

Declassified E.O. 12356 Section 3.3/NND No.

785015

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10000/100/595

268

Declassified E.O. 12356 Section 3.3/NND No.

785015

10000/100/595

MILITARY SUPPLY
MAR. - JULY 1943

268

Amgot 2

14

SUBJECT:-- Forewarn of tonnage in D + 26 Convoy

TO:-- HQ 20 L of C and Base Area
HQ Eighth Army
HQ MATAF.

REFERENCES

28 Jul 43

7902

PAGE 14

1. The question of difficulty forewarn in forecasting maintenance requirements to be shipped to the theatre in the convoy due to arrive in HERRIFIELD on D + 86 has been raised by HQ FORTHASE (20 Dams and L of C Area) in their letter 150k/q dated 25 Jul.
2. It has been decided that the estimates of tonnage required will be the responsibility of HQ 15 ARMY GROUP who will submit demands to AFHQ. The final demands for this convoy must reach AFHQ by D + 23.
3. Before detailed estimates of tonnage of different commodities can be assessed it will be necessary for detailed strength of personnel, number of vehicles and guns by type to be provided by Eighth Army. Such information should be furnished (copy to FORTHASE) as soon as a firm plan and Order of Battle has been arrived at.
4. The D + 26 convoy will cover maintenance requirements for all British units in HERRIFIELD as well as those employed in operations BUTRESS and demands will be used upon a seven day interval of ten days plus a build-up of two days for all strength and weapons involved. In this connection, allowance must be made for the withdrawal of certain formations. See HERRIFIELD.
5. In order that Services of 15 ARMY GROUP can formulate detailed breakdowns for transportation through operational channels it will be necessary for High Army to differentiate between numbers of personnel on different ration scales, i.e., British ration, Reserves, Maoris, etc.
6. All demands for Air Forces in HERRIFIELD, and BUTRESS will be co-ordinated by HQ MATAF and forwarded to HQ 15 ARMY GROUP through FORTHASE. Distinction should be made between tonnage which may come
 - (a) direct into HERRIFIELD from US in US convoys and
 - (b) that which comes into HERRIFIELD or other ports other than in US convoys i.e., from UK, UK or HERRIFIELD.

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2. It has been decided that the estimates of tonnage required will be the responsibility of HQ 15 ARMY GROUP who will submit demands to AFHQ. The final demands for this convoy must reach AFHQ by D + 23.

3. Before detailed estimates of tonnage of different commodities can be assessed it will be necessary for detailed strengths of personnel, number of vehicles and guns by type to be provided by Eighth Army. Such information should be furnished (copy to FORNARS) as soon as a firm plan and Order of Battle has been arrived at.

4. The D + 26 convoy will cover maintenance requirements for all British units in HERRFIELD as well as those employed in operations BUTHERS and demands will be sent upon a convoy interval of ten days plus a build-up of two days for all stores and weapons involved. In this connection allowance must be made for the withdrawal of certain formations from HERRFIELD.

5. In order that Services of 15 ARMY GROUP can formulate detailed breakdowns for transmission through departmental channels it will be necessary for Eighth Army to differentiate between numbers of personnel on differing ration scales, i.e. British ration, Paras, Mauritians, PW, etc.

6. All demands for Air Forces in HERRFIELD, and BUTHERS will be co-ordinated by HQ HERRFIELD and forwarded to HQ 15 ARMY GROUP through FORNARS. Distinction should be made between tonnages which must come

- (a) direct into HERRFIELD ports from US in US convoys and
(b) that which comes into HERRFIELD or FNU SUEZ ports other than in US convoys i.e. from RA, UK or ALGERIA.

HQ 15 ARMY GROUP
Field

Copy to: 1. G.A. 15 ARMY GROUP
ALL A/Q Branches and Services
AFHQ

To 922

LT Col SMITH - 8 March

Caps sent to O.C.S. & R.

28/7/46

P/H 2/7/46

GB

28/7/46

P/H 2/7/46

GB

28/7/46

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Copy No. 77

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ADMINISTRATIVE MEMORANDUM)

NUMBER

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ALLIED FORCE HEADQUARTERS

AFO 512

8 Jul 43

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7902

45)

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Auth: C in C AF
Initials
22 June 1943

22 June 1943
BIGOT - HUSKY

AIR TRANSPORT SERVICE

1. INTENTION - The intention of this instruction is to define the organization which will be set up in NORTH AFRICA for meeting Task Force demands for the delivery of stores or the evacuation of wounded by transport aircraft during operation HUSKY. It does not cover A.D.L.S. or Liaison Air Service requirements.

