October 2255A P.C.S. Convoy consisting of 3 merchant ships 6000 - 3000 tons with 3 escorts 58° 34' N., 05° 28' E., 325°, 9 knots range 3500 yards carried out surface attack fired 4 torpedoes. Very heavy explosion after 2½ minutes. One ship seen to blow up. Two hits seen on a second ship which burst into flames. Six minutes later flames disappeared suddenly as though ship had sunk. 20 minutes later 12 depth charges were dropped on scene of attack while SCEPTRE was 6 miles off retiring on the surface. Torpedoes were fired across a reported minefield.
(2) Numerous small ships sighted.
(S.O. S/M Lerwick, 280900A to F.O.S.)
- Operation Intend to sail S.C. operation from Shetland -
S.C. (1) 0100A/29th October from Scalloway.
(2) 068° from Sumburgh Head 13 knots.
(3) 1900A/29th October.
(4) Between 1930A/29th October and 0600A/30th Oct.
(5) 250° to Sumburgh Head 14 knots.
(6) p.m./30th October. (7) 070° Sumburgh Head. (8) No.
(N.O.I.C. Lerwick, 280959A to A.C.O.S.)
My 280959.
(1) 061° 02' N., 004° 31' E. (2) Ramose Sensation.
(3) 060° 56' N., 004° 37' E.
(N.O.I.C. Lerwick, 281001A to A.C.O.S.)
- Operations Intend carrying out V.P.76.
V.P. (1) 0830A/29th October. (2) 2000A/29th October.
(3) Not later than 0600A/2nd November.
(4) 249° towards Noss Head not more than 20 knots.
(5) Not later than p.m./2nd November.
(6) No. (7) No. (8) 069° Noss Head Bressay. (9) No.
(N.O.I.C. Lerwick, 281227 to A.C.O.S.)
My 281227.
(1) 069° from Noss Head not more than 20 knots.
(2) 061° 10' N., 004° 30' E. (3) Blank.
(N.O.I.C. Lerwick, 281229A to A.C.O.S.)
Intend carrying out V.P.77
(1) 0830A/29th October. (2) 2000A/29th October. (3) Not later than 0600A/2nd November. (4) 278° towards Noss Head not more than 20 knots. (5) Not later than p.m./2nd November.
(6) No. (7) No. (8) 098° Noss Head Bressay. (9) No.
(N.O.I.C. Lerwick, 281237A to A.C.O.S.)
My 281237.
(1) 098° from Noss Head not more than 20 knots.
(2) 059° 41' N., 005° 00' E. (3) Blank.
(N.O.I.C. Lerwick, 281239A to A.C.O.S.)
V.P.77 cancelled.
(N.O.I.C. Lerwick, 282155A to A.C.O.S.)

624

28.10.1944.
Saturday.War Diary.HOME COMMANDSOperationsNorthern WatersConvoy
J.W. 61.

Convoy J.W.61 and escorts arrived less Loch Ewe portion detached at 0900C/28th with Russian escort.

- (2) Admiralty pass to M. of W.T.
- (S.B.N.O. N. Russia, 281444A to Admty.)

Convoy
R.A. 61.

Intend to sail Group 15 from White Sea 1400A/30th October to (MU) to join R.A. 61 sailing for Loch Ewe 0800A/1st November.

- (2) Speed 9½ knots.

- (3) Routed north Dvina fairway buoy to (MU)

thence route Blue J, K, L, M, C, B, A, AA, BB to Ewe Buoy.

- (4) Ref. position same ocean route.
- (6) Recoding table S.P. 2406 (777), S.P. 2272 (32) and (33).
- (7) Following British M/S from Archangel join at (MU) - EMPIRE CELIA, SAMARITAN, ADOLPH S. OCHS, BRITISH PATIENCE (T), NERITINA? (T).

Following American ships JOHANNESBURG, ^{DANIEL} WILLARD, DAVID STONE, ARUNAH S. (?), BELL, THOMAS U. WALTER, JOSHUA THOMAS, GEORGE T. ANGELL, JOHN VINING, NATHANIEL ALEXANDER, RAYMOND B. STEVENS, JOHN WOOLMAN, CARDINAL GIBBONS, F.T. FRELINGHUYSEN.
(S.B.N.O. N. Russia, 281752A to Admty.)

Allied Air Activity

Patrol.

Nr.1. P.C.S. of one enemy merchant vessel, 12 unidentified vessels 57° 50' N., 10° 00' E. 015°, 8. (A/C LFTG, 280125A to 18 Group.)

Nr.2. Have attacked one merchant vessel with bombs, estimate no hits with 12 unknown ships all lit up.

(A/C LFTG, 280205A to 18 Group.)

Civil
aircraft
route for
overseas.

A.306 28th October, 1944.

As from 1st November Hurn replaces Whitchurch as main terminal for civil aircraft operating overseas route.

- (2) It is proposed that the standard routes for operation of these scheduled services (which are now routed via Scilly Isles adding considerable

distance to route and reducing loads carried) be modified to following route - Hurn direct to a point 10 nautical miles W. of Cape Finisterre. This route crosses the English coast at St. Albans Head, enters France at Ile de Bas and again crosses French coast near Raz Point. Between U.K. and France this route does not differ greatly from that recently agreed for Civil aircraft operating U.K. to Madrid service.

- (3) If agreed new route would be used by Liberator, York, Dakota and Lodestar land planes and Boeing 314A and Sunderland flying boats, Poole remains terminal for flying boats.

(4) Concurrence of S.H.A.E.F. and Fighter and Coastal Commands also being sought.

625

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS

Allied Air Activity

Civil
aircraft
route for
overseas.
(Contd.)

(5) Request as soon as possible (A) your concurrence or comments on proposed route. (B) Your views as to whether I.F.F. should be switched on by day and by night throughout flight over the sea as in case of U.K. to Madrid service.
(Air Ministry, 281517A to Admty.)

Fighter
direction
ships for
service
off Low
Countries.

Corvettes will not be required for this commitment. My 251040 and H.Q. Fighter Command's 271535 not to all refers.
(D.O.D.(H), 281902A to Cs. in C. W.A., Nore.)

Mining

Mine
clearance
off Nore.

My 282130 September and 291110 September neither to Admty. Gap 'D' is now to be widened further by clearing the lines of mines B.S.19, B.S.20, B.S.25, B.S.33 and B.S. 87.
(2) B.S.87 contained moored acoustic mines and Admty. is requested to recommend best method of sweeping.
(C. in C. Nore, 281626A to N.O.I.C. Humber, (R) S.O. M/S.15, Admty.)

Operation
"Progress".

E.T.A. Nab 290330. Request that Flotilla may be sailed to Dieppe to continue operation "Progress" on completion of fuelling at approx. 0800 tomorrow Sunday.
(M/S.31, 282218A to C. in C. Portsmouth.)

Enemy Intelligence

German
troop and
U-Boat
movements
in Danish
ports.

Following is an interim report quoting good Danish source.
(1) General Habicht, Aarhus.
(2) MAR DEL PLATA and ISAR arrived Aarhus from Norway on 25th October with motorised artillery and other troops. Many motor vehicles.
(3) Four 700 ton U-Boats arrived Frederikshavn. O.37 from Norway 0900/23rd, and left with the 3,000 tons M/S KAISER 1500/23rd presumably for

the Baltic.

(N.L.O. N.G.A., 280914A to A.N.C.X.F.)

O.I.C. Comment: Para. 2 probably correct.

Para. 3 minelayer KAISER has been operating recently off Lister and was probably at Frederikshavn on date mentioned. Arrival of four 740 ton U-Boats probably correct. U-Boats are likely to have returned from Biscay ports or Atlantic operations for refit.

/Norway ...

626

28.10.1944.
Saturday.War Diary.HOME COMMANDSEnemy Intelligence - Contd.

Norway re-
quisitioning
of coastal
shipping. Details have now been received of seven coastal oil burning vessels each about 1,000 tons having been requisitioned by Germans at various ports and sent to North Norway. A further six vessels are to be requisitioned. Nearly all crews are reported to be German.
(2) It is believed vessels are to be sent to Tromso and used as troop transports. B.2.
(N.A. Stockholm, 281302 to Admty.)

Blocking of
Maassluis. (?A) (corrupt group) report on 21st October.
(1) 20 ton concrete blocks are being sunk near blockships one k.m. east of harbour at Maassluis.
(2) Probable intention is to anchor a 3rd ship to them.
(3) The strong current is making it possible to tow the ship into the desired position across the stream.
(N.L.O. N.G.A., 281641A to A.N.C.X.F.)

German
small
battle
units. The present situation of small battle units in western Europe is as follows.
(2) The Germans will probably endeavour to harass Allied shipping and communications in the Dutch Islands.
(3) Explosive motor boats and midget U-Boats (described in A.G.M. 557A of 2nd September) are probably available for operation the area and further attacks on bridges may be made by swimming saboteurs. (B.2.)
(4) There are probably no one-man torpedoes at present in area but their appearance is possible. (B.2.)
(5) One-man torpedo flotillas are now probably located in North Denmark. (B.2.)
(6) Reports graded C.3 suggest that one-man torpedoes have been sent to South Norway and that explosive motor boat and possibly midget U-Boat training is being carried out on the Island of Sylt.
(D.N.I., 281731A to A.N.C.X.F.)

U-Boats

Suspected
U-Boat. My 272304. DUNVEGAN and BRAITHWAITE rejoined. Am continuing depth charge attacks by day but sea state 47 unfavourable for sighting wreckage and oil. DUNVEGAN requests name of first trawler in her 272215 be corrected to read MARQUEZ.

Weather report 4481 0776.
(S.O. E.G.10, 281225A to C. in C. W.A.)
Search area bounded by parallels 049° 30' N. and 050° 30' N. and meridians 011° W. and 012° W. It is appreciated that U-Boat is making a south-easterly course.
(C. in C. W.A., 281833A to E.G. 18.)

/ U/B ...

627

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS

U-Boats - Contd.

U/B situation. One probably still within 30 miles of lat. 50° 20' N., long. 10° 00' W. from attacks by E.G.10. Another probably moving S.W. within 60 miles of lat. 50° 30' N., long. 12° 30' W. (D.D.I.C., 281339A.)

Port Facilities

Boulogne. Your 272310 these craft should be called forward in accordance with F.O.B.A.A's 301554 Sept. (F.O.B.A.A., 281137A to N.O.I.C. Boulogne.)

Cherbourg & Granville. Your 151401. Cherbourg. (A) No limit. (B) No limit. (C) Anchorage Liberties Grande Rade (poor anchorage winter months). 3 - 34 feet; 5 - 31 feet; 2 - 26 feet; 5 - 23 feet. Coasters - 8. Petite Rade - Liberties 2 - 30 feet; 1 - 24 feet at neaps. (Liberties) 11 - 29 feet; 5 - 30 feet; 3 - 27 feet. In addition will be possible nest two abreast in 8 berths now completed. 1 large tanker berth 31 feet, 2 coaster berths 22 feet; 6 coasters berths 16 feet. Water in berths now being rechecked corrections if any, next report. (D) Any number required. (E) 16. Granville. (A) High water neaps 15 feet, high water springs 30 feet. (B) 265 feet. (C) High water neaps outer harbour, 1 - 6 feet; 2 - 7 feet; 1 - 7.6 feet; 1 - 12 feet. High water springs, 1 - 17.8 feet; 1 20.8 feet; 2 - 21.8 feet; 1 - 22.5 feet; 1 - 27 feet. Inner harbour high water neaps 3 - 13.3 feet; 6 - 15.2 feet; high water springs 2 - 28.2; 6 - 30 feet; 1 - 28 feet. (D) Four on one tide. (E) Off Granville unlimited. No shelter cancals. 10 ships sheltered from south and west. (C.T.F. 125, 282157A to A.N.C.X.F., C. in C. Portsmouth.)

Le Havre, Rouen, Morlaix. C.T.F. 125 re-encyphers his 271153 ref. your 151401. Le Havre. (A) 30 ft. draught D.W. springs and neaps until main channel is declared open. (B) 450. (C) Seven berths for ships draught 30 ft. and 10 coaster berths. Coasters rest on bottom at low water. (D) 4. (E) Unlimited L.C.I. (River Seine limiting factor). (A) 22 ft. draught at H.W. springs 16 ft. at neaps. (B) 250 until river block removed. (C) 14 berths varying in depth 18-20 ft. at low water. (D) Unlimited by pilots available. (E) None. (Ships for Rouen use Le Havre anchorage). Morlaix. (A) 29 ft. (B) 500 ft. (C) Three berths depth 33 ft. Berths to be increased to six as soon as moorings carried away by gale are replaced. (D) 2 vessels. (E) 5. (C.T.F. 125, 282209A to A.N.C.X.F.)

Casualties and Defects

BAYOU CHICO. Standing by BAYOU CHICO 42° 05' N., 36° 05' W. He advises unable effect repairs. His radio also unserviceable. Weather report 6370 3233. (ATHOLL, 282040A to C. in C. W.A.)

628

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS

Shipping and Convoys

Independent cross-Channel sailings. C. in C. Portsmouth 271844 concur. (F.O.B.A.A., 281246A to C. in C. Portsmouth.)

Return of U.S.L.C.Ts. Comphibsukay informs me that 130 U.S.L.C.Ts. are to be sailed for Salcombe, Dartmouth, Plymouth and Falmouth from French ports commencing about 1st November, and that it is the intention to repair the majority of these

L.C.Ts. at Dartmouth.

(2) L.C.Ts. which are scheduled to be shipped to United States will be transferred as necessary to Plymouth for loading in U.S.L.S.Ts.

(3) Reference A.L.M. 08960/44 of 1st Sept., it will be necessary to defer the closing down of Salcombe and the recovery of moorings until that port is no longer required by U.S. Navy. A.L.B.D.0729/44 of 24th October refers.

(4) A.M. 290131 September, it will also be necessary to transfer temporarily some of the paid off coastal force craft to other ports in the Dartmouth Sub-Command on account of berthing congestion at Dartmouth.

(C. in C. Plymouth, 281502A to Admty.)

p.604 — A.N.C.X.F.'s 271507A. Request information.

(1) How many U.S.L.S.T. covered by section (B) will be turned over to British manning now.

(ii) Similarly as covered by section (C) as they occur or as soon as your policy on these ships is decided.

(D. of P., 281522A to Comnavu.)

Embarkation of Dogs of War. 42nd War Dog Platoon comprising one officer, 20 men accompanying 24 dogs embarked on board JANE G. SWISSELM U.K. 539A. This embarkation necessary to avoid impounding dogs for 6 months under British quarantine regulations. In view embarkation this unit, request necessary action

your side be instituted to obtain prompt clearance this vessel for destination Cherbourg. SWISSELM now anchored Bristol Channel awaiting clearance.

(Etouza, 281803A to O.C.O.T. Com.Zone.)

Naval Despatch Boat Service transferred to Newhaven - Dieppe. My 261932 para. 7. Arrangements have now been made to transfer the N.D.B.S. to Newhaven to commence service on November 1st as requested in your 231813. Last N.D.B.S. Portsmouth to Arrow will leave October 31st. (2) Request Army and Air Force authorities be instructed to forward despatches for far shore to C.B. Office East Quay, Newhaven and marked N.D.B.S. as from 1st November.

(C. in C. Portsmouth, 281838A to A.N.C.X.F.)

Your 261932 arrangements set out in paras. 1 to 3 are appreciated.

(2) Para.5. No action is required by you but F.O.B.A.A. should make arrangements as necessary for overland transport.

(3) Para.7. N.D.B.S. concur that for the present N.D.B.S. should run between Portsmouth and Dieppe occasional delays due to tidal limitations being accepted. Information is being passed separately to S.H.A.E.F. that continental terminal will transfer

to Dieppe on 1st November.

(A.N.C.X.F., 281915A to C. in C. Portsmouth.) /Major ...

War Diary.

28.10.1944.
Saturday.

HOME COMMANDS

Shipping and Convoys - Contd.

Major
troopship
movements
for Nov.

Following is summary 62 of major troopship
movements in and out of Clyde and Liverpool
during period to 27th November.

Serial No.	Convoy	Ship	Port	Due
(A) In -				
(1)	M.K.F.35A	STAFFORDSHIRE	Liverpool	1 November
(2)	C.U.44	Composition as notified.	Liverpool	2 "
(3)	A.T.163A	U.S. WESTPOINT	Liverpool	7 "
(4)	A.T.162	QUEEN MARY	Clyde	8 "
(5)	A.T.163	ILE DE FRANCE	Clyde	9 "
(6)	---	EMPRESS OF SCOTLAND	Liverpool	About 9 November
(7)	C.U.45	Ships not yet allocated to ports.		10 "
(8)	A.T.164	PASTEUR	Liverpool	11 "
(9)	C.U.46	Ships not yet allocated to ports.		18 "
(10)	A.T.165A	U.S. WAKEFIELD	Liverpool	17 "
(11)	S.D.59	BERGENSFJORD	Clyde	17 "
(12)	A.T.166	NIEUW AMSTERDAM	Clyde	18 "
(13)	A.T.167	AQUITANIA	Clyde	22 "
(14)	A.T.165	ANDES	Liverpool	About 26 November
(15)	A.T.169	QUEEN ELIZABETH	Clyde	27 "
(B) Out -				
(16)	U.C.43	VOLENDAM plus U.S. ships ex C.U. 43.	Clyde	<u>Sails</u> 29 October
(17)	---	EMPRESS OF AUSTRALIA SCYTHIA	Liverpool	32 "
(18)	T.A.161	AQUITANIA	Clyde	1/2 November
(19)	Advance K.M.F.36	CIRCASSIA	Clyde	2 "
(20)	K.M.F.36	Composition as notified.		6 "
(21)	U.C.44	U.S. ships ex C.U.44 plus ARAWA RANGITIKI	Clyde Liverpool	6 "
(22)	T.A.160	ANDES	Liverpool	About 8 Nov.
(23)	O.N.265	MATAROA	Clyde	p.m./8 Nov.
(24)	T.A.163A	U.S. WESTPOINT	Liverpool	10 November
(25)	D.S.59	BERGENSFJORD	Clyde	11 "
(26)	T.A.162	QUEEN MARY	Clyde	13 "
(27)	T.A.163	ILE DE FRANCE	Clyde	14 "
(28)	---	EMPRESS OF SCOTLAND	Liverpool	17 "
(29)	T.A.164	PASTEUR	Liverpool	18 "
(30)	T.A.165A	U.S. WAKEFIELD	Liverpool	20 "
(31)	T.A.166	NIEUW AMSTERDAM	Clyde	22 "
(32)	T.A.167	AQUITANIA	Clyde	26 "

/(2) The ...

630

28.10.1944.
Saturday.

War Diary.

HOME COMMANDS

Shipping and Convoys

Major
Troopship
movements
for Nov.
(Contd.)

(2) The above is for your information and guidance and is liable to alteration during period to 4th November when further signal will be made.
(D. of S.T., 282000A to P.S.T.Os. Clyde, Scottish and N.W. Ports.)

Proposed
U.K.
terminal
change for
QUEEN MARY
and QUEEN
ELIZABETH
from Clyde
to South-
ampton.

It is under consideration to change the turn round port of SS. QUEEN MARY and SS. QUEEN ELIZABETH from the Clyde to Southampton when the U-Boat situation permits.
(2) War Office state that after Antwerp is open sufficient load will be shifted to the Thames to make room for these ships at Southampton.
(3) Latest information in possession of Hydrographer dates from 1938 and gives depths in channel west of Bramble Bank as 36 feet below chart datum. As far as known, no surveying has been carried out during the war.
(4) Draught of ships is 39 feet.
(5) Ships would be endangered by ground mines of 5 M.G. sensitivity in depths of less than 42 fathoms.
(6) Request your early remarks on this proposal.
(A.C.N.S.(H), 282341A to C. in C. Portsmouth, C. in C. Plymouth.)

Finnish
Merchant
Fleet.

Following for Admiralty and M.W.T.
As a result of statement in the Finnish Press of 26th October 1944 that the Russians have decided to take over the Finnish Mercantile Marine I saw Captain Bolotnikov Deputy to Head of Naval Section of Control Commission yesterday.
Having already discussed Finnish shipping with him the day before.

(2) Bolotnikov would not commit himself and said that Russian attitude to the whole question of Finnish Merchant Shipping was still undecided. He gave me the impression that statement in the Press was purely surmise unfounded on fact.
(3) Consider Russians intend using greater part of Finnish Merchant Fleet in accordance with Article 17 and taking over percentage as reparations in accordance with Article 11. I have asked for details of the number of ships under each category.
(4) At first interview I asked whether there were any ships belonging to Allied Nations in Finnish possession. I was (group omitted) Norwegian tanker MUIKKEN was at present in Turku but that Norwegian Government has requested Moscow to return her to Norway. Bolotnikov and I agreed that in the present circumstances this was strange request. I would be grateful for any information regarding the ship and/or negotiations between the Norwegian Government and Moscow on proposed disposal.
Russians intend at present to use her themselves.
(Allied Soviet Control, No T.O.O./28 to War Office.)

631

28.10.1944.
Saturday.

War Diary

FOREIGN STATIONS

North Atlantic

A/S
search.

Cancel my 281053A not to all addressees amendment of escort duty request Commorseafron will sail KILMINGTON to join group 1 (one).

(2) WOLVERINE is requested to signal R/V 28th when required.

(F.O.G.M.A., 281205A to Group 1 (one), Commorseafron.).

Your 280855 not to all addressees. If in contact at 0800A/29 proceed to carry out patrol inside 100 fathom line between latitude of 034 degs. 20' N. and 035 degs. 00' N. subsequently take up patrol as in my 251710 at 2000A/29th Oct. (2) Report percentage fuel remaining all ships at 0800/29th Oct.

(F.O.G.M.A., 282221A to Group 1).

STORMONT.

Sailed 1711/28 for Londonderry.

(Route and arrangements).

(F.O.G.M.A., 281221A, 281825A).

MIGUEL DE
LARRINAGA.

Following is a repetition of 271029A+ being addressed P.S.T.O. Med. Repeated D. of S.T. London from S.S.T.O. Gibraltar.

MIGUEL DE LARRINAGA arrived ex K.M.S.66 vessel's speed is 7½ knots and is unable make convoy speed of 8½ onwards from Gibraltar. Vessel has suffered heavy weather damage necessitating minor repairs.

(Gibraltar C.C.O., 281331A). +Received undecypherable.

GUADALCANAL's
group.

Departed 47.35 N. 21.14 W. at 1200Z Comcortdiv 4 in PILLSBURY, FLAHERTY, POPE direct to Ponta Delgada, E.T.A. 301000Z. GUADALCANAL, CHATELAIN, NEUNZER, departed same area at 1330Z to same port E.T.A. 301200Z. Cinclant 261832+ 271145 not to all refer.

(C.T.G. 22.7, 281432).

+ Presumably 261833 intended.

SETTEMBRINI.

Cancel Cinclant 271637.

(Cinclant, 281658Z to C.T.F.65).

TRIDENT,
THRASHER,
SEA SCOUT.

Departure H.M. submarines TRIDENT, THRASHER and SEA SCOUT to U.G.S.57 for Malta.

(F.O.G.M.A., 281817A).

SURF.

Intend to sail submarine SURF (P.239) in M.K.S.65 destination Portsmouth. (Arrangements).

(F.O.G.M.A., 282043A).

FELICITY.

Admiralty 241924/ intend you sail H.M.S. FELICITY at 1000Z/29th to Falmouth. Routed as in Admty. 081538 September. S. of A. 12 knots.

(S.B.N.O. Azores, 282248Z to F.O.G.M.A.).

✕ On arrival request you will sail FELICITY.

632

28.10.1944.
Saturday.

War Diary

FOREIGN STATIONS

South Atlantic

SS. RADBURY Your 261745B. Effected rescue from Europa Island survivors. 35 survivors SS. RADBURY torpedoed approx. 0900Z August 13th. Master not amongst survivors. Reference A.F.O. 2901/41 and A.F.O.4715/42 (A) LINARIA (B) LEDBURY (D) 3 (E) 3 (F) 29 (N)35 (O)3 of (E) Chinese 29 of (F) Chinese (T) 3.
Your 271134B. My P.C.S. at 280800Z 022 degs. 04' S. 040 degs. 22' E. 007 degs. 12 expected time of arrival 018 degs. S. 290430Z.
Weather report 4471 5744.
(LINARIA, 280815Z amended Captain C.C.O. 291043B).

Hastings. Request reply to my 291309/ August in event of station being kept in use it will be necessary to resume work on number two runway which was placed out of action when widening and lengthening the concrete strip. Number one runway is rapidly deteriorating and is already unserviceable for Walrus. Intend to resume completion of number two runway on November 6th. (F.O.C.W.Af., 281715Z to Admty.).
/ Hastings Storage Base for carrier borne aircraft.

Signed.

Signed.

This message may be sent AS WRITTEN by any means except WIRELESS.

If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.

Originator's Instructions. Degree of Priority.

Time Cleared	
THI or TOR	
Time	
System Op.	

5.11.44.

Respective units of Barananda, Woodhol & Fuffles ? 119

~~1110~~

? "Oxtail" STRIKER + FENCER

110157A & 11944A. 30 1648A

at 1101

633

28.10.1944
SaturdayWar DiaryFOREIGN STATIONSMediterraneanGreece and Aegean

Operations against Milos I. TYRIAN your 272339. Provided I can retain EASTON your 271221 intend to sail TYRIAN for Alexandria with first batch of prisoners when her ammunition gets (?short) probably by dark today. (AURORA 280515C to F.O.L.E.M.)

Aegean Operations Disposition and intention 1200C/28.
 (A) ATTACKER, KIMBERLEY, TERPSICHORE, VANSITTART and NAVARINON at Khios.
 (B) TEAZER vicinity Skiathos.
 (C) SIRIUS as in (corrupt group) 271643C.
 (D) ANTWERP en route Khios. VAMPIRE patrolling south of Cape Paliu (?).
 (E) VORACIOUS returning Salerno from patrol area my 281206C. (ATTACKER 281205C)
 F.O.L.E.M.'s 271409 not to all addressees. On completion of disembarkation sail for Alexandria so as to pass Kinaros Channel in daylight to positions 614, 695, 309. Report E.T.D., speed of advance and E.T.A. to above addressee. (ATTACKER 281717C to ANTWERP)
 ATTACKER's 281717C. E.T.D. Khios 1000C/29. S. of A. 15½ knots. E.T.A. Alex. 1730C/30 (ANTWERP 282211C)

UNSWERVING P.63 (UNSWERVING) sailed from Malta 1602A 28th by standard route to arrive Khios dawn 2nd Nov. (2) May be met by P.78 (VORACIOUS) about 0130A 31st.
 (Capt (S) 1. 281731A to First S/M F., F.O.L.E.M., F.O. E.C., ATTACKER. Info. S.O. Force 51.)
 Sailed UNSWERVING.
 (V.A. M, 282246)

M.E. Balkan Sitrep No. 348. (1) Air Ops. NTR.
 (2) Int. Aegean. Piscopi. Force 142 reports Grn. captured 27 October. Crete. CX reports 23 October 800 Germans left Maleme by air. Leros. Force 142 reports Grn. approx. 3600 conc. probably areas Parteni and Portolago. Since lack of shipping makes withdrawal impossible Germans have received direct order from Hitler fight to last man. Stores loaded for evac. at Portolago being unloaded.
 (3) Political. NTR.
 (4) Land Ops. Islands. Dodecanese. Force 142 reports 27 October Piscopi Grn. liquidated. Enemy cas. PW 137, wounded 10, killed 5. Own cas. nil.
 (5) Sea Ops. NTR.
 (C. in C. M.E. 281955C)

Kelso convoy. (1) TASA one. Assault convoy THRUSTER 2 Greek L.S.T.'s, one M/T store ship. Sailing 2nd Nov., from Taranto to Poros arriving a.m. 5th Nov.