2. OBJECT OF AIR TRANSPORT SERVICE - The Air Transport Service will have three main tasks with regard to the Army:

- a. To provide a regular service for special stores.
- b. To meet emergency demands for:
 - (1) Dropping of stores by parachute.
 - (2) Delivery of stores by transport aircraft and glider.
- c. The evacuation of casualties.

3. REQUESTS FOR OPERATION OF AIR TRANSPORT SERVICES - All requests for the operation of Air Transport Services as described in par. 2 above will be made by Task Forces as follows:

- a. In the early phases to H.Q. Desert Air Force repeated to H.Q. Force 141.
- b. Subsequently, when H.Q. XII Air Support Command is established in HORRIFIED, Force 343 will deal direct with H.Q. XII Air Support Command and Twelfth Army with H.Q. Desert Air Force. All requests for air transport service will be repeated to H.Q. Force 141.

4. ESTABLISHMENT OF SERVICE - As soon as conditions permit, a service will be established between THE MAINLAND AND HORRIFIED. The capacity of this service will be dependant upon the availability of aircraft and the numbers that can be accepted at airfields in HORRIFIED. This service will be available for both Task Forces. In the event, however, of there being insufficient aircraft to meet the demands of both Task Forces, H.Q. Force 141 will decide priorities.

5. OPERATION OF SERVICE - The service will be operated as follows:

- a. As soon as the situation permits regular air transport services will be operated between airfields in HORRIFIED and specified airfields on the mainland, as given in par. b. below. H.Q. Desert Air Force and H.Q. XII Air Support Command will keep Task Forces informed as to the probable daily capacity of the service so that they can adjust their demands accordingly.

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BIGOT - HUSKY

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Administrative Memo No. 45 cont'd.

BIGOT - HUSKY

b. The following airfields will be used on the mainland:

- (1) FORCE 343 - EL AOUINA (TUNIS) airfield.
- (2) TWELFTH ARMY - CASTEL BENITO (TRIPOLI) airfield or BONE airfield.

c. When a regular service is established, Task Forces will send their indents (or requisitions) for the delivery of stores (supplies) by types to the airfields in HORRIFIED. The indents (or requisitions) will be delivered to the captains of returning aircraft who will be responsible for passing them to the A.D.R.U. (Air Dispatch and Receiving Unit) at the appropriate airfield on the mainland.

d. The following will arrange for representatives to be at the airfields on the mainland to collect the indents or requisitions from A.D.R.U. and to call forward the stores as required:

- | | |
|----------------------------|------------------|
| (1) EL AOUINA airfield | - E.B.S. BIZERTA |
| (2) CASTEL BENITO airfield | - H.Q. TRIPBASE. |
| (3) BONE airfield | - H.Q. BONE AREA |

In the event of specified demands being insufficient to fill the available aircraft, they will arrange for the dispatch of additional stores likely to be in short supply. No transport aircraft will be dispatched to HORRIFIED without a full load. Representatives of EBS, H.Q. TRIPBASE, and H.Q. BONE AREA will also be responsible for the packing and labelling of the stores and for the loading of aircraft at their respective airfields.

e. Task Forces will be responsible for arranging to receive, handle and deliver stores on arrival at airfields in HORRIFIED.

6. EMERGENCY SERVICE - If conditions allow, emergency demands will be met either by the dropping of stores by parachute or by their delivery to a nearby airfield. When an emergency demand is received for stores to be landed at an airfield, H.Q. FORCE 141 will obtain from H.Q. Tactical Air Force TUNIS the number of aircraft available and the time they will take off from the airfield. H.Q. FORCE 141 will then pass this information together with details of the stores required to:

a. E.B.S. BIZERTA if the demand is from FORCE 343.

b. H.Q. BONE AREA if the demand is from TWELFTH ARMY.

E.B.S. BIZERTA and H.Q. BONE AREA will be responsible for the calling forward of the stores to the EL AOUINA and BONE airfields respectively and for the loading of aircraft.