/(2) ...

28.10.1944
Saturday

War Diary

FOREIGN STATIONS

Mediterranean. - Contd.

Greece and Aegean - Contd.

Kelso convoy. (2) TASA two. First follow up convoy.
(Contd.) WORCESTERSHIRE, 4 M/T store ships. Sail 4th
Nov. from Taranto to Poros arriving a.m. 7th.
Will be met by destroyer West of Kithera.
(3) Convoy may divert proceed direct Skiathos.
(4) Request you sail ship accordingly and inform me ship's name
as soon as possible.
(F.O.L.E.M.(Athens) 282003 to F.O.T.A.L.I. (R) C. in C. Med,
F.O.L.E.M., H.Q. 3rd Corps., S.B.N.O. Greece)

Operations against Piskopi. Comaro One informed me that situation in Piskopi
has deteriorated and that fighting has been
resumed. Intend despatching NAVARINON to arrive
there 0800C/29th to (?land) British reinforcements
and to destroy local craft believed to have
ferried Germans into Piskopi. Seafires will be
flown over Island to strafe any opposition encountered. I
shall remain in vicinity with NAVARINON until satisfied that
situation has been settled. My 281751C will be amended by
signal if necessary. NAVARINON will keep 4205 kc/s in
addition to Goncos.
(ATTACKER 282020C to F.O.L.E.M., (R) C. in C. Med, C. in C.
Med (Athens), F.O.E.C., C.S.15, TERPSICHORE, F.O.L.E.M. Athens,
Comaro I, NAVARINON.)

Proceed with all despatch to Piskopi and fulfil requirements
of Comaro one to overcome resistance on Island E.T.A. 0800C.
(ATTACKER 282121C to NAVARINON. Info Force B, Comaro one,
F.O.L.E.M., C.S.15)

Patrol to report GRADISCA and VASAOLM. Your 261950 UNSWERVING will be detailed on her
arrival Khios as VIGOROUS is required to relieve
VAMPIRE patrolling off Cape Paliuri. My
271034C refers.
(ATTACKER 282045C to F.O.L.E.M., F.O.E.C., Capt.
(S) One.)

Cositintrep No. 476. part four. (Part four Cositintreps Nos 474 and 475 not
issued).
Greece. The force previously reported at
Lamia (Cositintrep No. 473) is now established at
Grevena and elements are engaging the enemy in the
area south of Kozani. Patrols from Theasio
Island of Skiathos are operating on the mainland
south of Salonika.
(A.F.H.Q. No T/O.O.)

Situation Report No. 473. (1) German Hospital Ship TUEBINGEN has been
intercepted by WILTON who is escorting her to
Alex.
(2) Piskopi has surrendered to troops landed from
SIRIUS. *[They had 5 witnesses on 30/10]*
(C. in C. Med. 282132)

635

28.10.1944
SaturdayWar DiaryFOREIGN STATIONSMediterranean - Contd.General

Z.Z. Tentative dates of completion of Z.Z. craft
 Craft. estimated as follows -
 (Special craft for sweeping British mines in Danube)
 Para. II of my letter no. 00141/4 dated 19th Sept. 1944.
 (A) 1st Group plus 1 danlayer - 1st December, 1944.
 (B) 2nd Group plus 1 danlayer - 22nd December, 1944.
 (C) 3rd Group plus 1 danlayer - 12th January, 1945.
 (D) 4th Group plus 1 danlayer - 2nd February, 1945.
 (2) Your 191422 para. (A) (1) estimated bell boat or EMPIRE VICEROY type of vessel could lift and carry 16 Z.Z. craft.
 (3) SAM. OCEAN, EMPIRE or FORT type of vessel could carry 4 Z.Z. craft but cannot lift 1 with own derrick. Crane of 60 tons lift with lower block of purchase not less than 70 feet above water would be required at port of discharge. Galatz and Constanza thought to possess cranes of maximum lift of 40 tons.
 Para. (B) It is considered impracticable to ship Z.Z. craft dismantled unless complete dockyard facilities, including slips or docks, exist at port of discharge. No estimate for time taken to erect can be given without knowledge of capability of dockyard personnel and facilities.
 (F.O.L.E.M. 280144C to C. in C. Med.)

DUGUAY- Additional programme for DUGUAY-TROUIN in F.O.W.M.
 TROUIN 261142 approved subject to concurrence of Admiralty and A.N.C.X.F.
 (C. in C. Med. 280904)

ADRIAS When can you release H.M.S. ADRIAS Admiralty 241904 /.
 (C. in C. Med. 281042A to F.O.L.E.M.)
 / New Fore-end for ADRIAS will be completed to join on ship by November, ship to be sailed for U.K.

SALAMIS Cancel my 262314/. F.O.G.M.A.'s 262349/ refers.
 (V.A. Malta 281140 to SALAMIS)
 / Route of G.S. SALAMIS.
 / SALAMIS returned Gibraltar with defects.

German My 271605/. FREIBURG has been thoroughly
 Hospital Ship examined and there is no evidence that ship was
 FREIBURG being improperly used.
 (2) 70 crew and staff are now in P.O.W. Camp and Prize crew is on board ship at Brindisi.
 (3) Request instructions as to disposal of ship.
 (F.O.T.A.L.I. 281141 to C. in C. Med.)
 / German Hospital ship FREIBURG intercepted by LAMERTON.
 Your 271605 request early report whether FREIBURG carried codes, cyphers, unwounded passengers arms or military equipment or whether there is any other evidence of acts which would have amounted to abuse of Hospital Ships Status if the vessel

/had been ...

28.10.1944
Saturday

War Diary

FOREIGN STATIONS

Mediterranean. - Contd.

General - Contd.

German Hospital Ship FREIBURG (Contd.) had been recognised as a Hospital Ship. (Hd. of M. 282212A to F.O.T.A.L.I.)

A/C Carriers. Your 272130 approved.
 (2) Destinations of ships and amount of leave to be given will be signalled later.
 (3) Preparations are being made to provide new A/C as far as necessary for squadrons while ships are in U.K. Disposal of present A/C should be as follows:
 (A) A/C beyond economical repair or requiring major repair to be reduced to spares locally.
 (B) Unserviceable A/C requiring medium repair or less should be returned in ships to U.K. for disposal.
 (C) All serviceable A/C within Dekheila's capacity to maintain should be disembarked and held as reserves to support squadrons working up later.
 (D) Any remaining serviceable A/C should be retained by squadrons on board.
 (4) Reference C.O. M.E.C. 252015 para. 2. ROYALIST is required to be flagship.
 (V.C.N.S. 281312A to C. in C. Med (Athens)).
 N.T. of former asked for 30/10/44.

S.S.LACYDON (ex-RESOLU) Your 251126A/ Ship not arrived. (N.O.I.C. Palermo 281810A to N.O.I.C. Bone). / LACYDON sail unescorted to Palermo.

VALIANT Your 241953. Canal Company remain adamant unless steering is improved there is good reason to ascribe bad steering to the two inner damaged propellers. Consider that cutting these off might permit transit and that experiment well worth it. Propose therefore to cut inner shafts directly abaft "A" brackets, recovering (sic) propellers. Request very early approval.
 (F.O.L.E.M. 281942C to Adty)

Riviera Operations. Missions fired 28th by GLEAVES.
 (1) Time 1150 to 1220. Guns under bridge. 8 5 9 8 7 9. CUB E 50 and Y 50. 121 rounds. From 13500 yards 180 Cape Ampeglio. Area well covered.
 (2) From 1500 to 1515. Camouflaged position suspected guns. 8 7 5 8 6 6. FC.13. 38 rounds. From 185 degs. 14000 yds. Cape Ampeglio. Position obliterated.
 (3) From 1534 to 1700. Barracks and troops. 8 5 8 8 7 3. 178 rounds. Position (A) 14000 yards 190 Cape Ampeglio.
 (B) 11000 yards 185 ? from same point. 5 hits on barracks area well covered. Numerous personnel casualties observed

/spotter...

637

28.10.1944
SaturdayWar DiaryFOREIGN STATIONSMediterranean - Contd.General - Contd.Riviera
Operations
(Contd.)

spotter. FC.13 spotting. Enemy fire during first mission not sufficiently accurate to interrupt mission none on other missions. Fanno A.8.
(GLEAVES 281950A to C.T.F.86)

Rumanian
Navy and
Shipping.

(Extract)

General Vinogradov arranged a meeting with me. This took place today at which he explained over a period of two hours points of Russian policies on the terms of Treaty of Agreement and Rumanian progress so far achieved. Following is a

summary.

Seventh. Navy. Under instructions from High Command the Rumanian Navy set sail from Rumanian ports on operational duties. Representative of Rumanian Govt. asked whether ships would be returned and the High Command replied when operations terminated the matter should be brought up again. My enquiries elicited the reply that ships had sailed with Russian crews because when Russian warships arrived in Rumanian port the crews deserted their ships. Rumanian warships are now participating in Russian war effort.

(4) Article No. 3. Movement. Rumanian obligations are being met which include full use of Danube for supply of Army in Yugoslavia.

(10) Article No.9. Steps are being taken to take over and list all shipping including that on the Danube which will be used for war purposes. They are examining the problem to find out the best use to which it can be put. Some ships already in use.

(B.M.M.Bucharest 282100)

Corfu.

Situation report No. 40.

L.C.T.(I)s. arrived at 1300 to-day. 548 commenced loading at Sugar. 101 had all

engines out of action with defective lubrication

and arrived in tow. (? 270, 286, 51 or 522) had unexpected transport for Corfu and proceeded there to unload. Her transport and stores for Spiljelh may have to be landed at Nan for onward passage by road.

(2) Nan unsuitable for beaching and no progress made there to-day nor likely tonight.

(3) I now anticipate these 3 L.C.(I)s. will clear the beaches but completion date is uncertain owing to weather. L.C.T.(I) 101 will probably require towing to Italy when loaded. Intend L.C.T.(I) (E) 160 doing this.

(4) When all L.C.T.(I)s have sailed, L.C.A.315 will take remaining personnel from Sugar and Yoke to Corfu. I shall then be ready to sail unless I still have 4 L.C.A's on my hand.
(N.C.F.Mercerised. 282103)

War Diary.

28.10.1944
Saturday.

FOREIGN STATIONS.

East Indies.

STURDY,
SPITEFUL,
patrol
reports.

H.M.S. STURDY Third Far East First S.W. Pacific
Patrol.

2. 8th October 1900 position 5° 30' S., 120° 29' E. sank one 300 ton Coaster by gunfire.
3. 1800/13 position 4° 44' S., 121° 37' E. sank one 350 ton coaster by gunfire
4. 13th Oct. between 1900 and 2100 in vicinity position 4° 40' S., 121° 27' E. sank six 150 ton schooners by demolition charges.
5. 1420/14 position 5° 21' S., 120° 30' E. sank one 300 ton coaster by gunfire. Took one Malay prisoner.
6. 1915/14 position 5° 24' S., 120° 30' E. one 150 ton schooner sunk by demolition charge. Took one Malay prisoner.
7. 1845/15 position 4° 40' S., 121° 19' E. two 150 ton schooners sunk by demolition charges.
8. 0941/16 position 5° 37' S., 120° 31' E. engaged with gunfire large A/S trawler whose return fire forced STURDY to dive. Trawler assisted by four aircraft subsequently carried out prolonged hunt and dropped about forty charges about four miles from STURDY who watched hunt from periscope depth.
9. SPITEFUL fourth Far East first S.W. Pacific Patrol was blank. (C. in C. E.F., 281221Z).

SAVORGNAN
DE
BRAZZA.

SAVORGNAN DE BRAZZA can best be spared from
Kilindini escort force in early February 1945.
2. It seems probable that ship can continue to
operate till then when she will require a large
refit. Last refit completed December 1942 last

docking March 1944.

3. In short time vessel has been here I have formed opinion ships company are efficient and reasonably contented. They certainly look forward to their return to France and if this is accepted as ?per programme I do not anticipate any lowering of morale.
4. The date given in para. 1 could be anticipated if operational requirements become less.
5. C. in C. E.F., 270300 October refers. (F.O.E.A., 281403Z to C. in C. Med).

639

28.10.1944
Saturday

War Diary

FOREIGN STATIONS

America and West Indies

U-boat
dispositions

Estimates.
(N.S.H.Q. 281246Z, Cominch, 281536Z.)

FOREST
HILL,
COBURG.

My 281348Z. Request you will detach FOREST HILL as requisite from H.X.316 to join C.3 group escorting O.N.262 and that COBURG may be sailed from U.K. to join H.X.316.
(F.O.N.F. 281354Z to C. in C. W.A.)

S.C.158

Average speed 7.25 knots. Off Oversay at 0900Z/18.
All arrived.
(D.T.D. 281513A.)

J.VAN BRAKEL,
CLAESJE.

H.N.M.S. JAN VAN BRAKEL and H.N.M.S. CLAESJE in company Bermuda Seabuoy 1600Z/28th for Horta.
(Route and arrangements).
(N.O.B. Bermuda, 281513.)

Convoy
G.U.S.54

48 ships arrived 28th October.
(P.D. New York, 282020Z.)

Russian
S.Cs.

Hold 6th Russian Group S.C. New York until further orders. Your 271701* not to all and Admiralty 132231A+ refer.
(Cominch, 282108Z to Comeastseafron.)
* No trace in W.R.
+ 132201 intended. Probable that S.Cs. may be able to make passage through Dardenelles. Groups to be held.

Australia and New Zealand

Digest
1011.

(Extract).

For 27th October.

Before dawn search plane bombed four destroyers anchored off Southern tip Mindoro Island scoring near miss on one causing black smoke.

(2) During morning patrol Liberators sighted two destroyers heading northwest through Mindoro Strait at high speed another three destroyers proceeding westward apparently through Linapacan Strait south of Coron Bay at 15 knots and two more destroyers 70 miles west of Coron Bay course west at 20 knots.

(3) Further south these Liberators saw one destroyer, one cargo vessel, two sea truck type ships in Puerto Princesa Bay and at midday attacked one small tanker off southwestern tip Palawan Island scoring one direct hit.

640

28.10.1944
Saturday.War DiaryFOREIGN STATIONSAustralia and New ZealandDigest
1011
(Contd.)

(4) Forty-four Lightnings/Thunderbolts swept Visayas in three waves during forenoon strafing probable destroyer heavily camouflaged anchored off Cebu City setting same afire also strafing small freighter off Butuan Island.

(5) Previous day 25 5th Air Force Liberators attacked Jap Naval remnants Sulu Sea in addition to 13th Air Force planes reported, Digest 1010 para. 3 and 4:

Two direct hits three near misses registered on light cruiser leaving ship burning and listing heavily, one hit on destroyer and damaging near misses on another light cruiser. Same time 20 Mitchells searched Mindanao Sea with negative results bombing Iligan Airdrome on northwest coast Mindanaos.

(6) Liberators from Darwin raided suspected Jap Headquarters northern Bone Gulf midday hitting targets and demolishing buildings. One small coastal craft sunk offshore when bracketed by two bombs. One sea truck several barges and small craft in addition to two small barges convoys observed along coast.

(7) Liberator searching western Banda saw schooner possibly weather reporting ship or picket boat off Salajar Island.

(12) Eight Kittyhawks co-operating with P.T. boats negatively patrolled northern Halmahera waters 26th attacking shore targets. Next day 10 Kittyhawks again with P.T. boats conducted similar operation.

(15) Further interrogation pilots from escort carrier aircraft which attacked Jap Naval force (?west) of Samar 25th October discloses that one heavy cruiser was seen to sink and another heavy cruiser last seen on side: survivor from SUZUYA states his ship and one other heavy cruiser sunk.

(16) Details concerning action southern Leyte Gulf early hours 25th October relate that two battleships two heavy cruisers two light cruisers, 10 destroyers represented enemy units which attempted to force entry into Leyte Gulf and of these only one heavy cruiser one light cruiser, four destroyers got out the way they came. Two battleships (identified as FUSO and YAMASHIRO) one heavy cruiser, one light cruiser six destroyers definitely sunk by combined torpedo attacks of our motor torpedo boats and destroyers and the gunfire of our battleships and cruisers.

Remainder enemy force subjected to heavy attacks by escort carrier air attacks after daybreak that day and the next and all heavily damaged including one destroyer confirmed sunk.

(17) Japanese submarine attacked by destroyer escort off Leyte Gulf forenoon 25th following which much oil and debris kept rising during day.

(18) Enemy air offensive on air positions particularly Taclovan airdrome and shipping Leyte Gulf 26th retarding our unloading and activating airdrome. Thirty-nine Jap planes shot down that day, whereof two by Ack Ack, 14 by fighter patrols and 23 by escort carrier planes. Three land based fighters over Taclovan 27th October shot down four Japanese planes there. On Samar Island elements our forces have pushed 30 miles northwards along west coast road to Catbalugan and exploited further nine miles further north without enemy contact. Other elements on north coast Leyte advanced southwest along coast capturing Barugo off east coast Leyte satisfactory advances made inland from Dulag and Salo against increased opposition while elements have moved south along to Abuyog 13 miles south of Dulag. Our forces now control east coast Leyte from north end SanJuanico Strait to Abuyog. (G.H.Q.S.W.P.A. 280900Z.)

probably
AGU KUNA

641

28.10.1044
Saturday

War Diary

U-BOAT CAMPAIGN

Submarine
attack
and
sighting
summary.

Para. B.

- (1) At 0145Z/28 aircraft obtained disappearing radar contact in latitude 49° 22' N. longitude 09° 10' W.
- (2) At 0659Z/27 aircraft D/311 obtained contact in latitude 63° 40' N. longitude 00° 37' W.
- (3) At 1055Z/27th aircraft obtained possible U-boat contact in latitude 34° 30' N. longitude

07° 35' W.

Para. C.

- (1) At 0945Z/27 BAMBOROUGH CASTLE attacked possible bottomed U-boat (later believed non-submarine) in latitude 50° 37' N. longitude 08° 38' W.
 - (2) At 1305Z/27 transit aircraft sighted possible U-boat course 300° in latitude 36° 08' N. longitude 27° 06' W.
- Ref. A.M. 271015Z para. C.1 position of attack was latitude 49° 58' N. longitude 04° 35' W.
(D.D.I.C. 281119A.)

U-boat
dispositions

Estimates.

(D.D.I.C. 281322A, 281328A.)

642

29.10.1944
Sunday

War Diary

SITUATION REPORT

Home Commands

1. An overflow base for Reserve Fleet ships is proposed at Milford Haven.

Western Approaches

2a. A deep minefield is being laid in St. George's Channel in anticipation of renewed U-boat activity in these waters.

b. Two more Spanish trawlers have been ordered out of the Western Approaches prohibited area.

Norway

3a. Aircraft from IMPLACABLE, flying the flag of C. in C. H.F. and escorted by MAURITIUS and 6 destroyers carried out attacks between Bodø and Rorvik on the 26th and 27th and at Lodingen on the 28th. They sank a T.L.C., a minesweeper, a small trawler, and a merchant ship, drove ashore a Flak ship, a U-boat and a trawler, damaged or fired 9 merchant ships, a T.L.C., an escort vessel and Eggum Radar Station, and strafed other targets. The U-boat was attacked again on 29th apparently when beached by Liberators and was hit by A.P. and depth charge. Further attacks were made on 4th November by aircraft. Two fireflies, one Barracuda and one Seafire are missing.

(b) TIRPITZ was bombed by aircraft of No. 5 Group R.A.F., a hit and near misses with 12000 lb bombs being claimed. All aircraft returned except one, which was reported as making for Sweden.

of "Achilles"
? Tanker
 TIRPITZ

(Operation "Ovra")

Mediterranean

Riviera and Gulf of Genoa

4. Coastal craft last night fired 4 torpedoes into Rapallo harbour. There was a large explosion.

Greece and Aegean

5a. Piraeus. A further convoy of 12 ships has arrived at Piraeus. 1666 tons of cargo, 948 tons of Swedish Relief stores and 69 vehicles were disembarked today.

b. Milos I. AURORA reported at 1800 today that the situation on Milos Island was satisfactory. A Naval party is firmly established with base at Probato Bay. The enemy is now concentrated in Milo town. EMPEROR aircraft have done excellent work, making 132 sorties, and the R.A.F. have also assisted.

c. Piscopi. ATTACKER reported this evening that no further information was available regarding the situation ashore at Piscopi. Her

/aircraft...

643

29.10.1944
Sunday

War Diary

SITUATION REPORT

Mediterranean

Greece
and
Aegean
(Contd.)

aircraft have rendered the enemy's two landing craft unserviceable. The situation can only be restored by a strong landing party, for NAVARINON has only 25 troops embarked which are insufficient to recapture the island. BLACK PRINCE is proceeding from Scarpanto to assist.

Australia and New Zealand

Philippines
U-boat sunk

6a. There were sporadic Japanese air raids on the area of operations at Leyte today and 13 enemy aircraft were shot down over the ships and shore.
b. Surface units report sinking a Japanese submarine this forenoon 160 miles east south-east of Tacloban (north coast of Leyte).
c. Carrier borne aircraft attacked and made hits on two heavy cruisers in the Mindoro area today.

*↓
Moluccas.*

7. 10 Liberators from Darwin bombed the dock area at Makassar last night, starting a large fire on the wharf.

644

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Policy

Reserve Fleet Base at Milford Haven. F.O.C.R.F's. 281212/October. Concur in principle. Limitations will be discussed after arrival of C.S.O. to F.O.C.R.F. (F.O.I.C. Milford Haven, 291031A to F.O.C.R.F.).

Increased fishing facilities for French herrings. F.O.B.A.A. 271913. Request (a) Admiralty will state whether French Chasseurs can be made available for Fishery Control. (b) C. in C. Portsmouth and A.C.Dover will remark on proposed extension of areas and night fishing. (c) S.H.A.E.F. will remark on provision of fuel. (2) Question of minesweeping will be dealt with separately but it is considered that fishing can be permitted at Fishermen's risk in unswept water to start with. (A.N.C.X.F., 291105A to Admty., S.H.A.E.F., C. in C. Portsmouth, V.A.Dover).

Defence of United Kingdom.

Entry into Defended ports O. and S. Admiralty Message 201143A/October. The following are the orders which have been issued in this Command, "All Merchant Vessel arriving in ports in the Orkney and Shetland Command are to approach with signal letters flying and large name boards displayed. No merchant vessels are to enter harbour until permission has been given by the following authorities:- Scapa - Port War Signal Station, Stanger Head or a patrol vessel. Stromness - Minor War Signal Station, Ness Battery. Kirkwall - Minor War Signal Station, Lerwick Head. If ordered to anchor, merchant vessels must do so within visual touch of the station. Lerwick - Minor War Signal Station, Knab. Vessels must not cross the line joining Scarfa Skerry to the Head of Ham until permission has been received. Note: Vessels expected at Lerwick in fog will be met by a drifter south of the line Scarfa Skerry and Head of Ham. Until drifter is met this line must not be crossed." Patrols vessels and drifters used as Traffic Control Vessels have been ordered to comply with Admiralty Message 515AZ. (A.C.O.S., 291040 to Admty.).

Movements.

KING GEORGE V. Intend sailing KING GEORGE V escorted by D.27 in KEMPENFELT and URSA passing Clyde Boom 0001A/30th October to R/V with METEOR in position 183 degs. Tuskar Rock 20 miles at 1400A/30th October, thence in accordance with A.M. 271144A October to Gibraltar, S. of A. 19½ knots. E.T.A. Gibraltar 0800A/2nd

/November...

645

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Movements.

KING
GEORGE V
(Contd.).
November.
Codeword Adapt.
(2) Mails to be diverted as ordered by Admty. forthwith.
(F.O.I.C. Greenock, 290958A to Admty., C. in C. W.A., C. in C. Med., F.O.G.M.A.).

BACHAQUERO. Intend sailing L.S.T. BACHAQUERO escorted by H.M.Ts. BUTE and HAZEL at 1800A today Sunday for Lerwick routed East of Orkneys and Fair Isles adjusting speed to arrive 0800A/30th.
N.O.I.C. Lerwick is requested to sail trawlers as convenient to Scapa and to sail BACHAQUERO for Scapa in company with LOCHNAGAR on next southbound trip.
(A.C.O.S., 291002A to N.O.I.C. Lerwick).

DUGUAY -
TROUIN. C. in C. Med. 280904. Concur.
(A.N.C.X.F., 291010A to Admty., C. in C. Med., F.O.W.M.).
My 281540A. Codeword Napoleon sailed.
(C. in C. Plymouth, 291116A to Comorseafon).

WARSPITE. Taking WATCHMAN and WALDEGRAVE under your orders weigh as necessary to pass Spithead Gate at 0930/30th October.
(2) Proceed by searched channel in force to the Downs speed of advance 16 knots, expected time of arrival 1700/30th.
(3) Follow Q.Z.S. 513 517 between Dungeness and Dover.
(4) Communication constant W/T watch on 2450 kc/s shifting to 1700 kc/s off Hastings constant W/T watch on broadcast C.N.
(5) Fighter protection requested Category II codeword Barnabas. Acknowledge.
(C. in C. Portsmouth, 291024A to WARSPITE).

BERWICK. Intend sailing BERWICK p.m. 30th October by searched channel route to Scapa E.T.D. May Island 1515/30th where VALOROUS is to R/V and escort to Scapa S. of A. 20kts. E.T.A. 2330/30th. Hoxa Gate 0015/31st.
(2) BERWICK is to request lights as required.
(3) Fighter protection arranged codeword Alpha.
(4) On arrival at Hoxa VALCROUS is to return to Rosyth.
(C. in C. Rosyth, 291129A to C. in C.H.F.).

STRIKER,
FENCER. My 281144A para.2. amend time of R/V to 1500A 1st November.
Further signal will be made re time of sailing.
(N.O.I.C. Greenock, 291204A to C. in C. Plymouth,
(R) STRIKER, FENCER, C. in C.W.A., Admty., F.O.I.C. N.I., N.O.I.C. Liverpool, N.O.I.C. Milford Haven).

ROYAL
ULSTERMAN. A.M. 281808. No requirement for ROYAL ULSTERMAN can be foreseen.
(A.N.C.X.F., 291220A to Admty.).

646

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Operations

North Sea.

H.Q. of Force T. to Ostend. (1) Intend to transfer my H.Q. to KINGSMILL at Ostend at 1000 Tuesday 31st Oct.
(2) As from 1230/30th Oct. KINGSMILL will act as wireless guard for Force T using call sign M.I.M.3 until sailing. She will keep following lines circuit N, circuit L, 3100 kc/s, broadcast C.N., 5 S.N.
(3) My secretary Paymaster Lieut. Myeno R.N.V.R. and maintenance party will be left at Bruges with telephone communications. (N.C. Force T, 292307A to A.N.C.X.F.(Main), Cdre. Belgium, N.O.i/c Ostend, C. in C. Nore, C. in C. Portsmouth, F.O.C.Dover, Force T, Admty., N.L.O. 1st Canadian Army, 2nd Canadian Corps 674, SS. Brigade, 155 Brigade, Northern Group of Armies N.L.O.).

Operations

Channel.

Patrol. Pins cover night 28th/29th October.
G.B.1, ACTIVE Z.10., G.B.2, HARGOOD Z.9 south.
(C. in C. Portsmouth, 291127A to usual addressees).

Operation "Nestegg". G.O: 6693, cipher 29 Oct. 264656.
Reference S.H.A.E.F. T.P.Ms. S62761 of 18th October and S. 64373 of 28th October.
(1) Please confirm that convoys can be routed outside range of battery on Alderney and that assumption contained in part 1 para. 4(b) sub para. (IV) of "Nestegg" joint outline plan should therefore be deleted. Acknowledge.
(G.O.C. in C. Southern Command, 291700A to C. in C. Plymouth).

Operations

Western Approaches

Patrols. 18th E.G. shift patrol forthwith to area between parallels 49 degs. 20' and 50 degs. 20' and meridians 10 degs. 30' to 11 degs. 30'.
(2) If not required for holding present contact 10th E.G. is to join 18th E.G. in the above area, while 31st E.G. deals with contact.
(C. in C.W.A., 291234A to S.O.E.GS. 10, 18 and 31).

E.G.31 to Plymouth Command. Request you will transfer E.G.31 now to the operation control of C. in C. Plymouth.
(A.C.N.S.(H), 291849A to C. in C.W.A.).
If not in contact with known live U-Boat proceed forthwith to position 49 degs. N. 05 degs. W. thence as ordered by C. in C. Plymouth.
(C. in C.W.A., 291858A to S.O.E.G.31, Info. C. in C Plymouth, Admty., 18th E.G., 10th E.G., H.Q.C.C., 15 Group, 19 Group, Capt.D.Greenock).

/C.in C....

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Operations

Western Approaches

E.G.31 to
Plymouth
Command
(Contd.)

C. in C.W.A. 291858 not to all.
Carry out zig zag search at most suitable asdic
sweeping speed through positions:-
(AA) 49 degs. 37' N. 08 degs. 38' W.
(BB) 49 degs. 13' N. 06 degs. 52' W.
(CC) 49 degs. 25' N. 05 degs. 15' W.
ships to be stationed 6000 yards apart.

Report E.T.A. at (CC).

(C. in C. Plymouth, 291956A to E.G.31).

Your 291858 complying my position course and speed 50 degs.
17' N. 10 degs. 06' W. 111 degs. 12' weather 2571 0983.

(E.G.31, 292030A to C. in C.W.A.).

Spanish
trawlers in
prohibited
area.

Spanish trawler MASSO ONCE number Algeciras
(E.F.C.W. 652 or 677) DE 3 A, Master Mariano
Monfort boarded in position 049 degs. 21' N. 011
degs. 49' W. Trawler MASSO DIEZ number Algeciras
E.F.C.X.957 DE 3 A, Master Jesus Diez in company.
Both X from Bayonne.

(2) Both trawlers ordered to leave prohibited area.

(3) Weather report 6672 1474. Becoming suitable.

(S.O.E.G.18, 291947A to C. in C.W.A.).

Operations

Norway

Operation
"Athletic".

Summary of operation "Athletic". Attack carried
out between Bodo and Rorvik on 26th and 27th and
at Lodingen 28th.

(2) Total result claimed.

(A) Sunk. 1 T.L.C., 1 M/S, 1 small (?tanker) and 1 merchant
vessel.

(B) Beached, 1 Flak ship, 1 U-Boat, 1 Trawler.

(C) Damaged or set on fire, 9 merchant vessels, 1 T.L.C., 1
L.C.T. 1 Escort vessel, Eggum Radar Station.

(D) Other targets strafed.

(3) Own casualties. Enemy action 2 Fireflies. Flying losses
one Barracuda, one Seafire, personnel missing 6.

(C. in C.H.F., 290836A to Admty., C.S.1, A.C.O.S., C. in C.
Rosyth).

Patrols.

Unless engaged in rescue operations return to
base.

(C.S.1, 291539 to ZEPHYR, SAVAGE).

Norwegian trawler DREGGEN number B.26B position 059 degs.
54' N. 000 degs. 28' E. course westward.

(UNSHAKEN, 291201A to S.O. S/M's. Lerwick).

Operation
S.C.

Ramose Fruitful.
HITRA returned at 1400A/29th October.

/Operation...

648

29.10.1944.
Sunday

War Diary

HOME COMMANDS

Operations

Norway

Operation S.C. (Contd.) (2) Operation successful.
(N.O.I.C. Lerwick, 291406A to A.C.O.S.).

Bombing of TIRPITZ. Operation "Obviate".
All aircraft returned U.K. except E. of 617 Squadron reported by W/T making for Sweden.
Request Air Ministry inform 30 Mission. Most grateful for excellent air sea rescue arrangements organised by Admiralty and Coastal Command.
(5 Group, 291700A to H.Q.B.C., C.C., Admty.).

Operations

Northern Waters.

Patrol. Your 282234A acknowledged.
(S.O.E.G.14, 290147A to C. in C.Rosyth).
Scapa departure SCORPION E.T.A. 1145/29th.
While at Lerwick SCORPION will be at immediate notice under the operational order of C.S.1.
(A.C.O.S., 290651A to N.O.I.C.Lerwick).

Convoy J.W.61. J.W.61 arrived a.m. 28th October.
No casualties to convoy or escort. One Swordfish aircraft crashed in sea. Crew lost. U-Boats not encountered until well east of Bear Island.
Support Groups made contact but owing to ineffectiveness of Asdic no sinkings are believed. Only one aircraft sighting. Attack was made with Mark 24 mines. Unsuccessful - technical failure. Bad weather hampered air operations.
(C.S.10, 290926A to C. in C.H.F.).

Convoy R.A.61. From the N.C.S.O.
(1) Intend sailing for Loch Ewe 2300A/31st October Kola Inlet portion of R.A.61 to M.U. to rendezvous with White Sea portion at 0800A/1st November.
(2), (4) and (6) as in S.B.N.O. Archangel's 281752A.
(3) Routed K.X. M.U. thence arrangements in S.B.N.O. Archangel's 281752.
(7) British Merchant Ships LUCERNA (T) LAURELWOOD (T) SYRIAN PRINCE (Rescue ship).
(8) American ships. EDWARD A. SAVOY. JOHN J. ABEL, HAWKINS FUDSKE, HENRY LOMB, RICHARD M. JOHNSON, DEXTER W.FELLOWS, LEWIS EMERY JUNIOR, FRANCIS SCOTT KEY, JULIUS OLSEN, EDWARD E. SPAFFORD, FREDERICK A.KUMMER, FREDERICK W.TAYLOR.
(9) Norwegian ship NOREG.
Admiralty pass to Ministry of War Transport.
(S.B.N.O. Murmansk, 291250A to Admty.).

/Icelandic...

649

29.10.1944.
Sunday

War Diary

HOME COMMANDS

Operations

Northern Waters - Contd.

Icelandic. 2101A situation report 29th October.
Sit. Rep. R.U.140 CAPE ARGONA 061 degs. 59' N. 019 degs.
30' W. 121 degs.9.
ASSINIBOINE 062 degs. 02' N. 019 degs. 33' W. to Reykjavik 12.
U.R.141 NORTHERN GIFT, NORTHERN FOAM, AYRSHIRE 061 degs. 05' N.
012 degs. 54' W. to 061 degs. 30' N. 014 degs. 20' W. thence
295 degs. 10.
STARWORT CHARLOCK 060 degs. 56' N. 016 degs. 03' W. 314 degs.
12.
NAMSOS 064 degs. 26' N. 023 degs. 34' W. to northward 10½.
(A.C.I.C., 291302A to Ships N. of 60 degs, Admty., C. in C.W.A.,
A.C.O.S., C. in C.H.F.).

A.C.O.S. The Scapa Trawler escort force is no longer of
escort sufficient size to meet requirements for the
necessities. following reasons:-
(A) The necessity to strengthen the escort of E.N.
and W.N. convoys and convoys to Faroes and
Shetlands due to the increased inshore U-Boat
threat.
(B) The increasing darkness and bad weather of the winter months
causing strain on Commanding Officers, six of whom have had to
be relieved from overstrain in the last three months.
(C) The force was diminished by two destroyers and seven trawlers
for operation "Overlord".
(3) I have personally investigated the present working conditions
and consider them too arduous to continue during the forthcoming
winter.
(4) It is requested that a further eight trawlers or corvettes
may be allocated to my command.
(A.C.O.S., 291322A to Admty.).

Mining

Situation Sitrep. M/S 31 proceeded via Arromanches to
Report. Portsmouth for fuel.
M/S 40 continued operation "Pilgrim".
M/S 42 ground mine sweep 58 E. to 14 E and L 2
buoys.
104th M/S Flot. detonated 3 ground mines positions from L.10
089 degs. 1.25 miles, 122 degs. 1.1 mile, 141 degs. 1.2 miles
and one 204 degs. 3.7 miles from H.V.3 buoy.
Oropesa sweep River Seine continuing. 3 anti sweeping floats
cut at Heurteauville.
(Capt. M/S. East, 291019A to C.T.F.125).

Deep Carry out operation C.F.A.4 at 1900 October 29th.
Mining in (F.O.I.C. Milford Haven, 291035A to APOLLO, C. in
St. George's C.W.A.).
Channel.

159th M.S.F. B.Y.M.S.2048 2051 2188 and 2189 are temporarily to
be attached to 159th Minesweeping Flotilla.

/Available....

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Mining

159th M.S.F. Available ships of 159th Minesweeping Flotilla
(Contd.) are to be sailed to arrive Harwich on Tuesday
31st.
(C. in C.Nore, 291040A to F.O.I.C.Humber).
Carry out operation C.D.2 Z.8 at 1745 October 30th.
(F.O.I.C.Milford Haven, 291107A to PLOVER, C. in C.W.A.).

Widening of Gap D. C. in C.Nore's 281626A. Intend the following programme.
(1) Leave Immingham Dock p.m. today Sunday and anchor Grimsby Roads.
(2) Proceed with Flotilla to R/V. with Danlayers at D.1 buoy at 0645 tomorrow Monday.
(3) Monday 30th October commence clearance of B.S.87 followed by B.S.25 then clear to five miles north of Gape across lines B.S.20 19 and 33 until mines are found.
(4) M.L. not available.
(5) W/T watches on 1780 kc/s 1579 kc/s and H.D.S. will be kept.
(6) Lt. Commander Stearns R.N.R. surveying officer Grimsby will act as N.O. in Lyme Regis.
(LYME REGIS, 291149A to F.O. Humber).
Recommended these mines be swept by Oropesa. C. in C. Nore's 281626 refers.
(2) S.A. gear should not be operated.
(D.M.S., 291828A to F.O.I.C.Humber).

Enemy Intelligence

Baltic German Transports. (A) There is evidence that German transport are still supplying their armies in Latvia through ports Vindau and Libau. Also German pocket around Memel is still being supplied through that port.
(B) Number of Russian submarines now operating is assessed 9 and though they have made claims of successful attacks it is not thought here that they could interfere seriously with German transport movements.
A.2.
(N.A. Stockholm, 291214 to Admty.).
N.I.D.Comment:- Para.A. considered good report. Para.B. Chief of Soviet Naval Staff told Admiral Archer in Moscow on 23rd October that "at present 10 Soviet submarines are being maintained on patrol".

German main units. Emden reported at Moss 16 hours October 27th.
B.2.
(N.A. Stockholm, 291227 to Admty.).

U-Boats

Suspected U-Boats. No further evidence despite 15 more attacks. Have laid Dan buoy but echo sounding trace too frequently obliterated to be any use. DUNVEGAN QUEEN attachment defective. If no wreckage by

/noon...

651

29.10.1944.
Sunday

War Diary

HOME COMMANDS

U-Boats

Suspected U-Boats (Contd.) noon tomorrow propose to see what 31st E.G. can do.
(S.O.E.G.10, 290001A to C. in C.W.A.).
At 282338 A.S.D. Radar Blip 45.24 N. 23.15 W.
?held from four miles to one quarter mile.
No attack or Sonobuoy indications. Oil slick sighted same area 270930. Special reports on attacks my 250058 being submitted, air search to daylight.
(C.T.G. 22.7, 290210 to Comnavzor).

Two within 45 miles of 49 degs. 30' N. 10 degs. 30' W. of which one probable contact still being hunted by E.G.10.

(D.D.I.C., 291350A to A.I.G.331, S. and A Area C).

Your 291234 have turned over contact to 31st E.G. This mornings attacks produced small oil slick have picked up two oranges and a grapefruit in the area. Suitable.

(S.O.E.G. 10, 291541A to C. in C.W.A.).

Weather 2581 0974 suitable. Later your 291234A. Have carried out three attacks on E.G.10's contact. Height above bottom ascertained 12 feet. Slight oil still emanating. Intend remaining in position until dawn then continuing search in present area.

(S.O.E.G.31, 291650A to C. in C.W.A.).

Have obtained a 3rd Class H/F D/F bearing of a German submarine transmitting a B bearing 071 degs. estimated over 30 miles on series local. My position 53.45 N. 18.29 W.

(S.O.C.2, 291828A to Admty.).

Navigational

Survey of Schelde. Staged a visit to N.O.I.C.Antwerp. Arrangements have been made to put in hand survey of Schelde forthwith.

(2) 1 boat is proceeding over land to Terneuzen and will work up river.

Survey of Ostend will be completed shortly new approach channel will be surveyed between harbour entrance and Ostend Bank buoy as depths have shoals off western end Wenduynne Bank.

(3) The early arrival of DUKW and return of M.L.1001 will assist and expedite these arrangements. My 251547? to F.O.B.A.A. refers.

(FRANKLIN, 291050 to C. in C.W.A., A.N.C.X.F.).

Port Facilities

Le Havre. From P.S.V.O. Port clearance work at Le Havre is being seriously delayed by the lack of suitable salvage vessels. It is requested that completion of refit of HELP and BAIGAIL be expedited to the utmost.

It is imperative that these salvage vessels and lifting craft numbers 17 and 21 arrive at Le Havre by the 1st November.

(F.O.B.A.A., 291041 to Admty.).

Your 271446 paras.2 and 3 are concurred in. Para.4 approved.

(2) Question of use of 5 Phoenix at Arrow. after 10 have arrived Havre is under discussion.

(A.N.C.X.F., 291303A to A.N.C.X.F.(Cotug)).

/Omaha...

652

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Port Facilities

Omaha. Working conditions Omaha deteriorating rapidly and no practical value being obtained from large number stores ships there. Referring 14 ships my 201431 6 have been sailed. 4 still no priority and unworked. 2 assigned priority but not working. 2 being worked. 6 additional ships have arrived but have not been assigned. Present rate of discharge for which little improvement in coming weeks may be expected will require from 30 to 40 days to clear shipping now present. Not only is sea off beaches slowing discharge but road conditions on beaches such that stores are accumulating rapidly on beaches proper due inability of other than very lightly loaded vehicles to get through mud on exit roads. To improve this most unsatisfactory situation following recommendations submitted for your urgent consideration.

(A) Sail all unworked ships together with those being worked but with over 1800 tons remaining except ammo. loaded ones to U.K. or Cherbourg.

(B) On completion those remaining approx. 14 of which 5 are ammo. cease operations Omaha except for M/T and personnel.

(C) Transfer excess personnel and equipment to Le Havre and Rouen by working Le Havre, Rouen, Cherbourg and Morlaix with even moderate efficiency shipping being either alongside piers or in sheltered anchorages. Minimum of 24,000 tons deadweight including cased but not bulk pol or coal can be unloaded daily.

Ref: 201431: At present off Omaha are 34 stores ships with 6 ordered. Your 181940A and your 182001A request calling 3 additional ships etc.

(C.T.F. 125, 291807A to H.D.Q.T.R., Com. Zone).

Arromanches. F.O.B.A.A. 261631 not to all. 21 A.G. have agreed to harbour craft being lifted from Arro. to U.K. in empty ships subject to concurrence of D. of S.T. in diversion of shipping. This lift is supplementary to use of L.S.D.

(2) Concurrence of D. of S.T. is requested.

(3) Admiralty are requested to confirm that destination for craft given in N.O.I.C. Arrow. 251256 (not to all) is Spithead.

(4) N.O.I.C. Arrow. is then to make detailed arrangements for shipment.

(A.N.C.X.F., 291951A to Admty., D. of S.T., N.O.I.C. Arrow., F.O.B.A.A.).

Casualties and Defects

ROUSEVILLE. Tanker ROUSEVILLE returning from Rouen struck mine vicinity Couerval Light House Seine River 261145A. Tanker beached north bank river and was further damaged, gasoline explosion and fire. No personnel casualties. Army authorities have been notified. River swept for mines. Negative results. Salvage possibilities being investigated but vessels believed to be total loss. (Comphibsukay, 291115 to C.T.F.125, A.N.C.X.F., (R) Admty.).

/SKEENA...

653

29.10.1944.
Sunday.

War Diary

HOME COMMANDS

Casualties and Defects

SKEENA. My 251304 and 261744. Pumping test on engine room carried out Saturday 28th October made no impression on water level. Vessel shows signs of buckling on starboard side. Greater quantity of fuel now escaping indicates bad weather has caused further damage to tanks. Weather again bad. Prospects of salvage poor. (A.C.I.C., 291522A to Admty.).

Shipping and Convoys.

E.B.C. convoys. In view C. in C. Portsmouth 27 625A not to all refer to my 171925A September and change part one para.D. to read E.B.C. convoys will sail daily from Cherbourg at 0900A to pass H 10 buoy at 0930A and R/V at N - 1 buoy at 1700A. (C.T.F.125, 291425 to C.T.Gs. 125).

654

29.10.1944
Sunday

War Diary

FOREIGN STATIONS

North Atlantic

FELICITY (Extract).
My 282248Z sailed from Horta at 1007Z 29th
FELICITY for Falmouth.
(S.B.N.O. Azores 291204Z)

SALAMIS (Extract)
Departure for Malta.
(F.O.G.M.A. 292324A)

South Atlantic

WILLIAM SCORESBY
(Operation "Taborin")
In view of unfavourable ice report from Base,
(A) I have postponed sailing orders of H.M.S.
WILLIAM SCORESBY. My 241404 refers.
(N.O.I.C. Falkland Is. 291309Z)

Personnel required for 3 frigates.
Your 191830. Alternatives are LOCH CREE completing January (possibly end December) or LOCH GLENDHU completing February.
(2) Request expected date of arrival in U.K. so that final choice can be made.
(3) Request confirmation ship should be renamed NATAL.
(Hd. of M. 292143A to C. in C. S.A.)

War Diary29.10.1944
SundayFOREIGN STATIONSMediterraneanGreece and Aegean

Opsum No.550 27/28th Oct. No offensive operations 28 October, 5 Baltimores A 30 bombed coastal Battery Melos with mainly unobserved results. 8 Beaufighters despatched to attack battery Melos returned early owing to bad weather in the Aegean.
(H.Q. R.A.F.M.E. 290807Z)

Movements. Your 282314C. / KIMBERLEY is remaining Khios to await VASAOLM, SS. LANRICK has been given route and will proceed Alex. independently.
(2) TERPSICHORE leaves (?Khios) to-day Sunday to relieve TEAZER.
(3) (?P)ISCA escorted by VAMPIRE (?arrives) Khios to-day (?Sunday) KIMBERLEY has been instructing her until arrival of TEAZER to escort her to Alex.
(4) NAVARINON will be sailed to Piraeus when situation in Piskopi is cleared up. My 282020C refers.
(ATTACKER, 291014C to F.O.L.E.M.)
/ Comaro I informs situation in Piskopi deteriorated and fighting resumed.
Alex. 28th Oct. Arrival PROTEA, ULSTER QUEEN, SIRIUS, ROYALIST, DEWDALE, ENNERDALE M.T.B. 307 M.L.349.
(2) Departure G.S. IERAX IONIA LEGIONARIO.
(N.O.I.C. Alexandria, 291055C)

Salonika. 485528. GI/55622.
Joint Naval Army R.A.F. intelligence appreciation 24 hours to 0900/29th. All times G.M.T.
(3) Aegean shipping Summary. Owing bad weather cover limited to Salonika Area. (Oct. 28th). Harbour not covered but hospital ship GRADISCA seen in gulf having left harbour early A.M. this ship being sent to Alexandria escorted by British warship. Ground reports state boomlayer PIRAEUS scuttled in harbour and harbour installations on fire on Oct. 27th. Remainder Aegean nothing to report.
(C. in C. M.E. 291225C)

Milos I. Milos situation 1800/29th. Satisfactory. Naval Party firmly established with base Probato Bay and 9 days stores. Enemy now concentrated on Milos Town West of Grid 93 with defence (?line) 94 lightly held and one isolated A/A battery. Flak concentrated to-day round Lakida Battery 2 guns of which fired a.m. at Force 142 and TETCOTT.
(2) EMPEROR A/C have done excellent work total 132 Sorties 13 damaged by Flak all repairable on board. 1 shot down. Pilot safe. AURORA 190 rounds remaining on BLACK PRINCE's arrival. Very grateful R.A.F. efforts to-day
(3) Intention AURORA fuel from EMPEROR tonight and R/V a.m. 30th with caiques to lend (?land) supplies for Force 142 and Greeks.
(4) EMPEROR urgently needs 5 corrupt groups considered BLACK PRINCE bombardment will do all required.
Weather report 9070 1562.
F.O.L.E.M. pass to T.A.C. H.Q. Force 142.
(AURORA, 291736C to F.O.L.E.M. (R) EMPEROR, SIRIUS, BLACK PRINCE, C.S.15, F.O.E.C. , T.A.C. H.Q. Force 142.)
/TEAZER ...

656

29.10.1944.
Sunday.War Diary.FOREIGN STATIONS.Mediterranean.Greece & Aegean - Contd.

TEAZER.

E.T.A. Khios 2345C today Sunday.
(TEAZER 291740C.)

STALKER.

Further to my (291951?). On completion of disembarking proceed by reverse of inward route to Kinaros Channel thence East of Makra Island to positions 711, 721, 722, toward 227. S.O.A. 17 knots.

(2) Do not sail later than 0300A/2nd November F.O.L.E.M. 282038 para. 3 refers.

(3) Inform me and repeat addressees of time of departure.

(4) V.A.M. pass to Capt. (S) 1.

(C.S. 15 292001A to STALKER, Info. C. in C. Med., Capt. (S) 1, V.A.M., Force B., F.O.L.E.M., Force A, TERPSICHORE.)

Piscopi.

Reference my 291725C* no further information available regarding situation ashore Piscopi. My aircraft have not sighted enemy troops but have strafed and seriously damaged their 2 landing craft which are now unserviceable.

(2) Situation could only be restored by (?allotting) strong landing party. NAVARINON has only 25 troops embarked which are insufficient to recapture the island.

(3) I am returning to Alexandria vide para. 6 of my 291725.

(5 corrupt groups). Request I may be informed whether you wish me to stand by Piscopi with NAVARINON who, I consider, should in any case remain for present to prevent further German (2 corrupt groups) from (?Rhodes.)

(ATTACKER 292010C to F.O.L.E.M. (R) F.O.L.E.M. Athens, C. in C. Med. Athens, Comaro 1, NAVARINON.)

* Not identified in W.R.

M.E. Balkan

(1) Air Ops. N.T.R.

Sitrep No.

(2) Int. Greece. Macedonia. Force 133 reports

349.

28th October evac. of Salonika nearly complete.

26th October all Chalchidike clear of enemy.

(4) Land Ops. Islands. Dodecanese. Force 142

reports 28th October enemy counter attacking

Piscopi. R.N. standing by. Situation obscure.

(5) Sea Ops. N.T.R.

(C. in C. M.E. 292015C.)

ANTWERP,
SS. LANRICK.

F.O.L.E.M. 290919 only now received. LANRICK and KIMBERLEY's interception. My P.C.S. 035° 44' N. 027° 25' E. 158° 16 knots. Request further instructions.

(ANTWERP 292331C to F.O.L.E.M. (R) KIMBERLEY, ATTACKER, (2 corrupt groups))

F.O.L.E.M. 291031* and your 291542*. ATTACKER taking over escort at 0900/29th.

(2) LANRICK was embarking prisoners at Karlovassi at 1200C/29th and was to sail for Alexandria on completion by Kinaros Channel and Coffee.

(KIMBERLEY 292354C to ANTWERP (R) Force A, A.R.O. F.O.L.E.M.)

* Not identified in W.R.

657

29.10.1944.
Sunday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

General.