7. DELIVERY BY PARACHUTE - Should it be necessary to drop stores by parachute H.Q. FORCE 141, on receipt of the demand from Task Forces, will notify H.Q. SOUSSE SUB-AREA. H.Q. Sub-Area will inform the RASC Comp Co of 1 (Br) Airborne Div, who will be responsible for packing and loading the aircraft. All demands for dropping of stores by parachute will be met from SOUSSE airfield irrespective of whether the demand originates with FORCE 343 or TWELFTH ARMY.

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Administrative Memo No. 45 cont'd.

BIGOT - HUSKY

To meet such demands a dump of stores for each Task Force will be held ready packed at SOUSSE airfield from D day. The size of this dump will be based on the maintenance of the following formations (at light scales) for one day:

- a. FORCE 343 - One Regimental Combat Team
One Tank Battalion.
One Light A.A. Regiment (Ammunition only).
- b. TWELFTH ARMY - One Brigade Group
One Tank Battalion (Shermans).
One Light A.A. Regiment (Ammunition only).

8. TYPES OF STORES - The dump will contain the following types of stores:

- a. Rations (Class 1 Supplies)
- b. POL (Class 3 Supplies) - 50 miles per vehicle.
- c. Ammunition (Class 4 Supplies) - 1/4 unit of fire for 7 a.
above. Special EAR for 7 b.
above.
- d. Medical Stores.
- e. Water (1 gallon per man).

9. REPLACEMENT OF STORES - Arrangements will be made by E.B.S. BIZERTA and H.Q. SOUSSE SUB-AREA for the immediate replacement of any stores drawn from the dump at SOUSSE airfield. Ordnance and Engineer Stores will NOT be held ready packed and will only be dropped if specifically demanded by Task Forces.

10. SALVAGE OF PARACHUTES - It is pointed out that the supply of panniers for dropping of stores by parachute is very limited and demands on this service will only be made in the event of a real emergency. After stores have been dropped, Task Forces will make every effort to collect the containers and parachutes and return them by the quickest available means to the airfield at SOUSSE for repacking. (Troops will be instructed to pack the parachutes inside the containers when they are collected).

11. EVACUATION OF CASUALTIES TO NORTH AFRICA - Whenever possible, transport aircraft returning from HORRIFIED will be fully loaded with casualties. Provided the air situation permits, all aircraft returning with wounded will land at one of the following airfields ON THE MAINLAND: 955

- a. EL AQUINA (TUNIS)
- b. BIZERTA (Flying Boat Terminal)
- c. SOUSSE
- d. BONE
- e. MATEUR
- f. CASTEL BENITO (TRIPOLI)

12. RECEPTION OF CASUALTIES - E.B.S. BIZERTA will be responsible for the reception of all wounded at MATEUR airfield and BIZERTA (Flying Boat Terminal) irrespective of whether they are BRITISH or AMERICAN. H.Q. TUNIS AREA, H.Q. SOUSSE SUB-AREA, H.Q. BONE AREA and H.Q. TRIPBASE will have similar responsibilities at their respective airfields.

BIGOT - HUSKY

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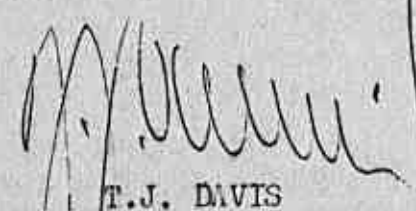
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BIGOT-HUSKY

Administrative Memorandum No. 45 cont'd.

12. MEDICAL - Task Forces will insure that medical units are located at or near all airfields in HORRIFIED and that arrangements are made for calling forward casualties to the airfields as required. Dumps of stretchers and blankets must be formed by Task Forces at all airfields in HORRIFIED. These will normally be replenished by returning hospital ships unless Task Forces give them high priority for delivery by aircraft.