- M.S.1. M.S.1 sailed as in my 281133A. S.M. 17 arrived 281400A.
(Comar Toulon 290950A.)
- SWIFTSURE. Re exercises with aircraft during passage through Mediterranean.
(C. in C. Med. 291111A.)
- FREIBURG. My 281141. If there is no objection it is proposed that ex German Hospital Carrier FRIEBURG should be used for evacuating casualties from Dalmatian coast operations. Ship is in every respect serviceable and I can provide a temporary crew until a permanent Merchant Service crew can be made available.
(F.O.T.A.L.I. 291217 to C. in C. Med.)
- Escort carriers, refits and leave. A.M. 241134* not to all. HUNTER, STALKER and ATTACKER are proceeding U.K. to give leave before returning to Mediterranean to refit and it will be necessary to refit them concurrently.
(2) Ships will arrive at refitting ports at end of November for completion by end of January as follows:
STALKER Gibraltar. HUNTER Malta. ATTACKER Taranto. Programme in my 242026 not to Admiralty will be amended and no additional Hunt will be sent Gibraltar, Malta or Taranto before end of January. Carriers will be given necessary priority and are to forward defects and alteration and addition list to refitting yard now. Admiralty are requested to forward drawings for alterations and additions by air to Gibraltar, Malta and Taranto. Material for alterations and additions to be embarked in respective ships vide A.M. transit to refitting yard. ROYALIST will be taken in hand at Alexandria at end of November to complete by end January.
(C. in C. Med. 291530.)
* ROYALIST and escort carriers required by March 1945 in East. EMPEROR to arrive U.K. 1st Dec., arrangements to be made for refits of remaining ships by January.
- BRUISER. Sail at 1700/30 to Gibraltar for O/R to U.K.
(2) - (6) Arrangements.
(5) C. in C. Med. 241207 not to all refers.
(V.A. Malta 291745 as amended 292035.)
- SETTEMBRINI. SETTEMBRINI will be sailed from Malta p.m. 30th and will arrive Gibraltar p.m. 5th November. C. in C. Med's 231740 refers.
(V.A. Malta 291750.)

/G.G.S....

War Diary.

29.10.1944.
Sunday.

FOREIGN STATIONS.

Mediterranean - Contd.

G.G.S. instructional unit.

Cancel my 191257. Intend G.G.S. instructional unit to return to U.K. in HUNTER.
(F.O.E.C. 291809C to C. in C. Med.)

Cruisers.

C.S. 15 represents that it is essential for BLACK PRINCE to return to U.K. for modernisation of radar equipment before proceeding to the Far East and estimate time required to complete is 7 weeks.

(2) It is understood ARGONAUT will be available for Mediterranean operations for the next 2 months and that ARETHUSA should join 15 C.S. before ARGONAUT is required for Eastern Fleet.

(3) I am prepared to accept a reduction of 5 in the number of cruisers on the Mediterranean Station.

(4) Propose BLACK PRINCE return to U.K. as soon as possible.
(C. in C. Med. 291842A to Admty.)

VALIANT.

Your 281942 approved.
(V.C.N.S. 291921A to F.O.L.E.M.)

Situation report No. 474.

(1) German hospital ship GRADISCA has been intercepted by submarine (P.72) VAMPIRE who is taking her to Khios whence she will be escorted to Alexandria by TEAZER.

(2) A further convoy of 12 ships has arrived Piraeus where (71231) tons cargo 153 vehicles and 713 tons Swedish relief stores were landed on 27th October.

(3) Situation in Piscopi has deteriorated enemy reinforcement having arrived in local craft. ATTACKER is standing by and

(corrupt group) NAVARINON has arrived with reinforcements.

(4) AURORA continues bombarding Melos where enemy resistance shows no sign of weakening. BLACK PRINCE is proceeding (? "from" omitted) Scarpanto to assist.

(5) On night 27th October coastal force patrols fired 4 torpedoes at enemy convoy of 6 F-Lighters with 2 escorts entering Rapallo and blew up 3 of the lighters.

(C. in C. Med. 292250.)

659

29.10.1944
Sunday

War Diary

FOREIGN STATIONS

East Indies

U-Boat
dispositions. Area VP. Increase scale to Y 2.
Other areas. No fresh information scale
unchanged.
(C. in C. E.F. 290421Z)

M.V.
DELIUS DELIUS N.C.S.O. Cochin reports that ship was
routed to Fremantle at Master's request as he
required $\frac{1}{2}$ ton frozen meat and other stores.
Refers to para. (1) your 230737.
(C. in C. E.F. 290537Z to Cdr. S.W.Pacseafrontier)

A.F.D.53 Sailed H.M.Tugs AIMWELL and BOLD with Adty. Floating
Dock 53 for Aden in accordance with my 271250 not
to all addressees E.T.A. a.m. November 5th
estimated S. of A. 4 knots.
(2) Latest Q message held QCA 402 QCH 165.
(N.O.I.C. Massawa 290859C)

X.E. craft Your 051855. No requirements for X.E. craft can
be foreseen in (?this) theatre. C. in C. E.F.
agrees.
(S.A.C.S:E.A. 290907Z to Adty)

660

29.10.44.
SundayWar DiaryFOREIGN STATIONSAmerica and West Indies

U-Boat 1200Z/29. DU in Gulf of St. Lawrence or South
dispositions - of Newfoundland.
estimates. (N.S.H.Q. 291310Z)
Nothing new past 24 hours.
(Cominch 291557Z)

U-Boat Following is C.T.G.22.7 Top Secret 291301. Begins.
attacked by Modify my 250058 not to all. All times Z.
GUADALCANAL's Following radar contact at 250010 in 44. 20 N.
Group. 22. 54 W. planes made two proctor attacks.
(A) At 0324 3/4 mile N. of contact from altitude
of 300 ft. speed 125 and
(B) at 0332 2 1/4 miles W. of contact from altitude
of 250 feet speed 125 knots after excellent cavitation and
propeller noises on Sonobuoys. These sounds suddenly commenced
when faint FXR heard between 0300 and 0309 and continued after
engines and FXR of four D.E.'s 12 miles from scene stopped
between 0310 and 0400, C.V.E. and D.E. distant 23 miles stopped
engines from 0327 to 0340. Cavitation and propeller sounds
recorded on wire continued unaffected. At 0349 loud explosion
of 45 to 60 seconds duration heard by three planes in area and
PILLSBURY. Cavitation and propeller noises no longer heard.
Sea calm. No depth bomb attacks proceeded or followed. Ends.
(Cominch 291530Z to Adty.)

S.S. JUAN No report 28th JUAN CASIANO now considered to
CASIANO have sunk as a result of breaking up in heavy
(Tanker) weather and not as result of collision Cominch
GUADALCANAL 211957 refers.
Radar Contact. Para (D) U.S.S. GUADALCANAL reports Radar contact
45. 24 N. 23. 15 W. at 282338Z Oil slick
previously sighted same area at 270930Z.
(Cominch 291738Z)

H.X.316, My 281348 para. 3, not to C.8.
O.N.261, MIDLAND is to remain with H.X.316 after W.O.M.P.
escorts. under orders of S.O. C.6, until COBURG joins from
U.K. then return St. Johns. E.G.C.6. amend my
282040 to C.6 only.
(2) Group W.2 BORDER CITIES (S.O.) ORILLIA, ARVIDA,
remain with H.X.316 after C.6 joins until last light 30th Oct.
Then detach to join O.N. 261 estimated P.C.S. LT 1000Z 31 Oct.
44. 58 N. 49. 45 W. 273° 9.5 knots.
(3) W.2 is to fuel if possible from H.X.316 before detaching and
on joining O.N.261 obtain convoy papers and route from S.O. C.8
in LEASIDE.
(4) When relieved by W.2 Group C.8 negative CAPE BRETON is to
proceed direct St. Johns. CAPE BRETON to remain with convoy
until ordered to detach by C. in C. C.N.A.
(5) Chop O.N. 261 1000Z/30.
(F.O.N.F. 291828Z)

661

29.10.1944
SundayWar DiaryFOREIGN STATIONSAustralia and New Zealand

- Digest October 28th. (8)
1012. That night (26/27 October) S/M saw three Battleships, 3 heavy cruisers, 6 destroyers apparently approaching Northern entrance Yapawan Passage from direction of Mindoro Strait.
- (9) Photos midday 26th show 1 Yamato class battleship, 1 destroyer near Coron Bay indicating this unit additional to similar type battleship under attack by Liberators off West Coast Panay that day refer Digest 1010 para. 3.
- (10) 2 specially equipped Liberators searched Coron Bay twilight 27th sighting nothing there nor enroute.
- (11) Search plane over this area late forenoon 28th saw 1 Mogami class heavy Cruiser West of Coron Bay proceeding at five knots, damaged and trailing oil. Several other ships seen same vicinity including 1 destroyer, one Tender, one Tanker.
- (12) 1 Heavy cruiser, 1 Light cruiser (Natori class), 1 Destroyer observed morning 28th heading into Manila Bay.
- (13) Photographs taken during Third Fleet A/C Carrier strike on major Jap Task Group Sibuyan Sea 24th October show 5 battleships whereof 2 Yamato, 2 Pgyw/, 1 Nagato, 6 heavy cruisers including 2 Mogami, 3 Atago or Nachi, 1 unidentified, 1 Agano class light cruiser. MUSASHI seriously damaged and believed did not sortie with remainder of force but all other units shown in above photos plus probably 1 heavy cruiser plus destroyers were engaged in subsequent action off Samar Island.
- (14) Catalina over Northeast Borneo night 27th saw 1 Natori class light cruiser with 1 large ship in Sibutu Passage.
- (15) Next day saw (corrupt group) bound Convoy including 2 Escorts observed in Eastern entrance Balabac Strait.
- (19) P.T.boats operating in Ormoc Bay on West Coast Leyte sank 2 enemy troop laden barges and 2 coasters night 27th.
- (20) Enemy air offensive on Leyte continues on light ineffective scale. Additional 6 enemy planes shot down 27 plus 20 following day.
- (21) On Leyte, contact effected (5 groups missing) Sipionv West Shore Northern Saj Juunico Strait and forces on North Coast giving us control of coastline Artm Barugq on central North coast to Abuyog over half way down East coast. Satisfactory advances and progress Wareoin Leyte Valley against localized delaying actions.
- (G.H.Q.S.W.P.A. 290820).
/ As received.

U-BOAT CAMPAIGN

- S/M attack and sighting summary Para.A.
(1) A/C H/311 attacked U-boat with R/P at 0850Z/29 in 64° 23' N. 12° 03' E.
(2) H.M. S/M STYGIAN attacked U-boat on 24th Oct. N.E. of Sabang.

/(3) ...

662

29.10.1944
Sunday

War Diary

U-BOAT CAMPAIGN

S/M attack
and sighting
summary.
(Contd.)

(3) A/C sighted and attacked U-boat a.m./28 in
15° 28' N. 90° 15' E.

Para.B.

(1) A/C L/224 obtained radar contact at 0202Z/28
in 63° 42' N. 01° 42' W.

(2) A/C H/330 obtained radar contact at 1130Z/28
in 63° 10' N. 01° 10' W. Lost contact, but saw

smoke which disappeared on approach, and oil slick at 1204Z 28th
October in 63° 20' N. 00° 40' W. Again saw smoke at 1221Z 28th
October in 63° 42' N. 00° 18' W.

(3) E.G.10 continued attack on contact begun 2334Z/26 until
2301Z 28th October in approximately 50° 10' N. 10° 08' W.

(4) A/C O/422 obtained disappearing contact at 1555Z/28 in
55° 47' N. 08° 20' W.

Para.C.

(1) U.S. Transit A/C sighted periscope co. 105° at 1609Z/28
in 62° 12' N. 18° 31' W.

Reference A.M. 111056B Para.A. (1) RADBURY torpedoed and sunk
at approximately 0900Z 13th August position uncertain from
accounts of survivors rescued from Europa Island, Mozambique
Channel.

(D.D.I.C. 291240A)

U/B
dispositions.

Estimates.

(D.D.I.C., 291355A, 291358A.)

30.10.1944.
Monday.

War Diary

SITUATION REPORT

Home Commands

(1). KING GEORGE V sailed from the Clyde for Gibraltar and the Far East.

North
Sea.

2(a). 53rd M.T.B. Flotilla had a brush with 9 E-Boats off Ymuiden, hit 3 of them with gunfire and set one on fire.

(b) 63rd M.T.B. Flotilla, off Schouwen, sighted trawlers, T.L.Cs. and R-Boats, engaged them at long range in the moonlight, scored hits and drove them back to port. M.T.Bs. 769 and 771 suffered slight damage.

Channel

(3). Calais channel is now 120ft. wide between blockships.

St. Brieuc port is officially closed; Naval personnel and equipment are withdrawn.

Western
Approaches.

(4). C. in C. Western Approaches urgently desires "Q.H." apparatus for fixing positions of sunken wrecks in both N.W. and S.W. approaches, so as to release hunting escorts for exclusively U-Boat contacts in the anticipated U-Boat offensive.

Norway.

5(a). To yesterday's tale of enemy casualties from IMPLACABLE'S aircraft must be added two more merchant ships sunk, another trawler driven ashore, and 2 more merchant ships, two more L.C.Ts. and 4 more escort vessels damaged or set on fire.

(b). An aircraft of 18 Group today attacked 3 enemy ships off Sogne Fjord, but was unable to see results.

Foreign Stations

Mediterranean

Greece and
Aegean.

6(a) Salonika. Air reconnaissance today showed that the Germans have destroyed Salonika harbour; the final demolitions are reported to have taken place today. Two schooners with a reconnaissance party arrived and our patrols entered Salonika today, the enemy having apparently withdrawn.

(b) Skiathos. A force known as Scrum Force left Piraeus in two L.C.I.(L)'s and coastal forces for Skiathos at 1330 today and is due to arrive p.m. tomorrow.

/ (c) ...

664

30.10.1944.
Monday

War Diary

SITUATION REPORT

Mediterranean

Greece and
Aegean
(Contd.)

6(c) Piskopi. ATTACKER has left. NAVARINON is endeavouring to prevent the arrival of any further enemy reinforcements.

(d) Milos. Bad weather has hindered operations. Eight Baltimores bombed a coastal battery on the island. A naval force of approximately 160 men landed today and made contact on 31st with detachments of Force 142.

America and West Indies

(7) Cominch reports that SS. ^{JOHN} J.A. JOHNSON (San Francisco for Pearl Harbour) was torpedoed and sunk early this morning G.M.T. about 900 miles north-west of Hawaii.

Australia and New Zealand

Philippines.

(8) G.H.Q.S.W.P.A. report that Samar Island is entirely in the hands of U.S. forces and guerillas except for some sections inland and on the west coast and a few pockets.

(9) 43 Lightnings swept Sandakan today; they blew up a large tanker off shore and set fire to two tankers, two sea trucks and a barge.

665

30.10.1944
MondayWar DiaryHOME COMMANDSPolicy

Paying off Corvettes for manning by R.N.P.S. A.M. 171751. Proposals for Paying off Corvettes for manning by R.N.P.S. are as follows:-
 (1) ABELIA - Now. Ship completes refit at Corpach 25/10.
 (II) CAMELLIA - At Greenock 10/11.
 (2) Of the remaining six Suitable Ships:
 (A) Two (NARCISSUS, NASTURTIIUM) are lent to C. in C. Plymouth.
 (B) Two (PENNYWORT, CELANDINE) are on Special Meteorological duties in N. Atlantic.
 (C) Two (BORAGE, WALLFLOWER) are in close Escort Groups on N. Atlantic run and cannot be spared.
 (3) Unless, therefore, ships in 2(A) above can be made available without relief, it is not considered feasible for the time being to pay off more than 2 Flower Class Corvettes without undesirable reduction in the services on which they are at present employed. The call for these vessels both in W.A. and other commands is pressing and constant.
 (C. in C.W.A. 300016A to Admty.)

Movements

KING Sailed KING GEORGE V.
 GEORGE V. Escorted by KEMPENFELT and URSA in accordance with my 290958A October.
 (F.O.I.C. Greenock, 300008A to Admty., C. in C. W.A., F.O.I.C. Milford Haven, C. in C. Med., F.O.G.M.A.)
 From position J on Standard Coastal route B steer for new P 50.30 N. 11.15 W., new Q 46.15 N. 13.01 W. and rejoin route at N.
 (Admty., 301055A to K.G.V.)

BACHAQUERO Sailed H.M.S. BACHAQUERO escorted by MINNA for Lunna Voe E.T.A. 1500A today 30th, intend returning to Lerwick p.m. 31st.
 (N.O.I.C. Lerwick, 301130A to A.C.O.S.)

NORTHWAY Your dispatch 271850A. Craft in para. 4 to be delivered Dartmouth. On completion para. 6 request NORTHWAY sail Plymouth to lift U.S. L.C.Ms. to Morlaix. On completion this duty NORTHWAY deliver craft in para. 7 to Portland. Admiralty 282301A and Comusbawdfrance 281611A also refer.
 (Comphibsukay, 301155A to C. in C. Portsmouth.)
 Scapa arrival BERWICK and VALOROUS.
 (2) VALOROUS proceeded in accordance with C. in C. Rosyth 291135 (291129?).
 (A.C.O.S. 302303A to C. in C. Rosyth.)

BERWICK My 291129 sailed.
 (C. in C. Rosyth 301314A to C. in C.H.F.)

MALAYA Sailed H.M.S. MALAYA to Port H.H.Y.
 (F.O.I.C. Greenock, 301426A to Admty., C. in C. Western Approaches, F.O.C.R.F., Capt. (S) 12, F.O.(S)

/STRIKER...

30.10.1944
Monday

War Diary

HOME COMMANDS

Movements - Contd.

STRIKER,
FENCER My 281144A. STRIKER and FENCER will now sail 1630A 31st October to rendezvous with KELVIN, MUSKETEER and MARNE in accordance with my 291204A. E.T.A. Gibraltar 0100A 5th November. (F.O.I.C. Greenock, 301648A to F.O.G.M.A., C. in C.W.A. C. in C. Plymouth, Admty.)

IROQUOIS,
NUBIAN. Your 191022. Retention of NUBIAN and IROQUOIS for escort duty in Home Fleet is no longer considered justified. Request instructions as to their disposal. (C. in C.H.F. 301823A to Admty.)

Operations

Situation Report

Naval Cositintrep No. 208 Part 2, Naval. (a) Captured ports
(1) Calais Channel through blockships is now 120 feet wide wrecks expected to be completely dispersed by about 12th November.
(2) Granville Ref. Cositintrep No. 205 information now received gives limiting draught as 15 feet at MHWN and 30 feet at MHWS limiting length 265 feet.
(b) Unloading figures 28th October.

U.S. figures:

	Personnel	Vehicles	Stores	Pol.
Cherbourg	-	-	13035	3466
Brittany Ports	-	27	4807	330
Beaches	6032	229	5087	70
Le Havre	-	52	3412	-
Rouen	-	-	1624	1001
Total	6032	308	27965	4867
British Figures				
Calvados	15	189	3137	101
Dieppe	1115	19	4045	-
Boulogne	20	96	1480	-
Ostend	-	-	1804	2225
Total	1150	304	10466	2326
Combined Total	7182	612	38431	7193

(A.N.C.X.F. 300125 to Admty.)

Operations

North Sea

Dispositions after landings on Holland. Can a reply now be given please to my 091105? Arrangements and dispositions following. Infatuate must now be decided. (A.N.C.X.F. 301227A to Admty.)

Patrols Nore and Dover patrol tonight October 30th/31st.
(1) SHEARWATER. East Togue wreck to Elbow Buoy. KRAKOWIAK P.S. N.F.4 to N.F.7 Buoy. STAYNER, N.F.7 to N.F.10 Buoy. THORNBOROUGH

667

War Diary30.10.1944
MondayHOME COMMANDSOperationsNorth Sea

Patrols (Contd.) 051° 35' N. 003° 12' E. to 051° 30' N. 003° 00' E.
 PYTCHELY. In Q.Z.S.468 53 D Buoy to Latitude.
 051° 40' N.
 TORRINGTON. N.F.2 to N.F. 4 Buoy.
 (2) C/F Unit F.B.2 off Ostend. F.C.1 051° 51' N.
 003° 34' E. F.C.3 Nieuport Bank, F.G.2 and F.G.3 with STAYNER.
 F.N.2 and F.N.3 with THORNBOROUGH F.K.2 and F.K.3 with
 TORRINGTON.
 (V.A. Dover, 301559A to C. in C. Nore, Admty.)

Launchings of Rocket Projectiles (V.2s.) Unit A.3 on offensive patrol off the Dutch coast 29th/30th Oct. report rocket projectiles as follows:- M.T.B.751 about 12 rocket projectiles were seen between 2030 and 0515. The place of launching was not seen and no bearings were taken. Average course of projectiles westerly climbing until out of sight and emitting showers of sparks. M.T.B.771, two rocket projectiles observed at 2350 when in position 51° 50' N. 03° 35' E. Only one appeared to continue its flight almost vertically emitting showers of sparks, these were apparently launched from Goerce. Again at 0515 three salvos were observed from approx. the same direction, the first salvo was of 2, the second of three and the third four and only one from the second and one from the third appeared to continue its course which was westerly. M.T.B.769 sighted three rocket projectiles launched from direction south of the Hook of Holland and between 0445 and 0515 rockets appeared to travel vertically each leaving two red lights suspended which burnt for three to four minutes.
 (MIDGE, 301650A to Admty., H.Q.A.D.G.B., Air Ministry, C. in C. Nore.)

Operations off Netherlands Operations off Dutch coast night 29th/30th October.
 E-boats. 1. 16 Group Wellington made following reports:
 A. 1928 7 E-boats 280 Ijmuiden 5 course 240°.
 B. 2010 8 E-boats 255 Ijmuiden 34 course 220°.
 E-boats fired at aircraft.
 (2) At 2100 7 M.T.Bs. of 53rd Flotilla under Lt. S.D. Marshall, R.N.V.R. sighted about 9 E-boats at range of 2½ miles 280 Ijmuiden 9 steering 075° M.T.Bs. closed to 700 yards and engaged. E-boats increased speed made smoke and finally disappeared towards Ijmuiden. Numerous 6 pdr. hits seen on last 3 E-boats, one being on fire.
 (3) Inference, E-boats on being sighted by aircraft for second time abandoned operations and returned to harbour.
 Operations South of Hook of Holland.
 (4) 1845 Wellington reported 8 ships close of Hook steering 220°.
 (5) 2330 RETALICK on patrol 19 with C/Fs of Walcheren detected several vessels stationary 9 miles 000° from West Kapelle. These then proceeded N.E. in view of importance of area covered by 19 patrol RETALICK was refused permission to leave patrol but was directed to send this C/Fs to attack. Owing to extreme

/visibility...

30.10.1944
Monday

War Diary

HOME COMMANDS

Operations

North Sea

Operations
off
Netherlands
(Contd.)

visibility bright moonlight and alertness of enemy M.T.Bs. could not close to torpedo range but in gun action inflicted casualties on enemy. (6) At 0035 3 M.T.Bs. of 63rd Flotilla on patrol off Hook of Schouwen sighted enemy consisting of trawler type craft T.L.Cs. and R.boats. Unit could not get within 3000 yards of trawlers but scored hits on R-boats and possibly on trawlers at long range. (7) 53rd Flotilla ordered down to Hook did not make contact before enemy reached that port. (8) Consider this enemy force came from Hook (see para. 4) either making for Flushing or more probably to lay mines off Walcheren. Mines may have been laid in Steen Diep. Considerable credit due to Radar operations of RETALICK for detecting enemy at very long range thereby probably preventing mines being laid in much more inconvenient place than Steen Diep. Conditions of visibility were all against successful attacks by D-class M.T.Bs. (9) No casualties. M.T.B. 769 damaged by small fire and splinters. Petrol tanks also holed. M.T.B.771 slightly damaged by near miss. (C. in C. Nore, 301903A to Admty., A.C. Dover, F.Os. I.C. Harwick, Yarmouth, MIDGE, MANTIS, BEEHIVE, FERVENT, C.C.F. Nore, D.16, D.21, C.F.M.U.1, N.O.I.C. Ostend, 16 Group.)

Low
Countries
Balloon
Barrage.

Your 291120A. N.O.I.Cs. attended meeting at 85 Group. Further meeting today. First requirements appears to be for D. of S.T. to send representative and staff to Antwerp to survey local resources with a view to requisitioning equipping manning and admin: of approximately (?100) Balloon flying craft and the requisite number of servicing ships. It is anticipated that a proportion can be provided from local resources including crew. Craft requirement not available locally will be signalled at first opportunity. Requirements for mine spotting and Balloon Craft are being closely co-ordinated and for smoke making if required. Services of Commander Manning R.N.V.R. now acting as N.L.O. to Balloon Command would be (most?) valuable to co-ordinate these requirements. (N.O.I.C. Antwerp 301925A to A.N.C.X.F.)

Walcheren
Expedition

Request your will sail tug GROWLER to arrive Small Downs a.m. tomorrow Tuesday to be placed under order of WARSPITE. (C. in C. Nore, 302110A to V.A. Dover.) Cancel my 301807 not to all. GROWLER is to sail at 1015 tomorrow Tuesday for Small Downs then act under the orders of WARSPITE. (V.A. Dover, 302348A to LYNX, GROWLER.)

Operations

Channel

Patrol

Pins cover night 30th/31st. G.C.1 H.M.S. VANQUISHER
/Z.109...

669

30.10.1944
MondayWar DiaryHOME COMMANDSOperationsChannel

Patrol (Contd.) Z.109. G.C.2 F.S. LA DECOUVERTE Z.9 South.
(C. in C. Portsmouth, 301200A to Usual addressees)

Newhaven - Your 261932A/Oct.
Dieppe Detailed programme and amendments to C.A.F.O.
cross-Channel 2074/44 will be forwarded as soon as routine
Service. for hospital carrier is definite. Intending
passengers for N.M.S.S. should report to
AGGRESSIVE (officer of the Day) Tel. Newhaven
P BX ext.139.
(N.O.I.C. Newhaven, 301810A to C. in C. Portsmouth)

Operation G.O. 6693 cipher 30th October. 264743.
"Nestegg". Your 291700 and S.H.A.E.F. (Main) 281530 revised
plan dated first November 1944 now being issued is
based on assumption that Alderney may not have
surrendered.

(2) Convoys will be routed from Plymouth to St. Peters port and
St.Helier passing westward of Guernsey and Jersey.
(C. in C. Plymouth, No T.O.O. to G.O.C. Southern Command.)

OperationsWest Coast France

Patrol Carry out operation "Assault".
(A) Force B BLYSKAWICA.
(B) 1600A/31st October.
(C) Most direct route to reach vicinity of Ile d'
Yeu at daylight 1st November.
(D) Patrol Ile d'Yeu to Les Sables d'Olonne daylight 1st, sweep
south on Meridian of 2° W. during night 1st/2nd to reach St.Jean
de Luz vicinity daylight/2nd. Sweep North along French Coast
in daylight 2nd. Return Plymouth on 3rd November.
(G) E.G.31 S.O. BEVERLEY CASTLE and 3 Corvettes on A/S patrol in
vicinity 180° Lizard 40 miles.
(K) Enemy U-boats may be encountered in English Channel attention
is called to Plymouth intelligence submarines Nos. 30 and 35.
(C. in C. Plymouth, 301908A to BLYSKAWICA etc.)

OperationsWestern Approaches

Patrols My 291956. From (CC) Continue search to (DD)
49.00 N. 6°00 W. (EE) 48.53 N. 7.00 W. (FF) 49.05 N.
8.00 W. (GG) 49.25 N. 7.20 W.
(2) Report E.T.A. at (GG).
(C. in C. Plymouth, 301325A to E.G.31.)

Your 301325A. E.T.A. (GG) 0600A 31st October. Unsuitable.
(E.G.31, 301517A to C. in C. Plymouth.)

/Dispositions...

30.10.1944
Monday

War Diary

HOME COMMANDS

Operations
Western Approaches

Patrols (Contd.) Dispositions at 2000. All positions are North and West. 31st E.G. patrolling in area between 49° 50' N. 05° 08' W. XK 19. (GUARDSMAN) 48° 15' 07° 38' 022° 5. ELLESMERE off Lizard 2330 to R/V XK 19.10. TANATSIDE, ALBRIGHTON 50° 06' 07° 53' through 180° Bishop Rock 12' Eastbound 15. (C. in C. Plymouth, 301551A to Admty., C. in C.W.A. F.O.I.Cs., Falmouth, Milford Haven, F.O.S.) Your 301236. E.T.A. 0200/31st. Anticipate fuel situation at 0800/31st.

HELMSDALE	51	5.	DUNVEGAN	47	4.	BAYNTUN	44	5
BRAITHWAITE	25	6.	FOLEY	45	5.			

(S.O.E.G.10, 301602A to C. in C.W.A. Info Comm. (D) W.A., S.O.E.G.18.)

Belgian trawlers in prohibited area. A.M. 020041B June. There is a pocket in St. Georges Channell west of the Smalls and north of the Nympe Bank minefield in which fishing is at present prohibited. (2) It is understood that Belgian trawlers are now fishing in this area and that the fishing is very remunerative. (3) It is for consideration that this fishing ground be opened or that steps be taken to enforce the prohibition (F.O.I.C. Cardiff, 301541A to C. in C.W.A.)

"Q.H." apparatus for Western Approaches. (1) In view of the anticipated U-boat offensive in the North Western and South Western Approaches, it is most desirable that escort vessels should not waste their time hunting and attacking old wrecks in mistake for bottomed U-boats. (2) Therefore, and in view of the considerable success achieved in accurately fixing wrecks by ships fitted with Q.H. working in the Channel during "Overlord", it is requested that urgent consideration may be given to establishing Gee chains of a similar nature covering areas in the N.W. and S.W. approaches as stated below. (3) North western Approaches. Between 55° N. and 57° N. and as far west as the 100 fathom line. (4) South Western Approaches. Between 48° N. and 52° N. and as far west as the 100 fathom line. (5) It is thought that it would appreciably improve the efficiency of the chains if lighthouses in Eire territorial waters, such as Tory Island, Fastnet and Coningbeg could be used. (6) It is considered desirable that a minimum of two ships per support group should be fitted with appropriate Q.H. apparatus and charts. (C. in C.W.A. 301847A to Admty.)

Aircraft v. Schnorkel In order to ensure the safe passage of a convoy through waters in which it is known that Schnorkel equipped U-boats are operating careful consideration must be given to the employment of ship-borne aircraft.

671

30.10.1944
Monday

War Diary

HOME COMMANDS

Operations

Western Approaches

Aircraft
v.
Schnorkel
(Contd.)

(2) For the present it is considered that this object will best be achieved by the operation of aircraft on defensive Reptile patrol, the type of patrol ordered depending on the known existing tactical situation. Where the position of U-boats is not known with any degree of certainty Cobra patrol will probably provide the best means

of detection.

(3) Coastal Command A/C employed on convoy protection at night will be briefed by operating authority as to the type of patrol to be carried out and these A/C should not normally be given other types of patrol unless a changing tactical situation makes it desirable.

(4) It is emphasized that this policy should only be adhered to in the situation envisaged above. At present the most dangerous areas are in the waters of the North Western and South Western Approaches. Otherwise and especially when conditions are unsuitable for the use of Schnorkel, aircraft should continue to be employed offensively.

S.O.E.Gs. pass to M.A.C. ships in company.

(C. in C.W.A. 302319A to Escort Carriers and M.A.C. ships under C. in C.W.A.)

Operations

North Western Approaches

Patrol

Search area bounded by parallels 55° 30' and 56° 30' and Meridians 15° 30' and 17° 30'.

(2) Report E.T.A. in area.

(3) 10th E.G. will probably be detached 1st Nov.
(C. in C.W.A. 301236A to 18th and 10th E.Gs.)

Your 301236. E.T.A. 0001A 31st.

(2) Suitable.

(S.O.E.G. 18, 301540A to C. in C.W.A.)

Operations

Norway

Operation
"Athletic"

My 290(9?)36. Results of operation "Athletic" now assessed as follows.

(A) a.m. 26th. Area Rodoy - Alsten one L.C.T. sunk, 2 L.C.T. and one Coaster severally damaged by cannon. One armed coaster driven ashore oil

tank and flakpositions at Sandnessjoen strafed.

(B) p.m. 26th. Area Rorvik - Leka one aircraft tender sunk one merchant ship (6000 tons) damaged by cannon 800 tons ship straddled by bombs.

(C) a.m. 27th area Strott - Vega one large submarine damaged and driven ashore, frigate type escort blown up. One L.C.T. set on fire, 500 ton ship damaged.

/(D)...

War Diary30.10.1944
MondayHOME COMMANDSOperationsNorway

Operation "Athletic" (Contd.) (D) p.m. 27th. 2 merchant ships (5000 tons) of Bodo, 3000 ton ship off Fugloy and 2 small escort or patrol vessels damaged by cannon.

(E) a.m. 28th Rea Lodingen. One medium sized Tanker sunk, 4 merchant ships (5000 tons) and one escort vessel damaged and set on fire by cannon. One of merchant ships also hit and one possibly hit by bombs. Eggum Radar damaged and Ramsund U-Boat Depot strafed by cannon.

(F) p.m. 28th 2 of merchant ships in Lodingen sunk and one hit by torpedo. One armed trawler set on fire and beached, 2 escort vessels and flak positions strafed.

(C. in C. H.F. 301034A to Admty.)
B.2 report dated 29th.

Lodingen. 1st attack 0915A/25th. Many machine gun hits no bomb hits. Vessels present SS. BRABANT, DITMAR, KOEL, KARMOY, 1 tanker and 2 small M/Vs. 2nd attack at 1400A/28th. KARMOY sunk in position 68 degs. 25' N. 16 degs. 00' E. a small tanker and cargo ship, one other ship severely hit by machine gun, a patrol vessel set on fire.

(2) Tanker attacked at 0915A left northbound at reduced speed. DITMAR, KOEL and BRABANT entered Ofoten immediately after first attack.

(Admty., 301630A to IMPLACABLE, D.D.I.C., C. in C. H.F.)

Patrol. Intend to carry out V.P.73.

(1) 0830A/31st October.
(2) 2000A/31st October.
(3) Not later 0600A/4th November.

(4) 249 degs. towards Noss Head, not more 20 knots.
(5) Not later p.m. 4th November.
(6) No. (7) No.
(8) 069 degs. Noss Head Brassay. (9) No.
(N.O.I.C.Lerwick, 301516A to A.C.O.S.)
My 301516. (1) 069 degs. from Noss Head Brassay not more 20 knots. (2) 061 degs. 10' N. 004 degs. 30' E.

(3) Blank.
(N.O.I.C.Lerwick, 301517A to A.C.O.S.)
(1) 0830A/31st October.
(2) 2000A/31st October.
(3) Not later 0600A/4th November.
(4) 278 degs. towards Noss Head not more 20 knots.
(5) Not later p.m. 4th November.
(6) No. Intend to sail V.P.77.
(7) No. (8) 098 degs. Noss Head Brassay. (9) No.
(N.O.I.C.Lerwick, 301521, to A.C.O.S.)
My 301521.

(1) 098 degs. From Noss Head not more than 20 knots.
(2) 059 degs. 41' N. 005 degs. 00' E.
(3) Blank.
(N.O.I.C.Lerwick, 301523 to A.C.O.S. etc.)

/Operation...

673

War Diary30.10.1944
MondayHOME COMMANDSOperationsNorway - Contd.Operation
"Hangman".

VENTURER is to carry out operation "Hangman" as directed in my 041132 October. The weight of stores will be approximately 4,000 pounds.

(Capt. (S) 9 pass to VENTURER.

(F.O.S., 301552A, to S.O. (S/M) Lerwick, etc.)

(a) VENTURER is to sail a.m. 5th November via route Orange until reaching 067° 10' N. thence through VB 069° 45' N. 014° 50' E. to VA 069° 35' N. 017° 25' E. to carry out operations ordered in my 301552 October not to H.Q.C.C. or C. in C. Rosyth. Diving by day north 061° N.

(b) On completion of operations VENTURER is to patrol area between 069° 17' and 069° 50' N. 015° 30' and 017° 00' E.

(c) U-boats may be encountered particularly in patrol area.

Enemy air patrols are expected north of 068°.

(d) VENTURER will be recalled to arrive Lerwick about 24th Nov. Capt. (S/M) 9th pass to VENTURER.

(F.O.S/M. 301619A to S.O. S/M Lerwick.)

OperationsNorthern WatersConvoy
J.W.61.

J.W.61. Request CYGNET (S.O.) BEAGLE, WESTCOTT, NENE may be detached to Faeroe Islands to fuel on completion of escort duty. Thence to Greenock unless otherwise ordered.

(C. in C.W.A.301022A to BERWICK and N.O.I.C. Faeroes.)

J.W.61A A.M. 212330 intend sailing EMPRESS OF AUSTRALIA and SCYTHIA escorted by CYGNET (E.G.7) BEAGLE, WESTCOTT and NENE 1200A/31st October to R/V with BERWICK and 6 Destroyers in position B at 2200A 1st November Western Approaches escort returning to base on relief. Speed of advance 15 knots radio distinguishing group SJ (A) routed in accordance with C.S.1, 251623.

(N.O.I.C. Liverpool, 301447, to Admty., C. in C. Rosyth, C. in C. W.A., C.S.1., R.A.(D) H.F., A.C.O.S., C.S.10, H.M.S. BERWICK, N.O.I.C. Greenock, S.B.N.O. N. Russia, C. in C.H.F., F.O.I.C. Northern Ireland, Cdre. (D) W.A., S.B.N.O. Murmansk, H.M.S. NENE, S.O.E.G.7, in H.M.S. CYGNET, Ad. Archer.)

Patrol.

Throughout 10 days of patrol in all weathers a permanent all round echo at about 800 yards and reverberations up to 4000 yards indicate positive temperature gradient persists in area Shetland-Faeroes.

(2) I consider detection of U-boats below 200 yards very doubtful. Am sweeping at 16 knots.

(S.O.E.G. 14, 301100 to C. in C. Rosyth.)

If not in contact by 1800A establish Gamma between 060° 57' N. 001° 08' W. and 061° 32' N. 002° 24' W. probable course of U-boat 220°.

(C. in C. Rosyth, 301413A to S.O.E.G.14.)

/Convoy...

30.10.1944
Monday

War Diary

HOME COMMANDS

Operations

Northern Waters - Contd.

Convoy R.A.61. (1) White Sea Group 15 for R.A.61.
(2) North Dvina (corrupt group) 1400A 30th Oct.
(4) 9½ knots.
(5) My 281752 paragraphs (3) and (4).
(7) Group 15 4 columns 4 4 4 5 R.A.61 starting at column 4, 1 0 1 4 5 5.
(11) (P) Lieut. J.H. Pearce R.N.V.R., in EMPIRE CELIA remainder foreign see my 301559.
(13) Group 15 special Cdre. Master of EMPIRE CELIA Capt. H. Johnson Vice Commodore of convoy at position MU. All for Loch Ewe.
(14) S.P. 2406 (777) S.P. 2272 (32) and (33)
(15) 7 A.
(16) NERITINA and BRITISH PATIENCE. Admiralty pass to all concerned outside Russia.
(S.B.N.O. Archangel 301556A to Admty.)

H. Nor. M.S. NAMSOS expects to arrive Icefjord a.m. 3rd November
NAMSOS for and will close Barentsburg for orders before
Spitzbergen. proceeding to Advent Bay. A.M. 261343 refers.
(2) To assist her to make landfall, "Ploughshare" is requested to set watch on 385 k/cs for first 15 mins. of each hour from 1300Z/2nd November and to make call sign for 10 mins. at 4 hourly intervals on 385 k/cs for D/F purposes. Call sign "GBXZ" should be used if necessary to address NAMSOS.
(3) "Ploughshare's" transmitter is situated at Hiorthamm in Advent Bay.
(D.O.D.(H) 301614A to "Ploughshare", NAMSOS.)

Allied Air Activity

Civil aircraft oversea route. Your 291525 para. 2 concur in general.
It is noted that proposed route passes over outskirts of Brest which appears undesirable.
Para. 3 concur.
(A.N.C.X.F. 301241A to Admty., C.T.F.125.)

Discontinuation of I.F.F. Your 291525. A. No objection.
B. It would greatly assist if I.F.F. were discontinued both by day and night except for purposes of distress, further, that the use of I.F.F. except for studs 4, 6 and distress be discontinued altogether on all aircraft west of long. 1° 30' W.
Discontinuation of I.F.F. would assist anti U-Boat work since the transmitted frequency of I.F.F. is readily picked up by German G.S.R.
(C. in C. Plymouth 301657A to Admty.)

/Patrol...

675

30.10.1944
Monday

War Diary

HOME COMMANDS

Allied Air Activity - Contd.

Patrol off Sogne Fjord. Nr. 1. Position 3 enemy medium vessels 60.40 N. 3.40E course 120° (G fix within ½ hour of 2100). (A/C UVOM 302051A to 18 Group.)
Nr. 2. Ref. my Nr. 1. Have attacked medium vessel with bombs. No results seen due to evasive action and to weather. (A/C UVOM 302053, to 18 Group.)

Mining

East Coast Sweeps and to Schelde. It is intended to clear of mines channel and lay NF 11, NF 12 and NF 13 buoys as soon as circumstances permit.
(2) Capt. M/S Harwich is to undertake sweep of this part of the channel between NF 10 and NF 13 buoy with one fleet M/S as H.Q. Ship, 165th M/S Flotilla and 105 feet M.M.S. from Harwich and Lowestoft and will be known as Capt. M.S. FB from time of sailing. Admiralty's 141939 September refers.
(3) N.O.I.C. Great Yarmouth is requested to sail available ships of 138th M/S Flotilla to Harwich on Tuesday 31st.
(4) The M/S Force will anchor off Ostend during night.
(5) Provisional details of channel are as follows:-
Width 1 mile centre line from NF 10 buoy to NF 11 buoy in position 051° 22' 00" N. 003° 05' 30" E. to N.F. 12 buoy in position 051° 22' 15 " N. 003° 10' 57" E. to NF 13 buoy in position 051° 23' 18" N. 003° 15' 24" E.
Capt. M/S FB may alter channel as necessary to avoid dangerous wrecks.
(6) Capt. M/S Force B is to report:-
(a) When channel has been swept Oropesa and marked buoy laid.
(b) When it is safe for T.H.V. to lay the buoy.
(7) It is possible that Capt. M/S FA with Force A will proceed along channel to sweep into Schelde as soon as Oropesa sweeping to NF 13 is completed.
(8) Fleet M/S detailed and communication orders will be signalled later M/S trials B2333 k/cs as ordered M.S. FB.
(C. in C. Nore, 300050 to N.O.I.C. Harwich.)
Completed today BS 87 1 mile either side of centre line.
One mine resembling British Mark 20 type 3 cut in position 053° 43' 36" N. 001° 23' 06" E.
(2) BS 25 swept on western side total width 1 mile extended to join northern edge of sweep of BS 87. Continuing tomorrow. (S.O.M/S 15 302050A to F.O.I.C. Humber.)

Deep mining in St. George's Channel. C.F. Serial A. 4. Completed. (APPOLLO 300409 to Cs. in C. W.A. and Plymouth, F.O.I.C. Milford Haven.)

Situation Report. M/S F. 31 returning from Portsmouth after fuelling. M/S F. 40 Operation "Pilgrim" continuing. M/S Flotilla 42 sweeping (?11) E. 14 E. and L.2 Buoy.

676

30.10.1944
Monday

War Diary

HOME COMMANDS

Mining

Situation Report (Contd.) 181st Trawler Group QZS 541, 539, 555, 568, 571.
104th M/S F HV 3 buoy and 92 buoy - (?one) ground mine detonated 020° 9 cables from 92 buoy.
119th M/S F widening Channel between HV 3 and position (?028°) 9 miles from HV 3 - 1 ground mine detonated 106° 7 miles Cap de la Heve.
159th Trawler Group QZS 587.
150th M/S F Oropesa Sweep River Seine continuing.
(Capt. M/S East 300830A to C.T.F.125.)

159th M.S. F. Intend to sail 159th M S/F consisting of B.Y.M.S. 2211 (S.O.) 2189, 2048, 2051, 2071, 2188 at 0200 tomorrow, Tuesday, by inshore route to Harwich E.T.A. 1530.
(F.O.I.C. Humber 300950A to F.O.I.C. Harwich.)

L.C.P.(L) for Schelde. My 231634 and N.O.I.C. Ostend 242040 as information available suggests extensive laying of Katie mines in Schelde it is considered essential to have L.C.P.(L) fitted snag line sweep readily available. Owing to extreme low endurance of these craft Ostend is the only suitable base until they can be moved into Schelde.
(2) In view of Cdre. Belgium's 261651 request arrangements for 6 craft to be based there at once and 6 more at a later date by which time first 6 should have left.
(3) R.M. crews will require accommodation ashore. Numbering 3 officers and 26 other ranks with first group of 6 boats, 2 officers and 26 other ranks with second.
(C. in C. Nore, 301815A to A.N.C.X.F. etc.)

U-boats

Suspected U-boat. Contact vicinity 50° 00' N. 10° 00' W. now considered non-submarine but one U-boat not recently fixed may now be about 100 miles W.S.W. of Scilly Isles.
(D.D.I.C., 301432A to A.I.G.331, Ships and Authorities Area C.)

Port Facilities

St. Brieuc C.R. No. 1231. St. Brieuc officially closed; recall Naval personnel and equipment.
(C.T.F.125,300827A to C.T.G.125.14.)

Arromanches Your 271201. Approval.
(Ed. of M., 301326A to F.O.B.A.A.)
Confirming my telephone conversation with your Staff Officer Operations. Two Phoenix which are additional to the six mentioned in your 301211A October, are now off Le Havre.
If not now required request they may be sailed to Arrow when weather permits.

/(2)...

677

30.10.1944
MondayWar DiaryHOME COMMANDSPort Facilities

Arromanches (Contd.) (2) Request you signal your intentions.
(3) Ninth and Tenth Phoenix are being diverted to Arrow.
(A.N.C.X.F. 301936A to C.T.F.125)

Ostend First hopper barge raised and removed from Mey Sluice at 1400 today 30th.
(2) Estimate second ship will be removed and lock cleared by 4th November.
(N.O.I.C. Ostend 302200A to Com. Belgium.)

Technical

A/S training. Expected date of completion of tactical trials with SERAPH is 6th November and following are my intentions as from that date.
(a) To release BLACK SWAN and 19th E.G. for operational duty as required.
(b) To re-appoint Commander M.J. Evans, O.B.E. R.N. to PHILANTE as training Commander vice Acting Commander Mitchell.
(c) To appoint Acting Commander D.E. Mitchell, D.S.O., D.S.C., R.N. of PHILANTE as Training Commander Rockabill Area tempy. with Headquarters ashore at Holyhead to conduct group training in that area.
(d) To carry out continuous group training in Rockabill Area with SERAPH and support groups as they become available.
(e) To allocate SERAPH to Coastal Command and C.A./S.E.E. for Sonobuoy and other trials whenever not required for support group training.
(f) To continue the Schnorkel training of 15 group aircraft with Schnorkel fitted submarines as hitherto.
(g) To reach P.C. 74 and one trawler at Holyhead to attend on submarines as required by Training Commander, Rockabill.
(C. in C.W.A. 302010A to Admty.)

Casualties and Defects

L.C.T.936 C. in C. Portsmouth's 261530A.
Lowestoft 30th October. Arrival L.C.T. 1036, 508, 1082, 1067, 1080, 731 and 1165.
L.C.T.936 approaching Lowestoft, broke her back through stress of weather, was abandoned and drifted ashore approximately 2 miles South of harbour entrance. Crew safe.
(N.O.I.C. Lowestoft, 301642A to F.O.I.C. Harwich.)
Gt. Yarmouth 30th October departure Tug DIVERSION to assist L.C.T.936 with broken back in position 090° $\frac{1}{2}$ mile Lowestoft Harbour entrance.
(F.O.I.C. Gt. Yarmouth 301711A to C. in C. Nore.)
Your 301711A not to R.A.L.S.C.U.
L.C.T.936 went ashore about 1730 roughly $\frac{1}{2}$ mile south of rifle range at Pakefield Cliff, now lying in two pieces about 15 ft. apart.
(2) Guard arranged for tonight and it is hoped her own crew will be able to salvage stores etc. including C.B. chest tomorrow Tuesday.
(3) From personal visit in twilight consider she should not shift unless weather further deteriorates.
(MYLONDON, 302001A to F.O.I.C. Yarmouth.)

678

30.10.1944

Monday

War Diary

HOME COMMANDS

Casualties and Defects - Contd.

L.C.T. 936

My 302001A.

I particularly wish to bring to your attention the meritorious conduct of Lieut. Norman E. Frazer D.S.C., R.N.V.R. of MYLODON Pool as reported to

me by a local inhabitant.

Lt. Frazer walking in the vicinity and seeing L.C.T. 936 drift ashore hurried to the beach, stripped and succeeded in boarding her and passed a wire ashore. She broke in two whilst he was aboard, but he managed to secure each part.

(2) He was assisted by Ldg. Seaman Harry Lace EUROPA a native of Pakefield who worked from the shore.

(MYLODON 302002A to F.O.I.C. Yarmouth.)

SALT FLAT

At 1235 today Monday an explosion occurred in engine room tanker SALT FLAT while discharging 80 octane spirit B.M. Ostend.

(2) Large fire developed which was confined to engine room and pump room by Army Fire Service.

(3) At 1300A 2nd explosion occurred.

(4) It was not considered prudent to move ship owing to congested state of harbour.

(5) Fire finally extinguished at 1500 ship afloat cargo intact but engine room and accommodation severely damaged.

(6) 10 casualties to crew, 5 serious, all taken to 105 Military Hospital, Ostend. (Names).

(N.O.I.C. Ostend 302201A to Admty., Com. Belgium)

Shipping and Convoys.

Sailings

for

Far Shore.

Ref. No. EX.58908.

Chief of Transportation reports that at a meeting attended by Commander Beeching, Lt. Col. Bartley, and Major Schultz, agreement set forth below was reached.

(2) Admty. to permit immediate building up of commodity and U.K. loaders at Solent anchorage to 45.

(3) Admty. to investigate practicability of establishing as soon as possible the following additional anchorages in the southern area: Thames Estuary - 10 anchorages; Portland - 8 anchorages; Falmouth - 5 anchorages.

(4) In general, incoming - priority vessels will be routed directly to the Southern anchorages. Ships with lower priority cargoes will be held at Belfast anchorage. Arrivals in excess of the capacity of the anchorages enumerated above will be held at Clyde, Methil or Oban, in that order, as necessary. The arrangement agreed provides that prior to convoy arrival, O.C.O.T. will send to the Admty. a teleprint nominating preferred anchorages for the incoming vessels. Information copies, of course, will be sent to all authorities concerned. This arrangement has the fullest support of the War Shipping administration and C.T.F.125, and is necessitated by the fact that delays in handling, small as they may be individually, are serious in the aggregate and must be eliminated. To assist O.C.O.T. in maintaining proper control over these movements, Admty. has agreed to teleprint O.C.O.T. daily, information copy to your office, daily status report giving inventory of the anchorages concerned. This signal will supplement the teleprint now dispatched by Admty. reporting movements of vessels scheduled for continental discharge.

(U.M.M. 302259A to U.K. base)

679

30.10.1944.
Monday.

War Diary.

FOREIGN STATIONS

North Atlantic

A/S
operations.

Proceeding at 24 knots to investigate aircraft LXD(?K) 0655Z report expected time of arrival (?09)45A group (?One) (2 corrupt groups) (Missing group) join me.
(WOLVERINE, 300811A to F.O.G.M.A., Casablanca, Group 2.)

MARIE
LOUISE
MACKAY,
SAMUR.

(A) C. in C. Med.'s 291137A part 2 not to all addressees SAMUR has 50 tons of important machinery for Gibraltar.
(B) Cdre. requests instructions for MARIE LOUISE MACKAY destination Horta. Suitable weather report 5662, 1364.
(B.21, 301035A to F.O.G.M.A.)

Trawlers
for U.K.

I had already complied with para. 2 of your 251826* prior to receiving your 291205/.
(2) To comply with the latter signal now would not only cause a further delay of 24 hours in sailing time but would also evoke grave disappointment to the officers already detailed for passage.
(3) The following changes (in personnel) have taken place to date 29th (details).
(4) All officers detailed to take passage have been longer abroad than those stated in your 291205 1135.
(5) It is intended to sail trawlers as arranged in my 291438/.
(F.O.G.M.A., 301139A to C. in C. Med.)
* Consider that 3 trawlers of 20th and 77th M/S. Trawler Groups could now be returned to U.K. Request select 3 in worst condition if agreed adjust complements and return to U.K.
/ Request report names of officers discharged to NEGRO, GOTH and ARCROITE to complete complements.
/ Not yet identified in War Reg.
Following repeats my 291434*, 291436* and 291438* addressed as above. Begins -
Intend to sail REDWOOD, FILEY BAY, GREGORY and H.M. Tug ENVOY R.T. 1600A/30th to U.K.
(2) - (5) Arrangements.
(6) C. in C. Med.'s 251826 and my 271120/ neither to all refers.
Ends.
(F.O.G.M.A., 301433A.)
* Received undecypherable.
/ Not identified in War Registry.

BAYOU
CHICO,
ATHOLL.

Contacted BAYOU CHICO and ATHOLL.
(TENACITY, 301430A.)

GUADALCANAL's
Group.

Departed Ponta Delgada for vicinity of Lagens E.T.A. (?1150Z/31) thence G.U.S. 267 speed 16 to Norfolk 56 81 23 14. Hold Q.J.H.342, Q.J.C. 191.
(C.T.G. 22.7, 302030.)
C.T.G. 22.7 consisting of GUADALCANAL and 5 destroyer escorts arrived Ponta Delgada 0945Z today 30th and left 2030Z same day after fuelling.
(N.C.S.O. Ponta Delgada, 302040Z.)