By command of General EISENHOWER:


T.J. DAVIS
Brigadier General, AGD
Adjutant General

DISTRIBUTION:

Copy Number	
1 to 6	- Force 343
7 to 12	- Twelfth Army
13 to 18	- CG, MTOUSA
19 to 24	- SOS MTOUSA
25, 26, 27	- LCA Mideast
28 & 29	- Tripbase
30 & 31	- War Office (Q Ops)
32 & 33	- W.D. Washington
34 & 35	- ASF Washington
36 & 37	- C in C Med
38 to 41	- MAC
42	- NAAF Main
43	- NAAF Rear (A.4)
44	- NAAF Rear (A.5)
45	- MAASC
46	- SOS Liaison Offr (Col Wollon)
47	- E.B.S.
48	- 1st Br Airborne Div
49	- 82 (US) Airborne Div.
50 to 79	- H.Q. Force 141
80 to 85	- TUNISIA DISTRICT
86 to 91	- L of C
92	- G-1 (A)
93	- G-1 (B)
94	- G-3 (Ops) AFHQ
95	- G-3 Org, AFHQ
96	- G-3 Plans, AFHQ
97	- G-4 (A)
98	- G-4 (Mov & Tn)
99	- Log Plans
100 to 105	- Q(Maint)
106	- Engineer
107	- AG Records, AFHQ
108	- DTC

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BIGOT
MOST SECRET
OFFICER ONLYIMMEDIATE
CIPHER MESSAGE
INFROM : MIDEAST
TO : TROOPERS, FORTUNE, FREEDOM
RPTD MAIN TWELFTH ARMY TRIPBASE.
ORIG NO : 91/76981FOLIO 11824
4 JULY 43.TOC.NIL.
THJ.NIL.
TOR.NIL.ONE. BULK ALLOCATION TWELFTH ARMY REQUIREMENTS D PLUS 56 CONVOY
GIVEN IN THREE BELOW WITH TONNAGES SPLIT TO SHOW MIDEAST AND
TROOPERS OR NA PROVISION. DETAILED BREAKDOWN WILL BE CABLED
BY SERVICES BY D MINUS FOUR.
TWO.

THREE. ALLOCATION BASED ON TOTAL TONNAGE OF 45000 AND 5000 TONS.

COMMODITY	(A) TOTAL TONNAGE	(B) TROOPERS PROVISION UNLESS OTHERWISE STATED.	(C) MIDEAST PROVISION	(D) MIDEAST PROVISION
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SUPPLIES 11265 7405 4560

ARMY POL 11500 460 11040

ARMY AMM 7000 4302 2699

RAF POL 2950 2950 (TO BE PROVIDED BY NAAF) NIL 951

RAF EXPLOSIVES 800 800 (PROVIDED BY AIR MINISTRY
ON DEMAND NAAF) NIL.

AIRCRAFT PARTS 150 150 NIL

OS STORES 1300 300 1000

ME(NE) STORES 3500 2500 950

TN STORES EXCL COAL 1200 NIL 1200

SIG STORES 150 150 NIL

MEDICAL STORES 20 13 2

RM STORES 150 NIL 150

COAL 2750 2750 NIL
PENDING DECISION TROOPERS 95532 Q(OPS) 2 OF SECOND
NOT NOT TO FORTUNE

THREE (A) COMMODITY	(B) TOTAL TONNAGE	(C) TROOPERS PROVISION UNLESS OTHERWISE STATED.	(D) MIDWEST PROVISION
SUPPLIES	11985	7405	4580
ARMY POL	11500	460	11040
ARMY AMM	7000	4302	2698
RAF POL	2950	2950	NIL 952
RAF EXPLOSIVES	800	800	NIL
		(PROVIDED BY AIR MINISTRY ON DEMAND NAAF)	
AIRCRAFT PARTS	150	150	NIL
OS STORES	1300	300	1000
ME(RE) STORES	3500	2500	950
TN STORES EXCL COAL	1200	NIL	1200
SIG STORES	150	150	NIL
MEDICAL STORES	20	13	2
RM STORES	150	NIL	150
COAL	2750	2750	NIL
		PENDING DECISION TROOPERS 95532 Q(OP5) 2 OF SECOND JUL NOT RPT NOT TO FORTUNE	
EFI	715	715	NIL
AF G1088	50	NIL	50
MUSDO EQUIPMENT	400	NIL	400
SMOKE GEN EQUIPMENT	400	400	NIL
TOTAL	45000	22950	22050

*for registration
of filing*

01/76881

PAGE TWO

FOLIO 11023

TOTAL 6 22850 TONS WILL BE PROVIDED AS FOLLOWS, 20000 TONS IN FIVE MAINTENANCE STORES SHIPS EX UK, 2850 TONS RAF POL BY NAAM EX USA. IN ORDER REDUCE TONNAGE TO BE PROVIDED EX UK TO 20000 TONS NECESSARY PROVIDE 3000 TONS SUPPLIES AND 2000 TONS ANN EX MIDEAST AND NOT RPT NOT FROM UK.