MOST SECRET

680

War Diary.

30.10.1944.
Monday.

FOREIGN STATIONS

South Atlantic

MISSION
BAY's
Group.

T.G. 22.1 arrived Capetown.
(C. in C. S.A., 301447Z.)

War Diary.

30.10.1944.
Monday.

FOREIGN STATIONS.

Mediterranean.

Greece & Aegean.

Movements. Your 282314 intend sailing Khios with GRADISCA for Alexandria at 0700C/30.
(2) S.O.A. 9 knots through Kinaros Channel and position 614 to 309. E.T.A. 309 1200C/1st Nov.
(TEAZER 300030 to F.O.L.E.M. (R) Force A, F.O.L.E.M. Athens, C.S. 15, Capt. F. Capt. D.24, C. in C. Med. R.A.L.)

THEMISTOCLES. Reference sailing instructions 291044 amend as follows: Escort EMPIRE PATROL to position 704 and return thence to Piraeus immediately. EMPIRE PATROL proceeding Alexandria unescorted. Instruct her accordingly. Acknowledge.
(S.B.N.O. Greece 300845A to THEMISTOCLES.)

Your 281442* October. Amend my 291715A+ para. 8. G.S. THEMISTOCLES to position 704 only thence unescorted.
(S.B.N.O. Greece 300945A to F.O.L.E.M.)

* Not identified in W.R. + Intend to sail M.K.3A.

? Personal S.O.(O) from S.O.P.
Unopposed landing one brigade front. 3 L.S.T.(5) L.C.T.(6), L.C.I. M.T. ship and L.C.M.
(2) Please signal or by immediate air any information assist me prepare S.N.O.L. orders.
(C.S. 15 301053A to F.O.L.E.M.)

Aegean operations. Dispositions and intentions 1200C/30th
A. KIMBERLEY, VIGOROUS at Khios.
B. TERPSICHORE vicinity Skiathos.
C. VAMPIRE patrol South Cape (6 corrupt groups) TEAZER escorting German hospital ship GRADISCA vicinity swept channel Nikaria to Alexandria. Intention.
E. (?STORNOWAY) sail 1500C/30th to Haifa F.O.L.E.M. 300157* refers
F. VIGOROUS sail 1800C/30th to relieve VAMPIRE.
(KIMBERLEY 301201C to F.O.L.E.M.)

* Former not identified.

State of Airfields. (1) Ph. R. G.A.F. airfields. 28 Oct. Salonika. Mikra. Landing ground has been rendered completely unserviceable by exploded mines. Mikra S.P.B. Part cover. No active aircraft visible. Sedes. Airfield unserviceable due to exploded mines.
Megalo Mikra. Part cover. Airfield rendered completely unserviceable by exploded mines. 29 Oct. Salonika. Sedes. Small part of landing area only covered and seen to be cratered.
Megalo Mikra. Landing area and runway heavy cratered and unserviceable.
(2) G.A.F. activity. 29 Oct. Nothing to report.
(C. in C. M.E. No T.O.O./October.)

30.10.1944.
Monday.War Diary.FOREIGN STATIONS.Mediterranean.General.

Operations off Riviera. In order to meet your views about station and call of ready cruiser to bombardment area have made following tentative arrangements with C.G. First A.B.T.F. and N.G.L.O. As from 31st October ready cruiser will stay in Toulon Harbour. When bombardment by cruiser requested for next day N.G.L.O. will advise C.T.F. 86, or responsible naval authority concerned by noon so that ready cruiser may come out of harbour before dark anchor in Les Vignettes Roads and proceed to bombardment area only two hours before sunrise thus avoiding to stay by night in water where drifting mines may be found. If bombardment completed before sunset time minus three hours cruiser would return Toulon. If not ship would leave bombardment area in time to reach Golfe Juan or St. Tropez before dark returning next morning Toulon or bombardment area as required. While agreeing to this proposal C.G. First A.B.T.F. points out "he could provide no field artillery at all for his right flank and have to rely entirely on naval gunfire, therefore when destroyers being outranged by enemy, batteries had to withdraw cruiser was urgently needed to neutralize same. Furthermore difficulties in locating such batteries which move from one pre-arranged position to another made it desirable they should be fired upon as soon as sighted. However it was for the Naval High Command to decide what risks could be accepted for the cruiser in view of the above said situation."

(C.T.F. 86 (Ops.) 300011A to F.C.N.A.M.)

Cominsitrep 55 ending 2000A/29th.

B. N.G.L.O. reports approx. front line 8088, northwest to 775970, north to 035, northwest to 7507.

C. On 27th JEANNE D'ARC fired 305 rounds on 887922 and 880900 on enemy batteries. PLUNKETT fired 12 rounds on enemy guns at 8128999 mission successful and 4 rounds on guns and personnel forced to retire by counterfire.

E. EMILE BERTIN ready cruiser 28th MADISON, FORBIN relieved PLUNKETT, GLEAVES 29th. On 28th EMILE BERTIN fired 80 rounds on enemy batteries at 960875 and 883922. PLUNKETT fired 180 rounds on enemy guns at 859879 and enemy movements. GLEAVES fired 337 rounds on enemy guns 859879 and troops. All firing good results.

K. One floating mine sunk by FORTUNE 26th vicinity Cap Martin 9 sunk by sweepers 27th no mines sighted 28th and 29th.

(C.T.F. 86 (Ops.) 300910A.)

(1) Minesweepers based on Golfe Juan and Cannes at present known at Task Group 86.6 are to carry out following operational duties until further orders.

A. Maintain the harbours of Golfe Juan, La Napoule, Nice and St. Tropez clear of enemy mines by routine sweepings.

B. Maintain A/S patrol off Golfe Juan and Napoule.

C. Position vessels for mine and A/S watch in Golfe Juan and La Napoule.

D. Search daily for floating mines in gunfire support area from Golfe Juan to south of San Remo without getting inside range of enemy guns.

E. Whenever necessary, search for floating mines which would drift outside this area and endanger navigation in the rear.

F. Accompany fire support and bombardment ships when these are operating in San Remo area.

683

30.10.1944.

Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Operations
off Riviera.
(Contd.)

(2) Ships in Task Group may be based at Cannes or Golfe Juan as required by operations and water supply facilities.

(3) Mine sightings should be reported immediately to destroyers in fire support area, other ships in vicinity ready cruiser C.T.F. 86, (C.T.G. 86.4,

Comlab., for P.M. Toulon.)

(4) C.T.G. 86.6 should send daily report of sweepings and results to C.T.F. 86 info. Comlab. for P.M. Toulon.

(5) Cancel my 241045 - amend Flare 4 para. 3 F accordingly.
(C.T.F. 86 (Ops.) 301426 to C.T.G. 86.6)

FREIBURG
(German
hospital
carrier.)

Your 282212 No codes or cyphers have been found.

(2) 20 rifles and 12 pistols on board but this considered reasonable.

(3) No unwounded passengers or military equipment or any evidence that ship was being used improperly.

(4) There were no wounded on board.

(F.O.T.A.L.I. 300935 to Admty.)

A/S defence
stations Ras-
el-Krim and
Port Said.

In view of U-Boat situation in the Mediterranean it is proposed to close down fixed A/S defence stations Fort Agumi Ras-el-Krum (?Krim) and Port Said.

(2) Request your remarks.

(C. in C. Med. 301059 to F.O.L.E.M.)

DIASPRO,
PLATINO,
NICHELIO.

At present no further operational requirements can be seen for Italian submarines DIASPRO, PLATINO and NICHELIO my 141250 September and 091832 April neither to all refer.

(2) All three are in good condition although DIASPRO's diesels are of a type which has proved unreliable.

(3) Ships are refitting and are expected to be ready to leave Italy about 30th November.

(4) Although these submarines are capable of leaving the Med. and so come under B.A.D. 181627 April not to all. They would be welcome on this station unless full number of units of first flotilla are to be made available for A/S training in accordance with my 011044 and 141611 October. Latter not to all.

(5) The situation forecast in para. 3 of my 011044 has now almost been reached.

(C. in C. Med. 301107A to Admty.)

DUGUAY TROUIN. Your 280904. Additional programme in F.O.W.M. 261142 approved.

(D.O.D. (H) 301504A to C. in C. Med.)

Escort
carriers.

Intend following arrangements to comply with A.M. 281312 and C. in C. Med. 271622A not to all. ROYALIST and ATTACKER sail from Alexandria 1500A/31st. STALKER leave Colunnel (sic) p.m. 31st to

684

30.10.1944.
Monday.War Diary.FOREIGN STATIONS.Mediterranean.

Escort carriers. (Contd.) pass Kinards (sic) Channel at first light on 1st November, then north of Stampalia, south of Santorin and through Kithera Channel to R/V with (?F.O.E.C.) in 034° 58' N. 019° 55' E. at 0600A/2.
(2) After R/V ROYALIST proceed independently so as to pass through Tunisian War Channel in daylight 3rd November arriving Gibraltar for fuel at 1400A/4th. ATTACKER and STALKER proceed at best speed to U.K. passing Straits of Gibraltar about 1201A/5th.
(3) F.O.L.E.M. is requested A. to arrange with F.O.G.M.A. for onward escort for carrier from Gibraltar.
B. To sail HUNTER to U.K. when aircraft have been disembarked.
(4) STALKER acknowledge.
(F.O.E.C. 301645C.)

Oil fuel. Para. 7 of your 121635 August, 1943. Fuel summary for October. Furnace oil expenditure for past four months 1,450,000 tons was in excess of estimates.
(2) Strategic reserve now almost expended due to cuts made earlier in year in favour of Eastern war and widespread distribution of stocks.
(3) Diesel position comparable.
(4) Expenditures expected to drop and stocks though low are not considered below prudent level.
(5) Increased bids have been made for December 1944 and January 1945 based on operational forecasts.
(6) Lubricant position satisfactory.
(7) All operational tankers except two water carriers have left "Dragoon" area.
(C. in C. Med. 302006.)

Cositintrep No. 478. Part 4. Cositintrep No. 477 part 4 not issued. Greece. After an engagement west of Koxani, the town was occupied by British troops at 1445A hours 28 October. Our patrols are in Lekhoven. Patrols operating on the mainland south of Salonkia reached Vasilika (P.O.2) Yugoslavia. A small British Force consisting of H.Q. 111 Field Regiment, a Field Battery, H.Q. and 4 troops of 43 Commando and detachments of Royal Engineers and Pioneers landed at Dubrovnik on 28 October to assist Partisan activities.
(A.F.H.Q. No T.O.O.)

Situation report No. 475. (1) At Piraeus 1130 tons cargo and 30 vehicles were landed on 28th Oct. There is a shortage of suitable harbour craft which together with bad weather and lack of labour has caused some delay in unloading.
(2) ATTACKER left Piskopi after her aircraft had rendered enemy landing craft unserviceable. NAVARINON is endeavouring to prevent arrival of any further enemy troops.
(3) Bad weather has hindered operations at Melos.

/(4)...

685

30.10.1944.
Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Situation
report No.
475.
(Contd.)

(4) In the Adriatic on night 28th October coastal forces attacked an enemy merchant ship escorted by 2 destroyers with torpedoes but without result.
(5) Total unloadings to date at month on 505194 tons cargo 24512 vehicles 185042 troops and 330881 barrels of fuel.
(C. in C. Med. 302133A.)

686

30.10.1944.
Monday.

War Diary.

FOREIGN STATIONS

East Indies

R.N.A.S.
Trincomalee
(China Bay).

As from Wednesday 15th November, the R.A.F. Station at China Bay will be transferred to the Command of the R.N. from which date the revised name R.N.A.S. Trincomalee will be substituted. ((?F.O.N.A.S. Indian Ocean and Ceylon, 300225Z as amended 301150Z.)

U/B
dispositions.

No (?fresh) information. Scales unchanged.
(C. in C. E.F., 300359Z.)

687

30.10.1944.
Monday.War Diary.FOREIGN STATIONSAmerica and West Indies

- EAST VIEW. EAST VIEW port shaft stopped for 5 hours. Regret (unable?) effect repairs at sea and am returning. (E.T.A.?) St. Johns N.F. 1000Z today Monday. Unable transfer due? weather
- PETERBOROUGH assumed S.O.
(2) Dockyard assistance required for main thrust block carrier bearings damaged, salt water causing excessive lubricating following 2 groups 8 figure weather report. 0924 0700. (S.O. E.G. C.6, 300152Z.)
- SS. ATLANTIS, At 0230Z/30. My position 090° radar beacon 20 WHITBY. miles. Cannot contact SS. ATLANTIS by V/S due to heavy fog but consider from radar contacts of him that he is remaining in this position until visibility improves or until daylight. (WHITBY, 300245Z to F.O.N.F.)
- E.G. 25. At 1030Z/30th sailed Escort Group 25 H.M.C.S. ORKNEY (S.O.), ST. THERESE, JOLIETTE, LA HULLOISE, THETFORD, MINES to Londonderry. (Route and arrangements).
(3) On arrival U.K. E.G.25 comes under the operational control of C. in C. W.A.
(C. in C. C.N.A., 301107A.)
- U/B Estimates.
dispositions. (N.S.H.Q., 301344Z, Cominch 301409Z.)
- TENACITY, TENACITY departs Narsarsmuak* at 1000/31 to COMANCHE. relieve COMANCHE on Station C. C.T.F. 24 pass for info C. in C. C.N.A. Route via Skov Fiord and (N) 60.30 N. 46.34 W. (O) 59.45 N. 45.25 W. (P) 59.20 N. 43.54 W. (Q) 58.41 N. 40.19 W.
thence Circle. E.T.D. (N) 1600/31, E.T.A. Edge of Circle 1550/1 by reverse route. COMANCHE proceeds Narsarssuak* upon relief. E.T.D. Edge of Circle 1550/1, E.T.A. point (N) 1540/2. Z times. 10 knots each ship.
(Comgopat, 301520.)
* As received.
- T.G. 21.9. Task Group 21.9 KNIGHT, MARCHAND, Cortdiv 20 plus KRETCHMER, O'REILLY, KOINER escort convoy C.U.46 departing New York and Boston 7/8 Nov. for U.K. and Continent.
- C.T.G. 21.9 in KNIGHT with HURST, CAMP, HOWARD D. CROW, KRETCHMER, O'REILLY return escorting U.C. 46A. MARCHAND with PETTIT, RICKETTS, KOINER hereby designated Task Unit 21.8.7 return escorting U.C. 46B section when directed by Admiralty.
(C. in C. Lant, 301749Z.)
- UGANDA. Ref. A.M. 281809 sailed H.M.C.S. UGANDA independently 1400Z/30th (route and arrangements).
(C. in C. C.N.A., 301953Z.)

688

30.10.1944.
Monday.War Diary.FOREIGN STATIONSAustralia and New ZealandDigest
1013.

(Extract) October 29th.

Early morning patrol Liberator searched Coron Bay finding only one possible destroyer escort and 4 small merchant ships; nothing seen Puerto Princessa nor Sulu Sea in bright moonlight.

- (2) Forenoon search Liberator destroyed one small coaster and damaged one sea truck off Sandakan.
- (3) Same time 7 ship convoy comprising 4 medium sized merchantmen 3 escorts sighted heading north-east at southern end Palawan passage.
- (4) AOBA class heavy cruiser seen afternoon 80 miles west of Manila course 290° speed 28 knots.
- (11) Possible submarine contacted off south-west Morotai 29th.
- (14) During daylight 28th estimated 50 Jap planes over Leyte Gulf including several attempted suicide dives on warships but inflicting superficial damage only. Next day sporadic raids only experienced although our combat air patrols shot down 13 Japanese planes over land and ships.
- (15) During this evening 8 P.T. Boats contacted 2 Jap barges in southern Surigao Strait heading south-east but barges escaped in rain. Same night single Jap plane over actually strafed boats that area.
(G.H.Q.S.W.P.A., 301137.)

Leyte
27 Oct.

(1) (A) Northern Sector. Elements 1 Cav. Div. Adv. 10 miles S.W. from Babatngon along coast to occupy Balud and Barugo. Amphibious patrols landed further to S.W. at Carigara and reported town clear of enemy. Patrols also reached San

Miguel on Sapaniton River. Elements 24 Div. advancing west along road from Palo captured Santa Fe Pastrawa (or Santa Fe Pastrana and Alangalang.

(B) Southern sector. Elements 7 Div. entered Abuyog on coast and moved inland against light opposition. Captured six high calibre C.D. guns and forty vehicles. Further north patrols entered Santa Ana Andres and Pangdan. Units 7 Div. within one mile Dagaw on road Budauen-Dagami and Bn. of 96 Div. advancing west towards Dagami on rd. Tanauan-Dagami.

(2) Samar 27th October. Rapid advance along west coastal road reached 9 miles north of Catbalogan.

(3) Total enemy casualties 26 October - Killed 4,232; P.W. 50.
(B.A.S. Washington, 301830Q.)

U-BOAT CAMPAIGNS/M attack
and sighting
summary.

Para. A. (1) A/C B/59 sighted periscope course 134° at 0930Z/29th in 62° 46' N., 13° 28' W.
(2) U-Boat attacked by A/C from H.M. ship before 0736Z/29th probably between Narvik and Trondheim.
(3) A/C R/407 attacked U-Boat course 180° at 0110Z/30th in 61° 45' N., 03° 40' E.

/(4) ...

689

30.10.1944.
Monday.War Diary.U-BOAT CAMPAIGN

S/M attack and sighting summary. (Contd.)

(4) A/C A/224 attacked U-Boat course 050° at 0117Z/30th in 61° 31' N., 03° 16' E.

(5) E.G.31 attacked contact classified as wreck before 1550Z/29th in 50° 10' N., 10° 08' W.

Para. B. (1) A/C V/172 obtained A.S.V. contact at 0334Z/30th in 55° 30' N., 08° 20' W.

(2) A/C Y/407 obtained A.S.V. contact at 2111Z/29th in 61° 52' N., 00° 39' E.

Para. C. (1) A/C V/407 sighted possible periscope at 1708Z/29th in 61° 08' N., 03° 03' E.

(2) X/547 obtained A.S.V. contact at 1735Z/29th in 62° 10' N., 01° 54' E.

(D.D.I.C., 300940Z.)

U/B dispositions. Estimates. (D.D.I.C., 301430A, 301431A.)

Special orders for conduct of Support Groups. (Operation C.E.)

Inshore Operations of U-Boats in the Western Approaches Command from experience up to date have necessitated special orders (Operation C.E.) for the conduct of Support Groups with particular reference to the support of convoys through the focal areas.

(2) The present U-Boat tactics of remaining submerged continuously by the use of Schnorkel in these areas have greatly reduced the mobility of U-Boats and the chances of detecting them by sighting or radar. It is therefore necessary to form the best possible screen in the immediate vicinity of the convoy for protection when in such areas. It is also important that countermeasures should be of the utmost rapidity and continued if necessary for a long time once the U-Boat has disclosed its presence.

(3) Support Groups operating in the Western Approaches may therefore be ordered to reinforce the close escort of a convoy. Escorts then form a complete screen in front of the convoy. To avoid confusion the ships of the Support Group are placed on the wings of the close escort. In addition at least two escorts are stationed astern to facilitate the most rapid countermeasures. These principles hold good generally by day or night, except that by night it is represented by C. in C. Western Approaches that all the Support Group should be stationed on the quarters or astern to avoid confusion when working in darkness with unfamiliar escort groups.

(4) Action in the event of attack.

(a) Day. The Escort Commander will order Operation "Zombie" or "Artichoke" as appropriate, escorts ahead will carry out this operation; escorts astern will carry out "Observant" using position of wreck or last known position of U-Boat as datum. On completion of the operation "Zombie" or "Artichoke" the Support Group will leave the convoy and will remain to hunt the U-Boat.

(b) Night. The Support Group only will carry out "Observant" and hunt the U-Boat. The escort will remain with the convoy, for reasons contained in the latter part of the last sentence of para. 3 above.

(5) Command of the combined forces while the Support Group forms part of the close escort of an American escorted convoy remains as in B.U.S.C.I.2030. On contact with the enemy the Support Group is released at the earliest moment by order of the Escort Commander to act independently under the orders of its Senior Officer for the conduct of A/S operations. Contacts obtained

/by the ...

690

30.10.1944.
Monday.

War Diary.

U-BOAT CAMPAIGN

Special
orders for
conduct of
Support
Groups.
(Contd.)

by the escort will be taken over by the support group to enable the escort to rejoin the convoy as soon as possible. The appropriate moment for release is the alarm by night and/or the completion of the counter action plan by day. (6) It is requested that you will ask Cominch to give this matter favourable consideration with a view to United States escorts conforming to the above principles, when they are in company with British Support Groups in Inshore Waters. (V.C.N.S., 302302A to B.A.D.)

691

31.10.1944.
Tuesday.

War Diary.

SITUATION REPORT

Home Commands

1. It is proposed that the terminal port for QUEEN MARY and QUEEN ELIZABETH be changed from the Clyde to Southampton. C. in C. Plymouth suggests a route passing 20 miles south of Bishop Rock and the Lizard to 9 miles south of St. Catherines Point, so as to avoid the standard convoy routes.

Channel.

2. Two oil pipe-lines are now in operation between Dungeness and Boulogne.

Foreign Stations

North Atlantic

Escorts for
Gibraltar.

3. In order to supplement the forces at Gibraltar C. in C. Med. is allocating 6 escorts as these become available in the immediate or near future.

Mediterranean

Riviera.

4. Allied warships continue to bombard shore objectives with success near the Franco-Italian border.

Adriatic.

5(a) WHEATLAND has endeavoured without success to intercept the German hospital ship BONN which escaped into Pola.
(b) A Naval reconnaissance party has proceeded to Split.

Greece
and Aegean.

6(a) Skiathos. Skiathos approach channel has been swept and the anchorage is being swept by B.Y.M.S. No mines have yet been found. The 12th M/S.F. left Piraeus for Skiathos this afternoon and it is hoped that a selected anchorage for assault forces will be swept by 6th November.
(b) Milos. No change in the situation at Milos occurred today. The assault continues. AURORA and TETCOTT left for Alexandria, leaving BLACK PRINCE, who arrived today, in charge.

/(c) ...

692

31.10.1944.
Tuesday.

War Diary.

SITUATION REPORT

Mediterranean.

Greece
and Aegean.
(Contd.)

6(c) Scarpanto. A naval garrison of 32 ratings has been landed to reinforce all ships parties.
(d) Piskopi. NAVARINON re-embarked the landing party in face of superior enemy counter-attack. Two enemy landing craft were sunk and NAVARINON destroyed the German H.Q. at Livadia Bay before withdrawing.

East Indies

S/M patrol
reports: 2
U/Bs. and 2
minelayers
sunk.

U. 168 sunk (5th)

7(a) The S/M TELEMACHUS on her first South-west Pacific patrol was employed wholly on two special operations.
(b) The Dutch S/M ZWAARDVISCH on her first South-west Pacific patrol in the Java Sea sank a fleet oiler off the north-east coast of Bali on 4th October. On 6th she sank a German U-Boat 90 miles north-west of Surabaya and retained the C.O., 3 other officers and an injured ratings, transferring the remainder of the 27 survivors to a native fishing vessel. ZWAARDVISCH sank a 500 ton coaster 80 miles north of Surabaya on 10th and a 2000 ton merchant ship 80 miles north-west of Surabaya on 20th. On 17th she sank the minelayer ITSUKUSHIMA and damaged by torpedo another unidentified minelayer of the same size about 85 miles north-east of Surabaya.
(c) SUBTLE attacked a convoy of five small coasters off Nancowry and sank at least one of them.
(d) STYGIAN on the afternoon of 20th October engaged with gunfire a convoy of about 12 ships off the north-east coast of Sumatra, inside anti-torpedo nets, and sank an 800 ton coaster and landing craft. By 1440 STYGIAN had expended all her ammunition and the convoy was in confusion and firing at each other. On the same patrol STYGIAN sank two other small coasters and a barge loaded with electrical gear for heavy motors; and on 24th she attacked a Japanese U-Boat of the R.O.100 class in 06.32 N., 96.42 E. (north-east of Sabang) and considers she probably sank it.

693

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Movements.

- CARRON. Request you will sail CARRON to Scapa to work up after satisfactory completion of acceptance trials about 7th November.
(D.O.D.(H) 311259A to F.O.I.C. Greenock.)
- ANSON. Your 281520A. Owing to the very late delivery of mountings for D.1236 it is essential that she shall have absolute priority of use of cantilever crane from approx. 10th November to 21st December and her movements must be restricted to a minimum if her completion date is to be kept. Loading of U.S. L.C.Ts. during this period could only be undertaken as opportunity offers and must be entirely subordinated to D.1236 requirements. It will not be practicable to move D.1236 for short periods as each single movement involves loss of over 5,000 man hours. Reference para. 2 of signal quoted it would seem most desirable that as many of these L.C.Ts. as possible should be loaded at other ports having facilities for handling them.
(A.S. Devonport 311410A to C. in C. Plymouth.)
- DESPATCH. Intend to sail NASTURTIUM (S.O.) at 2200A/1st November escorting tug GOLIATH towing DESPATCH to Falmouth.
(2) Tug EMPIRE JANE sails in company as spare tug.
(3) Speed adjusted to arrive at 0830A/2.
(C. in C. Plymouth 312040A to F.O.I.C. Falmouth.)
- CAMELLIA. CAMELLIA is to be recommissioned with R.N.P.S. ratings. Commodore P.S.C.D. Lowestoft is to be informed when and where crew is required. General service Asdic ratings are to be retained.
(D. of M. 311314A to C. in C. W.A.)
- BACHAQUERO. Intend sailing SS. NOVA, LOCHNAGAR (with troops) ST. MAGNUS (naval personnel and general) at 1700A/1st Nov. Routed by my 021215A Jan. for Aberdeen speed 10½ knots E.T.A. Auskerry 0030A/2nd E.T.A. Aberdeen 1400A/2.
(2) BACHAQUERO sails in company and detaches in vicinity 58.45 N. 02.30 W. for Scapa E.T.A. 0430A/2nd.
(3) Escort provided by H.M.Ts. MACBETH, HAMLET, GRAEMSAY, H.Nor. M.S. OKSOY.
(4) Request air protection.
(N.O.I.C. Lerwick 301601A to A.C.O.S.)
- STRIKER, FENCER. "Oxtail" sailed STRIKER and FENCER in accordance with my 301648A. Fighter protection codeword "Scurry".
(F.O.I.C. Greenock 311638A to F.O.G.M.A.)

/ATTACKER...

31.10.1944
Tuesday

War Diary

HOME COMMANDS

Movements - Contd.

ATTACKER,
 STALKER.

Admty. message 281517. 2 ships can be accepted. Suggest ATTACKER and STALKER. (2) Sufficient officers and ratings to ensure adequate damage control organisation in accordance with C.A.F.O. 1503/42 para. 17 must be retained on board. (C. in C. Plymouth, 311731A to Admty.)

ROYAL
 ULSTERMAN

On completion of trials referred to in A.M.150057 Oct. (not to all) C. in C. Plymouth is requested to sail ROYAL ULSTERMAN for Portsmouth to discharge 555 Flot. to a L.C. Base in the Portsmouth Command as required by C. in C. Portsmouth. Action taken to be reported. (2) Com. L.C.B. Portsmouth is to arrange to embark a full load of L.C.A. (H.R.) and for vessel to be sailed for Clyde, where craft are to be discharged to O.P.R. A.M.250146 Oct. (not to all) refers. (3) H.M.S. ROYAL ULSTERMAN is to revert to the general administration of R.A.L.S.C.U. on arrival at Clyde, and is then available temporarily for landing craft transportation duties. A.M. 281808 and A.N.C.X.F. 291220 (neither to all) refer (D.O.D., 311749A to C. in C. Plymouth, C. in C. Portsmouth, Com. L.C.B., Portsmouth, R.A.C.O.B.(W.A.), R.A.L.S.C.U.)

Operations

Situation Reports

Naval

Cositintrep No. 209 part 2 Naval. A. Pluto. First and third Hais lines from Dungeness to Boulogne are now reported in operation. B. Unloading figures 29th Oct. U.S.

Place	Personnel	Vehicles	Stores	Pol
Cherbourg	Nil	Nil	16,066	9,473
Le Havre	104	67	4,103	Nil
Rouen	Nil	Nil	1,586	2,050
Beaches	4,183	191	5,304	44
Brittany Ports	Nil	11	5,142	920
Total	4,287	269	32,201	12,487
British				
East Calvados	293	577	3,407	1,108
Dieppe	328	7	4,090	Nil
Boulogne	282	77	1,553	Nil
Total	903	661	9,050	1,108
Combined Total	5,190	930	41,251	13,595

Figures for Ostend not received. (A.N.C.X.F., 310041A to Admty.)

A. General night 29/30th. M.T.Bs. engaged 9 E-boats which had been sighted by A/C off Ymuiden and chased them back to harbour. 1 E-boat was set on fire and 3 were damaged. RETALICK detected an enemy force of trawlers, T.L.Cs. and R-boats 9 miles N. of West Kapelle which were either minelaying or making for Flushing. Enemy were engaged by M.T.Bs. and returned to Hook.

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Operations.

Situation Reports.

Naval.
(Contd.)

B. Captured ports. Rouen. Salvage of OLE WEGGER has been further delayed and is now expected to be completed about 6th November. Cositintrep No. 201 refers.

C. Cositintrep No. 209. Correct unloading figures for stores at E. Calvados to read 3139. Figures for Ostend Nil, Nil, 2107, 3882.

D. Unloading figures. United States.

Place	Personnel	Vehicles	Stores	Pol
Cherbourg	-	-	14,516	2,330
Le Havre	-	60	5,802	-
Rouen	-	-	1,385	634
Beaches	369	221	3,862	83
Brittany Ports	-	20	3,230	-
<hr/>				
Total	369	301	28,795	3,047
<hr/>				
British.				
East Calvados	-	352	2,315	360
Dieppe	615	24	5,793	-
Boulogne	118	52	71,678	-
Ostend	1,229	-	2,091	1,910
<hr/>				
Total	1,962	428	11,877	2,270
<hr/>				
Combined total	2,331	729	40,672	5,317
<hr/>				
(A.N.C.X.F. 312350A to Admty.)				

Operations.

North Sea.

Patrols. Night dispositions 31st October/1st November.
Humber. None.
Harwich. With F.N. 27 SOUTHDOWN with F.S. 21 TALYBONT. Patrol 15 STEVENSTONE, 19 RETALICK.
Between N.F. 2 and N.F. 4 THORNBOROUGH. Between N.F.9 and F.N.10 RIOU.
Sheerness Special escort GARTH, COTTESMORE. Patrol 20 MEYNELL.
(C. in C. Nore 311523A to Admty.)

Operations.

Channel.

Escorts and boarding drifters for C.T.F. 125. Your 281815. Reorganisation of Channel convoy system is now under active consideration by Admty. Further reply will be given when details of reorganisation are known.
(A.N.C.X.F. 311026A to C.T.F. 125.)

/Patrol...

696

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Operations.

Chamel. - Contd.

Patrol. Pins cover night 31st October/1st November.
G.C.1 VANQUISHER Z.109. G.C.2 LA DECOUVERTE Z.9 S.
(C. in C. Portsmouth 311635A to usual addressees.)

Fishing Facilities for French Herrings. F.O.B.A.A's 271913A and A.N.C.X.F's 291109A (not to all.)
(2) It is noted that the area in the Portsmouth Command included in para. 3 of F.O.B.A.A's 271913A encloses two suspected minefields.
(3) Provided however that it is emphasised that fishing is done entirely at fisherman's own risk there is no objection to permission being given.
(4) It is presumed that all security precautions will be taken and proper lights exhibited.
(5) In the event of U-Boats resuming operations in the Portsmouth Command it might be necessary to suspend fishing without notice.
(C. in C. Portsmouth 311814A to A.N.C.X.F.)

Naval despatch boat service. 4 V. Reference 2 V. Delete reference to B and substitute Dieppe - Newhaven. Leave each side 0830A passage time about 5 hours.
(A.N.C.X.F. 311905A to all F.Os. i/c and N.Os. i/c on the Far Shore.)

Operations.

Western Approaches.

Patrol. From position GG proceed on a broad zigzag search to patrol rectangle sides 090° 20 miles 180° 30 miles from 49.30 N. 06.00 W.
(C. in C. Plymouth 310008A to E.G.31.)

Suspected U-Boat. Am attacking submarine in position 049° 24' N. 007° 04' W.
(NORTHERN SUN 311150A to C. in C. Plymouth.)
My 311205A; my P.C.S. 049° 45' N. 006° 48' 022° 6 (? & ¼).
(GUARDSMAN 311220 to C. in C. W.A.)
* Reporting NORTHERN SUN attacking submarine not circulated in view of NORTHERN SUN's 311150.
NORTHERN SUN has carried out 2 attacks by depth charge definite U-Boat have ordered him to continue search. Request assistance straggler is 1 unescorted my 311205* refers.
(GUARDSMAN 311255A to C. in C. W.A.)
* In view of NORTHERN SUN's 311150 not circulated, straggler's name is BRIKA.

/Force...

697

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Operations.

Western Approaches.

Suspected
U-Boat.
(Contd.)

Force 27 proceed with despatch to position 049° 24' N. 007° 04' W. to hunt U-Boat reported by NORTHERN SUN. ELLESMERE is to take over contact from NORTHERN SUN who is to continue with convoy when relieved.

(C. in C. Plymouth 311321A to Force 27, ELLESMERE, NORTHERN SUN.)

From part of Force 27 S.O. in TANATSIDE.

(2) On passing Longships proceed towards position 49.24 N. 07.04 W. and R/V with Force 27 as ordered by TANATSIDE. Report E.T.A. Longships to TANATSIDE.

Force 27 is searching for U-Boat reported in above position at 1150A/31.

(C. in C. Plymouth 311647A to FAULKNER, IMPULSIVE.)

Force 27 and ELLESMERE if not in contact patrol rectangle sides 105° 30 miles 195° 15 miles from 49.27 N. 07.09 W. ELLESMERE is to return to Plymouth as soon as FAULKNER and IMPULSIVE join.

(2) E.G.31 if not in contact patrol rectangle sides 070° 20 miles 160° 19 miles from 49.25 N. 5.08 W.

(3) Both areas are considered to be clear of non subs. U-Boat may bottom head to side with west going tide and remain underway with east going tide. General trend of movement up channel.

(C. in C. Plymouth 311919A to Force 27, FAULKNER, IMPULSIVE, E.G.31, ELLESMERE.)

Following is correction to my 311853A* begins. FAULKNER and IMPULSIVE E.T.A. Longships 2215. Ends. C. in C. Plymouth 311647A refers.

(FAULKNER 312030A to TANATSIDE.)

* Received very corrupt and not circulated.

6th E.G.

Request you will transfer 6th E.G. temporarily to C. in C. Plymouth on completion of lay-over. (A.C.N.S.(H) 312252A to C. in C. W.A.)

Operations

North Western Approaches.

Patrols.

Situation report North East Section E.G.18th TOWY (S.O.), HOSTE, MERMAID, E.G.10 HELMSDALE, 4 frigates vicinity 056° 00' 016° 29'. PENNYWORT 053° 40' 016° 41' 072° 10. Situation at 2002A October.

(C. in C. W.A. 311435A to all concerned with Situation Reports.)

Force 33 is to remain in support of S.C. 159 until last ship has passed Mull of Kintyre.

(2) 26th E.G. then proceed to Lough Foyle for fuel and short rest.

(3) 1st E.G. patrol area between parallels of 55° and 57° and meridians 6° 30' and 8° 30'.

(C. in C. W.A. 311708A to Force 33.)

If not in contact at 0001/1st November 18th E.G. proceed at best speed outside Hebrides to vicinity Cape Wrath reporting E.T.A. 06° W.

War Diary.

31.10.1944.
Tuesday.

HOME COMMANDS.

Operations.

North Western Approaches.

Patrols.
(Contd.)

(2) At 0001/1st November 10th E.G. shift patrol to area between parallels 56° 30' and 57° 30' and meridians 15° and 17°.
(3) If not in contact at 1800/1st November 10th E.G. proceed to Londonderry for lay over.
(C. in C. W.A. 311811A to 18th and 10th E.Gs.)

Operations.

Norway.

Patrols.

A. V.P. 76 M.T.B. 712 (S.O.), and 709.
B. V.P. 73 M.T.B. 688 (S.O.), and 711.
C. V.P. 77 M.T.B. 722 (S.O.), and 715.
sailed at 0830A today 31st October.

(2) Air escort on return journey not especially desired.
(N.O.I.C. Lerwick 310835A to A.C.O.S.)

Operations.

Northern Waters.

Patrol.

If not in contact by 1600A today Tuesday 31st shift centre point of Gamma patrol 54 miles 250° until 0800A tomorrow November 1st then proceed to establish Gamma patrol between positions 059° 56' N. 003° 05' W. and 060° 32' N. 004° 20' W. W.A. G.M. 872 N. para. 12B 215°.

(C. in C. Rosyth 311117A to S.O.E.G.14.)

If not in contact at 0001/1st November 18th E.G. proceed at best speed outside Hebrides to vicinity Cape Wrath, reporting E.T.A. 006° W. Fleet at 0001/1st November. 10th E.G. shifting patrol to area between (?parallels) 056° 30' and 057° 30' and meridians 015° and 017°.

(3) If not in contact at 1800/1st November 10th E.G. proceed to Londonderry for lay over.

(C. in C. W.A. 311811A to S.O.E.Gs. 10, 18.)

Convoy

J.W. 61A my 301447 sailed.

J.W. 61A.

(F.O.I.C. Liverpool 311200A to Admty., Com. D.H.F., C. in C. W.A., C.S.2, S.B.N.O. N. Russia.)

J.W. 61A. My 301022 not to N.O.I.C. Liverpool and N.O.I.C. Liverpool's 301447. On conclusion

of escort duty

orders for W. Approaches escort are as my 301022.
(C. in C. W.A. 311618A to BERWICK, N.O.I.C. Faroes.)

EXTERNSTEINE
operation.

Ice precludes further enemy access to NEGRE D EASTWIND and SOUTHWIND depart 1200Z/31st October for Reykjavik on following routing. A. 7000 1730B 6630 2100 thence British Coastal Command routing to Reykjavik. S.O.A. 9. E.T.A. 2400/2nd

November. N.O.B.I. allow draft 30 feet these vessels. C.T.U. 24.8.(?9) expects he will have prize ready for sea not later

699

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Operations.

Northern Waters.

EXTERNSTEINE than 5th November. Greenland (?JENSEN) advised
operation. of departure.
(Contd.) (C.T.U. 24.8 311218 to N.O.B. Iceland.)

Convoy A number of U.S. ships for J.W. 62 cannot arrive
J.W. 62. Clyde before 25 November in H.X. 319.
Request you will defer sailing of J.W. 62 until
p.m. 28th November.
(A.C.N.S.(H) 311319A to C. in C. H.F.)

Icelandic Your 171600A October concur in withdrawal of
Coast light A.A. guns.
Defence. (Hd. of M. Br. 311325A to A.C.I.C.)

Convoy From N.C.S.O. My 291250. Sailing postponed 24
R.A. 61. hours. Admiralty pass to M.O.W.T.
(S.B.N.O. Murmansk 311704A to Admty.)

Allied Air Activity.

Discon- Admiralty message 291525. A. Concur.
tinuation B. In view of enemy submarine threat concur with
of I.F.F. C. in C. Plymouth's 301657 that I.F.F. should
not be switched on.
(C. in C. Portsmouth 311526A to Admty.)

Mining.

Clearance My 300050* Unless otherwise ordered M/S force B is
of Ostend to be sailed to arrive Ostend p.m. on Wednesday 1st
Approaches. Operation is to be commenced on Thursday. N.O.I.C.
Ostend is requested to attach local M/S forces as
required by Capt. M/S F.B. in accordance with
A.N.C.X.F.'s 301750. SQUIRREL is proficient
as H.Q. ship and C.O. is to report to Capt. M/S Harwich according-
ly.

(C. in C. Nore 310024A to N.O.I.C. Harwich.)

* Intention to clear of mines channel and lay N.F. 11, N.F.12
and N.F. 13 buoys. Capt. M/S Harwich to undertake sweep of this
part of the channel.

Your 291301A Oct. Intend to sail M.M.S. 78, 59 and 56 and
M.Ls. 906 and 916 at 1430 today Tuesday 31st. October to Margate
Roads to anchor for the night proceeding thence at 0700 Wednesday
1st November to Ostend. Speed on passage 8 knots. Constant
watch on 2333 k/cs.

(Cdre. 1/c Sheerness 310304 to C. in C. Nore.)

/My...

700

War Diary.

31.10.1944.
Tuesday.

HOME COMMANDS.

Mining.

Clearance of Ostend Approaches. (Contd.) My 291301 sailing is to be postponed 24 hours owing to weather. (C. in C. Nore 311207A to A.N.C.X.F. (Main)) My 310024. M.S. Force B is to sail to Ostend as ordered. Sweeping operation is not to be commenced till ordered by C. in C. Nore. (C. in C. Nore 311757A to N.O.I.C. Harwich.) Your 300050 and 311757 intend sailing M.M.S. 281, 224, 225, 292, 231, 54, 24 at 0645 tomorrow Wednesday 1st November followed by M.L. 342, 345 and B.Y.M.S. 2035, 2173, 2252, 2233, 2058, 2041 at 0715 and SQUIRREL at 0930 by 596 and 581 Q.Z.S. (F.O.I.C. Harwich 312348A to C. in C. Nore.)

L.C.P.(L) for Schelde. C. in C. Nore 301815. Every effort is to be made to receive these craft as early as possible. (A.N.C.X.F. 311024A to Com. Belgium.)

Situation report. Sitrep. 31st M/S Flot. continued operation "Progress". 2 mark 17 mines cut in position 050° 25' 08" N. 001° 14' 03" E. 050° 25' 07" N. 001° 14' 00" E. 42nd M/S Flot. stand by. 40th M/S Flot. search of proposed single channel from Portsmouth to B.A.A. 104th M/S Flot. H.V. 3 buoy to 92 buoy and Q.Z.S. 538. 119th M/S Flot. Q.Z.S. 600 and area to southward. One ground mine in position 230° 6 miles Cap de la Heve. 150th M/S Flot. River Seine Oropesa sweep continued. (Capt. M/S East 311122A to C.T.F. 125.)

Deep mining of St. George's Channel. Carry out operation "C.F.A.3" at 1900 October 31. (F.O.I.C. Milford Haven 311145 to APOLLO, C. in C.W.A.) My 291107A arrived PLOVER and SWEETBRIAR. (F.O.I.C. Milford Haven 312015A to C. in C. W.A.)

Enemy Intelligence.

Enemy sightings. Sightings today October 31st. (1) Baltic Pool. A. 0930. Position 54° 40' N. 12° 35' E. course 075° 2 troop transports 5000 and 3000 escorted by minesweeper. B. 0950. Off Sassnitz at anchor 1 10,000 tanker. Minesweeper under way course 150°. C. 1050. Position 54° 55' N. 17° 35' E. troop transport course 270°. D. 1112. Position 54° 55' N. 17° 35' E. 2 loaded transport with escort course N. (2) Kattegat. A. 1000. Position 58° 00' N. 11° 08' E. 1 7000 loaded vessel with 2 escorts course southerly. B. 1005. Position 57° 35' N. 11° 07' E. 2 loaded transports with 2 destroyers 2 auxiliaries course southwesterly. All B.2. (N.A. Stockholm 311821 to Admty.)

/O.I.C....

701

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Enemy Intelligence.

Enemy
sightings.
(Contd.)

O.I.C. Comment. Para. 1A. Transports may be DONAU and WOLTA which left Aarhus on 30th October, and have not been reported arriving at their usual destination (Oslo Fjord).

Para. 2B. Convoy obviously bound for Fredericks- haven. Probably troop transports MARS and BRETAGNE from Oslo Fjord.

U-Boats.

Suspected
U-Boats.

Attack at 1050Z/31st October in lat. 49° 24' N. long. 07° 04' W. was probably on U-Boat eastbound to Channel.

Another reported by aircraft at 0804Z/31st October in lat. 49° 15' N. long. 05° 08' W. is probably also entering the Channel.

(D.D.I.C. 311446A to A.I.G. 331, Cominch, S. & A. Area C.)

There are indications today that an enemy U-Boat is operating in Western Approaches to English Channel.

(C. in C. Plymouth 311704A to C. in C. Portsmouth, N.O.I.C. Portland, C.T.F. 125, S. & A. Plymouth Command Area, A.N.C.X.F.)

H.X. 315 50.50 N. 18.59 W. obtained second class bearing of a German U-Boat transmitting a barred B message four groups 084° or 270° series local at 2155Z.

(S.O.C. 7 312215Z to C. in C. N.A.)

Navigational.

Q.Z.S. 607. My 251217 September and 221625 October searching sweep two miles each side of centre line of traffic route from Eastern end of Q.Z.S. 607 to C.3 buoy and thence to C.2 buoy has now been completed with negative result.

(2) Propose that as soon as alterations in buoyage as detailed in my 291239 October have been carried out, this route be promulgated and brought into force by Admiralty General Message and subsequently by Fleet notice to Mariners.

(C. in C. Portsmouth 311657A to Admty.)

Port Facilities.

Le Havre.

French dredger VICTOR GUILLOUX manned by French civilians is lying in the Clyde at your disposal.

(2) Understand at a S.H.A.E.F. meeting on 16th October it was decided this vessel was required to move and at the Seine entrance.

(3) When you are ready to receive vessel, would you please arrange with A.N.C.X.F. for her routing from the Clyde.

(D. of S.T. 310115A to 21st A.G.)

/Arromanches...

702

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Port Facilities - Contd.

Arromanches. My 301211. Due to crowded condition of harbour and prevailing weather conditions will retain the four Phoenixes now inside harbour at Le Havre and sail 4 that are outside to Arrow in accordance with your 301715A present indications that 4 are all that can profitably be used.

(C.T.F. 125 311353A to A.N.C.X.F.)

Your 291951 not to all. Have not seen F.O.B.A.A. 261631 or N.O.I.C. Arrow 251256 but on assumption that not more than 2 or 3 ships will be required concur in loading harbour craft in returning M.T. ships.

(2) Request that all signals relating to use of merchant shipping may be repeated to P.S.T.O. N.W.E. and S.T.O. at port concerned as it is essential that they be kept fully posted.

(D. of S.T. 312253A to A.N.C.X.F. (Main))

Morlaix. Your 290859A October not understood. C.T.F. 125 131209A October asked for 2 moorings to be moved at Morlaix and this work is within capacity of PLANTAGENET.

(2) Request report as to nature and scope of additional work implied by your message with details of any additional mooring material required.

(3) Subject to A.N.C.X.F.'s approval KIRRIEMOOR on completion of moorings at Le Havre KIRRIEMOOR (his 301711A refers) may be diverted with one Bar to assist with completion of essential mooring work at Morlaix.

(4) Request Boom Defence Officer of F.O.B.A.A.'s staff may be kept fully informed of any projected mooring work.

(5) None of above telegrams to all addressees.

(D. of B.D. 311834A to C.T.F. 125.)

Technical.
"Nightshirt".

"Nightshirt" Subject to Operational requirements it is expected A/S apparatus. that four turbo frigates will be available to begin trials about 10th November. My 182252 October, which F.O.I.C. N.I. is requested to pass to Capt. (D) Belfast, refers.

(2) Should these trials be successful it would provide the solution to two serious disadvantages under which we are now labouring, and might indeed revolutionise A/S warfare.

(3) It is therefore urgently requested that preliminary consideration be given now to ways and means of production and supply on a large scale of the necessary equipment including air compressors, in order to cut down future time-lag.

(4) It is requested that a representative of E. in C. Department may visit Derby House at a very early date to discuss proposals. (C. in C. W.A. 292303 to Admty.)

31.10.1944.
Tuesday.

War Diary.

HOME COMMANDS.

Shipping & Convoys.

Proposed terminal change for QUEEN MARY and QUEEN ELIZABETH from Liver-^{Clyde}pool to Southampton.

Your 282341. No objection to passage through Plymouth Command.

(2) It is considered that a route clear of the standard convoy routes would be preferable to the convoy routes for following reasons.

A. Ships could maintain high speed without undue risk of collision with coastal traffic.

B. Depths would be slightly (?deeper) reducing mine risk.

(3) The following route is proposed A. 180° Bishop Rock 20.

B. 180° Lizard 20.

C. Vicinity of 180 St. Catherines Light nine as desired by C. in C. Portsmouth. This route passes 30 miles clear of Alderney, I. E. clear of max. Legend Range. Route through Plymouth Command would be searched before initial use.

(C. in C. Plymouth 311132A to Admty.)

Release of L.S.Ts. to U.S.

Para. B of your 271507A releases only one U.S. L.S.T. which is not believed to be your intention. Release of L.S.T. in accordance para. C will entail day by day planning and conjecture by both U.S. and British Naval Staffs as releases are intertwined with transfers from U.S. to British operational control. It is urged that in order to retain some semblance of division organisation and to simplify planning of withdrawal and disposition of craft you will consider modifying your 271507 to permit the release of 8 rail fitted U.S. L.S.T. as of 1st November. The following are nominated. 5, 311, 331, 371, 383, 337, 346, 380. It is proposed to transfer the above ships to Admiralty the transfer requiring 7 to 10 days. First five now in overhaul and last three require overhaul which will be accomplished by Comphibsukay.

(Com. 12th Fleet 311529 to A.N.C.X.F.)

Additional Liberty Ship anchorages.

It is now necessary to provide additional anchorages on the south coast for Liberty ships awaiting call forward to Continental ports. To meet this requirement it is desired to increase the total number of berths for these ships in the Solent to 45 and to allot berths for 10 ships at Southend, 6 at Portland and 5 in the Plymouth Command. Request confirmation that this can be arranged.

(D.T.D. 311907A to C. in C. Nore, C. in C. Portsmouth, C. in C. Plymouth, F.O.I.C. Portland, Commodore Southend.)

31.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

North Atlantic

U/B search. If not in contact at 0800A November 1st, Group 1 is to return to patrol as in my 251710.
(2) DART is to take PRIMULA under his orders and sail at 0830A November 1st to join Group 1 as designated by Group 2.
(3) On joining DART is to take over S.O. and detach WOLVERINE at dusk to return to Gibraltar to fuel.
(4) My 251710 M.A.O.P.1 and all relevant information on composition of Group has been passed to DART and PRIMULA.
(5) DART acknowledge.
(F.O.G.M.A., 311732A to DART, Group 1.)

Intended movements of ships and escorts. The following movements of ships and escorts are intended.
(2) KING GEORGE V arriving Gibraltar 0800/2nd November, enters Bauete(?). Embark personal effects of C. in C. E.F. ex FROMIDABLE and sails p.m. on completion of fuelling. Escorted by D.27 in KEMPENFELT with URSA and METEOR to Malta.
(3) STRIKER and FENCER arriving 0100/5th November sail on completion of fuelling to Alexandria.
Escorts - (A) KELVIN, MUSKETEER, and MARNE until ordered to detach or until relieved.
(B) UNDAUNTED throughout.
(4) STALKER, ATTACKER, RAJAH and BRUISER sail Gibraltar to U.K. a.m./7th November, escorted by three destroyers of 24th D.F. Your 250839*.
(F.O.G.M.A., 311640A to C. in C. Med.)
* Programme for 24th D.F.

SS. JOHN BANVARD. Liberty ship JOHN BANVARD fully laden is hard ashore in Praia Bay, Terceira believe hull holed by rocks. U.S. Army authorities have requested salvage expert from U.S.A. Tug EMPIRE SAMSON standing by and intend retaining TENACITY on arrival Horta to assist if required. As long as onshore wind continues consider little chance of getting ship off.
(S.B.N.O. Azores, 312120Z to Admty.)

South Atlantic

ROTHER. Can ROTHER be accepted in accordance with my 251109.
(F.O.C.W.Af., 311302 to Admty.)

705

31.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean

Greece and Aegean

Evacuation of Italians. (1) Urgent commitment has arisen. To evacuate 3,700 Italians from Piraeus to Taranto earliest possible.
Piraeus to Taranto (2) Arrangements being made for ALCANTARA on arrival Taranto in X.I.F.24 to proceed Piraeus to embark these men returning Taranto to disembark proceeding thence to Naples to join M.K.F.36. My 311531 not to all also refers.
(3) In addition there will probably be a commitment to move 6,500 Italians from Volo to Taranto but further signal will be made.
(4) Agreed.
(P.S.T.O. Med., 311527 to D. of S.T.)

Situation 1200C/31 and intentions. (A) KIMBERLEY, NAVARINON at Khios.
(B) TERPSICHORE, STALKER vicinity Skiathos.
(C) TUSCAN, DEWDALE vicinity Scarpanto en route Skiathos.
(D) ANTWERP, LANRICK, TEAZER, GRADISCA vicinity Scarpanto en route Alexandria.
(E) VIGOROUS on patrol south of Cape Paliuri.
(F) VAMPIRE returning to Khios.
(G) French S/M Chaser 43 towing M.T.B. (131, 476 or 747) vicinity Sybrokei en route Kastelorizo.
Intentions (1) Sail NAVARINON to Piraeus p.m./31st.
(KIMBERLEY, 311201C to F.O.L.E.M., (R) F.O.L.E.M. (Athens), C.S.15, Comaro 1, Comec, Capt. (S) 1, Force A, Force B, Scrum Force.)