FOUR.

WILL FORTUNE CONFIRM AGREEMENT DIRECT TO TROOPERS OF MIDS IN THREE ABOVE REPEATING ALL ADDRESSEES.

FIVE.

ESSENTIAL FROM NOW ON THAT TRIPBASE KEPT FULLY INFORMED ALL TRANSACTIONS ON LOADING. REQUEST ALL SIGNALS REPEATED TO TRIPBASE. SEE OUR 50/75567 OF THIRD JULY FOR APPLICATION IN DUE COURSE.

Q(MAINT)

SD

Q(MOV)

Q(LOCS)

S & T

2 ACTION

2

3

2

3

35

X

CIVIL AFFAIRS 2

WAR ROOM

AIR C P

1

1

2

1

1

SMC 06108/5.

T.J. 06408/5. 558.

EQUALS BRITISH MOST SECRET

SECRET

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

BIGOT

JGIC
/29
Filed 2913100

HEADQUARTERS
Date 6 Jul 43
N 7902
FORCE 141

AFSC H1130/29
252055B

OF PRIORITY

BIGOT
OFFICER ONLY

FROM: MIDEAST

TO : TROOPERS, FREEDOM RFD FORTUNE

NO : Q1/73334, JUNE 29, 1943

Ref TROOPERS 92203 Q(OPS)2 of 22 June.

1. Your second. Details TWELFTH ARMY provision arrangements made for POW given departmentally in ST 69772 of 22 June and ST 71548 of 25 June, but owing last minute alterations should now be amended as follows. All in rations:

(1). D convoy. Preserved meat at 8 ounces 32000, biscuits at 12 ounces 55000.

(2). D plus 3, D plus 14, D plus 28 nil.

(3). 268000 at following scale in ounces held at CHIMPANZEE for earliest possible shipment in ferry service to HORRI-FIED, but expect not later than D plus 10. PM 8 biscuits 12, rice 4, salt 4, tea 4, milk 1 2/5, sugar 7/8.

(4). D plus 46. 100000 at scale in 3 above.

(5). Available shipping space does not permit provision of PW rations. TWELFTH ARMY consider that above arrangements together with expectation of captured stocks are adequate.

MC-IN-13073

EQUALS BRITISH MOST SECRET Q1/73334

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COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

- 2 -

FROM: MIDEAST

NO: Q1/73334 Cont'd

AFSC W1130/29

2. Your fourth. Items concerned are not those of TROOPERS provision. Majority are local supply and do not anticipate any difficulty in meeting extra commitment with possible exceptions flour and sugar programme deliveries which are only sufficient to meet normal MIDEAST maintenance requirements. My LGA/50528 of 15 May (3 and ST/51271 of 17 May) & only to TROOPERS refer.

ACTION: S & T

INFORMATION: SGS
CAO
Q MAINT
AG RECORDS

AMGOT.

copy returned
in 10

HEADQUARTERS

9 JUN 1943

DATE: 9 JUN 1943

N: 7852

RECEIVED 15 JUN 1943

FROM : AFHQ SINGAPORE

TO : HAWAII

REPEAT ADVISE (REF NO 5-2225)

SCS MATOUSA

CITE, NO: 8336

IMPORTANCE

1. BASED ON THEATER REQUIREMENTS AND THE ROLE OF FORCES 343 IN
HONOLULU, LOAD 9 SHIPS OUTSIDE AND THE BALANCE INSIDE FOR UGS 13 "O" COMVOL.
(CITE FIGS 4-14 P) TABULATION IN 2 COLUMNS, FIRST COLUMN CUMULATIVE, 2ND
COLUMN IN THOUSANDS SHIP TONS:

FRENCH REARMAMENT
FRENCH CIVIL CONSUMER GOODS
MAINTENANCE
CASUAL PETROLEUM PRODUCTS
AIR CORPS BOMBS AND AMMUNITION
AIR CORPS TECHNICAL SUPPLIES
AIR CORPS BELLY TANKS
AIR CORPS SPRAY TANKS (CAB)
AIRPLANE REPLACEMENTS GRATED (OUTSIDE ONLY)
COAL FOR ABS
RAILWAY ROLLING STOCK (INSIDE ONLY)
REPLACEMENT MAJOR WEAPONS
USA NAVY (4 OUTSIDE, 15 INSIDE)
USA (FOR UNITS IN DISCOGNITION SAILING 8/17/43)
JPN RADIO 1-1417 TO ARIAN DATED 5/26/43
TOTAL