Joint Naval Army R.A.F. Intell. Appreciation. 485968 GI/56216 cypher 31 October. 24 hours to 0900/31. All times G.M.T.
(3) Aegean Shipping Summary.
(1) First good photographic cover since 25th Oct. revealed following.
30th October. Leros. Portolago. Arrived 1 caique and departed 1 EMS escort to Calino and one large caique not since relocated. 1 other EMS escort seen leaving Bay. Piskopi. 1 Pioneer landing craft arrived (?Livadia) Bay probably wrecked. 2 others (?beached) probably wrecked S.E. of Cape Orfo. Comment. These craft presumably brought up German counter attack force from Rhodes which however not covered. Salonika. Good source reports demolition of harbour carried out early 30 October. Photographic R/C a.m./30 showed following. Quays largely obscured by smoke. Following shipping visible - 10 small launches and 25 caiques, minelayer ZEUS and LOLA sunk at S.E. entrance to inner harbour with super-structures above water. Gap 70 foot clear between these vessels. BOURGAS in former position at west entrance moved slightly believed still afloat. Gap 135 foot probably clear between stern and breakwater. 13 breaches 30 foot blown in breakwater. Head of S.E. Mole demolished. On land all railway repair shops and engine sheds demolished and dock area isolated by blowing of 3 bridges over Canal. Explosive storage depot blown and fires burning in stores area. W/T station Mikra point demolished. All guns believed evacuated.

/(2) ...

706

31.10.1944.
Tuesday.War Diary.FOREIGN STATIONSMediterraneanGreece and Aegean

Joint Naval Army R.A.F. Intell. Appreciation. (Contd.) (2) In view falling out Salonika shipping this signal will from 1st November be renamed "South Aegean Summary" and will report on enemy shipping and air movements in Crete and Dodecanese only. (C. in C. M.E., 311320C.)

T.A.S.A.1. Kelso. Request you will sail T.A.S.A.1 escorted by ZETLAND to arrive Poros 0703B/5th November and (? request) that it consist of L.S.T.33, 35, 36 and motor vessel SAMFLEET. F.O.L.E.M. (Athens) 282003 refers. (C.S.15, 311851A to F.O.T.A.L.I.)

Skiathos. Kelso situation report No.1. (1) Operation Scrum half. Scrum Force left Piraeus in two L.C.I.(L)s. and coastal forces for Skiathos at 1330/30th, E.T.A. p.m./31st. (2) Skiathos Approach Channel has been swept and (?anchorage) is being swept by B.Y.M.S. No mines encountered so far. (3) 12th M/S.F. left Piraeus for Skiathos at 1330/31st, E.T.A. 0930/1st. Intend to start M/S northward on arrival in conjunction with air mine spotting by Walrus based Skiathos and by Wellington and Swordfish from Kalamaki. (4) It is hoped that 12th M/S.F. will complete sweep of a selected anchorage for assault forces by 6th November. (5) CALEDON arrives Skiathos a.m./1st and assumes duty of S.N.O. Skiathos. (6) Intention that Scrum Force lands to secure Megalo Mikra Airfield as soon as possible. (C.S.15, 312003A.)

M.E. Balkan Sitrep No. 351. 486075. GO/56420 cypher 31st October. (1) Air Ops. N.T.R. (4) Land Ops. Aegean. Milos. Enemy resistance stiffened by arrival new comd. Enemy 150 m.m. Bty. still in action. R.N. bombardment increased by arrival H.M. cruiser BLACK PRINCE 31st Oct. R.N. force approx. 160 men landed 30th Oct. and made contact 31st Oct. with Force 142 dets. Op. continues. Piskopi. In face of superior enemy counter-attack withdrawal of our force completed by 31st Oct. Own cas. 4 killed, 4 wounded, 7 missing. Enemy losses 2 landing craft sunk. Cas. unknown. (5) Sea Ops. N.T.R. (C. in C. M.E., 312010C.)

Milos and Scarpanto. Milos situation 2100/31 unchanged. AURORA, TETCOTT returning to Alexandria independently. (3) Scarpanto Naval Garrison of 32 ratings landed to reinforce all ships parties. Lieut. Whipp and Greek Interpreter Officer returning in AURORA. (4) Anticipate my ammunition will be up p.m./3rd November. (5) F.O.L.E.M. pass to Tac. H.Q. Force 142. (BLACK PRINCE, 312121C to F.O.L.E.M., (R) R.A.Alexandria, C.S.15, AURORA, TETCOTT, Capt. F, Tac. H.Q. Force (142?)).

707

31.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean

General

Danarm. (1) Should present negotiations with Russians re Danarm fail, presume decision regarding party's future will be taken. Reference B.N.A. Ankara's 281155 passed to me as secret hand message.

(2) If Danarm is not to be disbanded it has been urged that party should not be split up.

(3) Party has had to be "worked up" from all aspects: motor transport, stores, refuelling and individual duties and functions and splitting up would seriously affect its efficiency. Submit also that in another month problem of winter road movement between Istanbul and Danube area will be a difficult one.

(4) Suggest if withdrawal from Istanbul is desired that 27th party with motor transport and stores proceeds by rail as far as Alexandretta thence onward to a Middle East port by road and held there in readiness for shipment as necessary. (Danarm, 311120C to F.O.L.E.M.)

BLACK PRINCE. Radar modernisation of BLACK PRINCE, which would require very considerably more than the time estimated in your para. 1, cannot be undertaken. Your 291842 not to C. in C. E.F.

(2) ARGONAUT and BLACK PRINCE are required to join the Eastern Fleet arriving Colombo by end November. Request you will sail ships accordingly after quick docking. (V.C.N.S., 311210A to C. in C. Med.)

Escort carriers. Request you arrange escort as in Comec 301645* para. 3A. (F.O.L.E.M., 311416 to F.O.G.M.A.) * Sailing of escort carriers (Top Secret). My 301645A. Cancel para. 3 (B) Disembarkation of aircraft completed. HUNTER will sail with ROYALIST and ATTACKER. (F.O.E.C., 311511C.)

Cagliari. Owing to U.S.N. insistence on necessity of immediate withdrawal of Naval detachment at Cagliari there may be no alternative but to turn over Cagliari entirely to Italian control within the next few days. Request therefore an immediate reply to my 191652. (C. in C. Med., 311449A to Admty.)

Adriatic. Situation Report 11. Your 301859. Intend sailing for Vis at 2100 tonight E.T.A. Vis 0700/1st November. (2) B.Y.M.S. 2037 will deal with signal traffic when I leave as ordered. (3) Partisan Navy W/T here expects to be established tomorrow to communicate with our part of military mission in Bari at 0930 (?and) 1530 daily. (4) Request weather forecast be made from Malta at single operator period.

/(5) ...

708

31.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean

- Adriatic. (5) Suggest a very small British Naval
(Contd.) communication party be sent here with apparatus
to keep single operator periods when B.Y.M.S.
leave and tactical situation seems to warrant
this.
- (6) Army report Kotor still being used by E-Boat.
(7) Brigadier requests that any patrol craft in vicinity of
Gulf of Kotor entrance take particular note of position of
coast batteries who fire at them.
(L.C.H.97, 311525A to F.O.N.A.M., (R) N.L.O.B.A.F.)
Situation Report (12).
- Moored mine Italian type cut 110° 3¼ cables Gornja Point.
Channel extending to 3½ cables.
- (2) Derelict L.C.P.(R) 806 salvaged off Kolocep Island by B.Y.M.S.
(3) Anticipate one week to complete sweeping programme with
B.Y.M.S. but M.Ls. need to help with Kanttafik area.
(4) In the event of major German thrust (?to) Dubrovnik necessity
may arise to evacuate temporarily. Heavy A/A and 20 vehicles
from Sumartim Bay to Lapad or some other island. This would
entail 2 L.C.Ts.
(L.C.H.97, 311750A to F.O.T.A.L.I.)

- Escorts for Gibraltar. In order to supplement forces at Gibraltar it is
intended to allocate EVENLODE, DART, BARLE,
STORK, USK and SHIEL to F.O.G.M.A.
(2) F.O.L.E.M. is requested to sail to Gibraltar
(A) SHIEL on completion of refit and short work up.
(B) ?STORK as convenient on completion of duty with U.G.S.57.
(C) USK as convenient on completion of duty with K.M.S.66.
(3) BARLE is to come under the orders of F.O.G.M.A. on arrival
with M.K.S.66 and EVENLODE on arrival with M.K.S.67.
(C. in C. Med., 311809.)

- TUEBINGEN. Hospital ship TUEBINGEN now here has 23 French
Arab subjects who wish repatriation as part crew.
She cannot sail without them. She is bound for
Trieste.
- (2) She is the Ex French ship GOUVERNEUR GENERAL TIRMAN.
(3) F.N.L.O. here is demanding seizure of ship on grounds that
Laval Govt. had no legal power to turn her over to Germans.
(4) Whatever action is contemplated it appears subject to views
of British Ambassador Cairo undesirable that this should take
place here.
(5) Intend retaining her here pending instructions.
(6) Courses of action which suggest themselves are
(a) Sail her to Malta or an Italian or French port to await
decision.
(b) Sail her and allow her to be intercepted by a French man of
war.
(F.O.L.E.M., 311913C to C. in C. Med.)

- Situation Report No. 476. (1) On 29th October 1666 tons cargo, 948 tons
Swedish relief stores and 69 vehicles were
disembarked at Piraeus.
(2) In Aegean assault on Milos continues. At
Piskopi our land party has been re-embarked by
NAVARINON.

/ (3) In ...

709

31.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

Mediterranean

Situation
Report
No. 476.
(Contd.)

(3) In Adriatic WHEATLAND endeavoured without success to intercept German Hospital ship BONN which escaped into Pola. A Naval reconnaissance party has proceeded to Split (Spalato).

(4) Coastal craft on night of 28th October fired 4 torpedoes into Rapallo Harbour and there was a large explosion.

(5) Near Franco Italian border Allied warships continue to bombard shore objectives with success.

(C. in C. Med., 312223A.)

710

31.10.1944.
Tuesday.War Diary.FOREIGN STATIONSEast Indies

U/B Area V.P. From sighting stack and A.S.V. dispositions. contact one Japanese U-Boat believed in this area. Scale Y.2. Area C.B.2 in view of possibility of S/M entering this area for X.2. Other areas believed clear of U-Boats, scale W.5. (C. in C. E.F., 310342.)

U/B Reference A.I.G. 391 of 28th October*. When attacked. first sighted U-Boat was proceeding fully surfaced course 350° speed 6 knots. Approaching out of sun aircraft was not detected. 6 depth charges released from between 50 and 75 feet all charges dropped last three seen to explode 10, 50, 100 feet ahead of U-Boat respectively. First three not seen to explode crew consider may have hit U-Boat. In turning to observe result of attack oil patch 100 feet wide seen with air bubbles giving boiling effect. No wreckage or bodies seen. U-Boat appeared to be of R.O.100 class.
(2) Force 66 and R.A.F. aircraft have been searching in area without further contact being made. Search is continuing.
(3) Although no definite evidence of sinking has been obtained absence of subsequent contact by hunting forces may possibly indicate attack by aircraft was successful.
(C. in C. E.F., 310419Z to Admty.)

* N.T. in W.D. W.R. was asked 1st November to supply but without result.

Presumably this is the attack referred to in A.M. 291240A para. A (3) (see U-Boat Campaign).

SUBTLE,
STYGIAN,
patrol
reports.

SUBTLE First Far East Patrol.

- (2) 11th October 0627 off Sabang fired two torpedoes at minesweeper result unobserved but explosion heard at correct running range. Counter attack with 17 depth charges was ineffective.
(3) 1023/16. Off Nancowry practically stationary convoy of five small coasters of about 350 tons attacked with five torpedoes. At least one considered sunk.
(4) Acted as Air/Sea Rescue submarine during operation "Millet".
(5) STYGIAN Second Far East Patrol.
(6) 17th October 0600 off Bernam River sank 78 ton junk by demolition charge. 0625 sank by gunfire 350 ton coaster. 0645 drove ashore and damaged by gunfire 100 ton junk.
(7) 0637/18 west of Aroa Island sighted southbound U-Boat which surfaced out of torpedo range. 1114 west of Arya Island sank 50 ton TONKANG loaded with electrical gear for heavy motors.
(8) 0810/19 between Perak and Bernam Rivers sank by gunfire 200 ton coaster. 10 hits made on 120 ton junk which was set on fire but not seen to sink.
(9) 20th October. 1424 to 1440 off Jumpell Bank engaged with gunfire convoy of about 12 ships including an 800 ton coaster inside anti-torpedo net. By 1440 all ammunition was expended, convoy was in confusion and firing at each other. Coaster and landing craft were sunk some others damaged.
(10) 1447/24. Position 6° 32' N., 96° 42' E. commenced attack on Japanese U-Boat R.O.100 class which sighted STYGIAN before firing and turned stern on two non-contact torpedoes were fired. At the correct running range one torpedo exploded in line with and

/very ...

LARGE TANKER BEACHED



Evidence of another blow to the dwindling Jap tanker fleet is seen in the accompanying XXI Bomber Command photograph. A KYOKUYO MARU Class ship is shown aground on a reef and in all probability a total loss in NAZE Harbor, AMAMI O SHIMA, on 4 January 1945. Converted from a whaling factory ship, this vessel is one of the world's largest tankers - 550 feet long, 17,000 tons, and capable of carrying 140,000 barrels of oil. Compared with this, the largest keel-up Jap tankers have an oil carrying capacity of 90,000/100,000 barrels.

DUTCH SUB SINKS U-BOAT File

The Dutch submarine ZWAARDFISCH, on patrol off JAVA on 6 October (1944), put three torpedoes in a German sub and collected 27 swimming survivors from the sunken vessel. Preliminary interrogation of these prisoners, as reported in SEFIC Bulletin 2-45, sheds some light on U-boats and their activity in the Far East.

According to the Nazi prisoners, German subs have the prime responsibility for reconnaissance and patrol duties in the INDIAN Ocean and in waters adjacent to the NETHERLANDS EAST INDIES and AUSTRALIA. No German submarine has yet been confirmed east of AUSTRALIA, but the attack of 24 December on an Allied merchantman off SYDNEY may indicate that Nazi boats intend to invade these waters. Japanese subs seldom operate south of the SUMATRA-CELEBES-BORNEO line.

In the early months of the war, an occasional German sub made a round trip from the homeland to YOKOHAMA, carrying ordnance and radar prototypes in exchange for raw material. Documents were also carried. Recently, with the German under-sea war sharply curtailed, such trips are believed to be rare, and then possibly in part to ferry top-ranking personnel.

Nazi boats now apparently do not make the full run to the Empire. The last stop is reported to be BATAVIA. The POWs said BATAVIA replaced PENANG as German sub headquarters when the latter became a target for the British Eastern Fleet.

Liaison between the Axis partners, the POWs added, is confined to the higher echelons. Personnel of German subs have little contact with Japanese, and there is apparently little or no exchange of information.

Evacuees from SINGAPORE have reported that three to six German submarines were usually there, although even these may now be withdrawn.

Prisoners did not reveal the number of German subs in the INDIAN Ocean, but reported that the route followed in reaching the Far East took them north along the west coast of NORWAY passing north of ICELAND, then due south through the Central ATLANTIC, around the CAPE of GOOD HOPE and into the INDIAN Ocean. This route can only be used in summer, and requires the U-boats to spend many months on each mission.

The prisoners said that their ship was the 1,600-ton U-168. The sub was two years old and had made three patrols of 135, 75 and 35 days. Supplies were obtained from a supply submarine during the long patrols.

Another German sub was reported sunk by the U.S. submarine FLOUNDER on 10 November (1944) near LOMBOK STRAIT. There were no survivors.

711

31.10.1944.
Tuesday.

War Diary.

FOREIGN STATIONS

East Indies

SUBTLE,
STYGIAN,
patrol
reports.
(Contd.)

very close to the conning tower and two seconds later the second torpedo exploded close abeam. U-Boat which had been continuously observed disappeared in less than ten seconds. Main vents were neither seen nor heard and all H.E. ceased. U-Boat is considered probably sunk. (C. in C. E.F., 310441Z.)

TELEMACHUS,
ZWAARDVISCH,
patrol
reports.

TELEMACHUS Second Far East, First ^{at} South-west Pacific Patrol.

(2) Submarine was employed wholly on two special operations. One was partially successful, the other being abandoned due to defect which put engine out of action for the remainder of the patrol. Duration of patrol was 44 days.

(3) ZWAARDVISCH Second Far East, First South-west Pacific Patrol.

(4) 4th October position 8° 5' S., 115° 29' E. sank by gunfire 500 ton fleet oiler.

U.168
sunk
(5.15)

(5) 6th October, position 6° 20' S., 111° 28' E. torpedoed and sank German U-Boat of 27 survivors picked up the Captain, Medical Officer, two other officers and one injured rating were retained. The remainder being transferred to native fishing vessel.

(6) 10th October position 5° 57' S., 112° 27' E. 500 ton coaster sunk by gunfire.

(7) 20th October position 6° 30' S., 111° 40' E. sank by gunfire 2000 ton merchant vessel having missed with torpedoes in failing light.

(8) 17th October position 5° 26' S., 113° 48' E. minelayer ITSUKUSHIMA sunk and another unidentified minelayer of same size damaged by torpedo. Only minor damage caused in counter attack by three Chidoris. (C. in C. E.F., 310503.)

750 ton
docks.

Ref. para. 2(A) L.D.011368/44 dated 7th September, 1944, propose first 2 750 ton docks be allocated to Cochin and Vizagapatam respectively.

(2) Concur in allocation of 800 ton docks.

(3) Further signal will be (? made) regarding

(? allocation) of 3rd and 4th 750 ton dock.

(C. in C. E.F., 310609Z to Admty.)

Reserve
aircraft
for Fleet
Carriers.

To provide reserves for Fleet Carriers on movement to Australia, request arrangements be made to prepare for shipment, erected, to Sydney to leave early December, the following aircraft:-
Avenger - As many as can be modified to operational standard.

Corsair II - At least 20.

Hellcat - At least 10. Martinet - Up to 3. Reliant - Up to 6.
Sea Otter - 6.

(2) Request early report of probable numbers of each type that you will be able to send. Further signal will be made concerning method of lifting these aircraft.

(3) A similar load will require to be ready towards the end of December.

(Hd. of Air Branch, 311724A to C. in C. E.F.)

712

31.10.1944.
Tuesday.

War Diary

FOREIGN STATIONS

America and West Indies

U-Boat reports and search. Poor D/F of enigma on 5090 at 2357/30 and 0015/31 indicate U-Boat in the vicinity of 044 degs. 00' N. 056 degs. 30' W. Request bearings obtained. (N.S.H.Q., 310057Z to S.E. O.N.S.34, S.E. S.O.N.S.34, E.G.27, E.G.25, UGANDA).
Your 310057/. No bearings obtained. Weather report 5450 2177.
(BROCKVILLE, 310339Z to N.S.H.Q.).
/ Indication of U-Boat.
D/F of enigma on 5090 kc/s at 0126/31 indicate U-Boat within 60 miles of 043 degs. 45' N. 055 degs. 45' W. (N.S.H.Q., 310203 to as 310057Z).
Proceeding with despatch to sweep through 044 degs. 00' N. 056 degs. 30' W. thence joining S.O.N.S.34. My P.C.S. 046 degs. 00' N. 057 degs. 34' W. 160 degs. 15 N.S.H.Q. 310057Z refers. Weather report 5678 1476.
(S.O.E.G. 27, 310315Z to C. in C.W.A.).
My 301107 not to all addressees.
E.G.25 has been diverted to search area of enemy H/F transmission further signal will be made when passage is resumed.
(C. in C.C.N.A., 312036Z to G. in C.W.A.).
Intend commencing Gamma search between 043 degs. 30' N. 053 degs. 30' W. and 044 degs. 10' N. 052 degs. 50' W. at 0430Z/1. Weather report 5471 3274.
(HAITAN, 312055Z to C. in C.C.N.A.).

U-Boat dispositions. Estimates. (N.S.H.Q. Ottawa, 311335Z, Cominch 311507Z).

Request from Russian Govt. S.Cs. through Dardanelles. Following received by Russian Captain Dorakhov in St. Johns from Acting Soviet Naval Attache at pre-for passage of present in New York
Begins:-
Reference your questions Fifth Group route same as Nikolaiev (Fourth Group). Sixth Group route not yet determined. Money for Fifth Group will be obtained at next port. Signed Skriagin.
Ends.

(2) Can this be confirmed? A.M. 132201A refers.
(3) Early decision considered most desirable observing that lateness of season raises serious refuelling problem.
(F.O.N.F., 311349Z to B.A.D. Washington).

U-Boat hunt. Amend my 301913 to read. Departure October 30th H.M.C.S. MEON, LA SALLE, ETTRICK, LEVIS to hunt U-Boat south of Newfoundland. (C.O.P.Halifax, 311458Z).

THUNDER, BAYFIELD, CANSO. THUNDER (S.O.), BAYFIELD, CANSO sailed St.Johns. 1630Z/31 in company to Horta Azores (route and arrangements). (F.O.N.F. 311748Z). + (via Plymouth intended).

U-Boat report. One submerged submarine position 41 degs. 50' N.

/62 degs....

713

31.10.1944.
Tuesday.

War Diary

FOREIGN STATIONS

America and West Indies

U-Boat report (Contd.) 62 degs. 40' W.
(ANTICOSTI, 311830Z to Halifax W/T).
ANTICOSTI 311830. Three attacks carried out with nil results. ANTICOSTI proceeding in accordance with previous orders.
(C. in C.C.N.A., 312320Z).

^{OWN}
J.A. JOHNSON (sunk). No report 30th.
Para.A. 7300513Z ^{OWN}J.A. JOHNSON torpedoed and sunk 29.55 N. 141.25 W.
(Cominch, 312055).

CLEOPATRA. Your 261602 not to all.
Request you will sail CLEOPATRA for Clyde to arrive if practicable, about 18th November, when ship can be accepted at Messrs. Scotts, Greenock for outstanding work on completion of NEWFOUNDLAND.
(Controller, 312208A to B.A.D.).

ATOLIA, ATHELNEY. Tugs ATOLIA and ATHELNEY your 241653/ gives destination U.K. Request confirmation in view of Mast 35308 of Oct. 30th.
(B.A.D., 312311Z to Admty.).
/ Re tugs ATOLIA and ATHELNEY to sail U.K. escorted by SEYCHELLES.

Australia and New Zealand

Digest No.1014. For October 30th.
Midday R/C plane saw 8 ships including two escorts one tug off Northern southeast coast Palawan Island course 30 degs.

(2) Before dawn search plane sighted seven ship convoy comprising four probable merchant ships three escorts in Northern Palawan Passage off (corrupt groups) Bay course north and at midday probably same convoy still northbound off Bacuit Bay refer Digest 1013 para.3.

(3) Apparently overtaking above convoy were two or three ships described as heavy cruisers of which one seen midday ten miles astern merchant convoy.

(13) Night 26th October P.T. boats sank two troop laden luggers eastbound in Ormoc Bay. Following night two fuel carrying barges destroyed by P.T. boats in Surigao Strait despite several attacks by enemy single engined bombers there and in San Juanico Strait where one Jap plane seriously damaged.

(14) Samar Island entirely in hands of U.S. forces and guerillas excepting some sections inland and on west coast plus few pockets.
(G.H.Q.S.W.P.A., 310830Z).

/Naval...

714

31.10.1944.
Tuesday.War DiaryFOREIGN STATIONSAustralia and New Zealand - Contd.

Naval SHROPSHIRE and H.M.A.S. ARUNTA took part in
action off early morning action in Surigao Strait near Leyte
Philippines. Gulf Philippines on 25th October.
(2) ARUNTA delivered a torpedo attack from
7000 yards and engaged with gunfire, SHROPSHIRE
fired 32 eight inch broadsides at main force
from range of 14-16000 yards.
(3) No damage or casualties suffered.
(A.C.N.B., 311232Z).

Initial Transfer of an initial reserve of aircraft to
reserve Sydney for support of carriers on movement to
of aircraft. Australia. The following erected and inhibited,
will be shipped from U.K. by ferry carrier:-
(a) Leaving early November 30 Avenger, 20
Corsairs II, 6 Martinet.
(b) Leaving mid December 30 Avenger, 10 Corsair II, 6 Firefly,
12 Seafire FIIL, 6 Seafire LIII.
(2) All Avengers will be modified to operational standard in
U.K.
(Head of Air Branch, 311824A).

U-BOAT CAMPAIGN

S/M attack Para. B. (1) A/C obtained disappearing radar
and sighting contact at 0745Z/30th in 55 degs. 02' N., 16 degs.
summary. 28' W.
(2) A/C O/110 sighted possible conning tower at
0804Z/31st in 49 degs. 13' N., 05 degs. 08' W.
(3) A/C D/206 sighted possible Schnorkel at
1038Z/30th in 61 degs. 50' N., 01 degs. 32' E.
(4) A/C T/407 obtained contact and sighted oil slick at 2352Z/
29th in 61 degs. 50' N., 00 degs. 30' E.
(5) A/C Y/330 obtained disappearing radar contact and sighted 2
U-Boats at 0150Z/31st in 61 degs. 24' N., 03 degs. 12' E.
(6) A/C Y/330 obtained disappearing radar contact at 0515Z/31st
in 61 degs. 45' N., 03 degs. 12' E.
(D.D.I.C., 311134A.)

Attacks My 221059 July 1942.
on U/Bs. (1) C. in C. E.F. reports that STYGIAN probably
sank U-Boat by torpedo N.E. of Sabang on 24th Oct.
(2) At 0600/25 E.G.31 sighted periscope 90 miles
S.W. of Mizen Head and attacked excellent contact for 2 hours.
No results reported.
(3) A.M./28th Liberator aircraft sighted U-Boat about 200 miles
N.W. of the Andaman Islands and attacked with depth charges.
Patch of oil seen after the attack.

/(4) ...

715

31.10.1944.
Tuesday.

War Diary.

U-BOAT CAMPAIGN

Attacks
on U/Bs.
(Contd.)

(4) 0900/29 two Liberator aircraft attacked
U-Boat beached off Bronnoy, Norway as the result
of an attack by aircraft from IMPLACABLE a.m./
27th. Hits were scored with R.P. and depth
charge .
(D.A.U.D., 311743A.)

U/B
dispositions.

(D.D.I.C., 311454A, 311504A.)