12
22
247
83
5
22
5
2
5
7
2
4
19
50
465

951

2. LOAD 12 SHIPS FOR IMPORTED TO INCLUDE 83,326 SHIP TONS
MAINTENANCE SUPPLIES, 51,840 SHIP TONS CASUAL PETROLEUM PRODUCTS, CROUCH
AND AIR AND 1500 SHIPS TONS AIR CORPS TECHNICAL SUPPLIES. SEE LATER HQ
SCS MATOUSA DATED 29 MAY 1943 WHICH ACCUMULATED SECOND, REQUIREMENTS FOR HONOLULU.
ABOVE FIGURES ALL INCLUDED (ALL INCLUDED) IN PARA 1.

3. MAINTENANCE WEAPONS BASED ON ESTIMATED TOTAL TROOP STRENGTH AS OF
AUGUST 31 AS FOLLOWS: GRATED AND AIR TROOPS 548,000; USA NAVY 42,000 (42,000.)

4. LOAD 9 SHIPS FOR OUTSIDE TO INCLUDE MAINTENANCE FOR 163,000
TROOPS, COAL FOR ABS, GRATED PLANTS, NAVY CARGO AND CASUAL PETROLEUM PRODUCTS
(PRINCIPALLY LUBES).

5. IN ORDER TO MEET THE HEAVY REQUIREMENTS OF AIR FORCES IN HONOLULU
THAILAND, LOAD ONLY AIR FORCE SUPPLIES 8 TO INCLUDE PACKAGED 10A. COFFEE, EGGS
AND AMMUNITION, BALANCED OUT WITH AN AMMUNITION AND BATTERIES IN SHIP TONS.
THIS WILL ENABLE US TO DISSEMINATE THIS TYPE OF CARGO IN PORTS LOCATED IN AREA
REQUIRING THESE SUPPLIES. IT WILL CUT DOWN OUR PRESENT CARGO TRAFFIC WHICH
IS UNDESIRABLE IN SHIPPING, OVERLOADS OUR PORTS AND DELAYS DELIVERIES.

6. COMBINED RAILWAY ROLLING STOCK IN A P. SHIP IN ORDER THAT DIS-

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50
453

2. LAND 12 SHIPS FOR HORRIFIED TO INCLUDE 83,326 SHIP TONS
MAINTENANCE SUPPLIES, 51, 840 SHIP TONS CASED PETROLEUM PRODUCTS, GROUND
AND AIR AND 1500 SHIPS TONS AIR CORPS TECHNICAL SUPPLIES. SEE LETTER HQ
SOS MATOUSA DATED 29 MAY 1943 WHICH ACCOMPANIED SPECIAL ACQUISITIONS FOR HORRIFIED.
ABOVE FIGURES ALL INCLUDED (ALL INCLUDED) IN PARA 1.

TOTAL

3. MAINTENANCE WORKS BASED ON ESTIMATED TOTAL TROOP STRENGTH AS OF
AUGUST 31 AS FOLLOWS: GROUND AND AIR TROOPS 542,000; USA NAVY 42,000 (42,000.)

4. LAND 9 SHIPS FOR OUTSIDE TO INCLUDE MAINTENANCE FOR 163,000
TROOPS, COAL FOR ABS, COATED PLATES, NAVY CARGO AND CASED PETROLEUM PRODUCTS
(PRINCIPALLY LUBS).

5. IN ORDER TO MEET THE HEAVY REQUIREMENTS OF AIR FORCES IN EASTERN
TUNISIA, LAND ONLY AIR FORCE SUPPLIES TO INCLUDE PACKAGED 10X ACALINE, BOARDS
AND AIR UNITION, BALANCED ONE WITH AN AIR UNITION AND RATIONS IN 5000 SILES.
THIS WILL ENABLE US TO DISBURSE THIS TYPE OF CARGO IN PORTS LOCATED IN AREA
REPAIRING THESE SUPPLIES. IT WILL CUT DOWN OUR PRESENT CRATER TRAFFIC WHICH
IS UNDESIRABLE IN SHIPPING, OVERLOADS OUR PORTS AND DELAYS DELIVERIES.

6. CONCENTRATE RAILWAY ROLLING STOCK IN A FEW SILES IN ORDER THAT DIS-
BURSE MAY BE AT CASE.

ORIGINATOR: C-4

AFTER DIST.

LAWGATION:

PER SEC

M & TH

GAD

FACES 14/TH(A)

AG RABARDS

MAC

JEN

G-3

To SEE.

C. S. O.

P. A. O.

Civil supply

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

S.M.C. DISTRIBUTION:

Q(MOV)

NAVAL SEAT

AD

Q(LONGS)

S & F

US

CIVIL SUPPLY

AIR ROCK

To SEE.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

P. A. O.

AIR STAFF 1
S.M.C. 23558/8
P. A. O. 02075/9
P. A. O.

Copy On 7852

343 Force

SECRET

Equals British MOST SECRET

170

ADMINISTRATIVE MEMORANDUM)

NUMBER

SECRET
(Equals British MOST SECRET)

ALLIED FORCE HEADQUARTERS

AFHQ 512
HEADQUARTERS
25 MAY 1943
DATE :
N: 1902
F 141

: : : : :
: **SECRET** :
: Auth: CinC, AF: *JA*
: Initials
: 23 May 1943
: : : : :

23 May 1943

ORGANIZATION FOR PETROLEUM DISTRIBUTION

EASTERN PETROLEUM AREA

1. This Administrative Memorandum supplements Administrative Memoranda Numbers 20 and 28, this headquarters, cs, for the Eastern Petroleum Area only (Algeria (East of Orleansville) and Tunisia).
2. The Director of Supplies and Transport, this headquarters, will be responsible for the distribution of all petroleum supplies in the entire Eastern Petroleum Area except as provided herein and will bid for transportation for all movements within the area.
3. In the area or areas mutually agreed between the Director of Supplies and Transport, this headquarters, and the Commanding General, Eastern Base Section, the latter will be responsible for the distribution of all petroleum supplies made available by the Director of Supplies and Transport, this headquarters.
4. The Director of Supplies and Transport, this headquarters, and Commanding General, Eastern Base Section, will deliver bulk supplies to storage which, as far as possible, will be at airdromes or near enough thereto to permit NAAF to move supplies directly from storage to airplanes. For those airdromes which cannot be so served, and for packaged reserve, the Director of Supplies and Transport and Commanding General, Eastern Base Section will deliver packaged supplies to dumps mutually agreed with NAAF, who will be responsible for delivery to airdromes. The Director of Supplies and Transport and Commanding General, Eastern Base Section, are responsible for any packaging operations required.
5. The Royal Navy and the United States Navy will be responsible for the distribution of naval fuels within the Port limits, and for the operation of Naval storage at the Ports, each within the areas as may be delegated by the Commander-in-Chief, Mediterranean. The coordination referred to in paragraph 23, Administrative Memorandum Number 20, (Corrected Copy), this headquarters, cs, will be effected through G-4 (N), this headquarters.

By command of General EISENHOWER:

(Area)
JM: 26/5
DISTRIBUTION:

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P.A.
24/5
T. J. Davis
T. J. DAVIS,
Brigadier General, AGD,
Adjutant General.

SECRET

Equals British MOST SECRET

BIGOT-HUSKY

MOST SECRET
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9 Mar 43

H.Q. FORCE 141

ADMINISTRATIVE PLANNING INSTRUCTION NO 1

ADMINISTRATIVE APPRECIATION

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PART IV - PLAN

BIGOT - HUSKI

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9 Mar 43.

H.Q. FORCE 141.

ADMINISTRATIVE PLANNING INSTRUCTION NO. 1.

ADMINISTRATIVE APPRECIATION.

PART I - INTRODUCTORY.

OBJECT.

1. To collate information on which to base the outline maintenance project (attached) for the capture of HORRIFIED.

OUTLINE TACTICAL PLAN.

2. The plan is not firm, and is subject to considerable alteration in detail. The plan as known at present is set out in Part II.

TACTICAL CONCEPTION.

3. HORRIFIED lies at extreme range for fighter aircraft from bases on the main land and FINANCE, and the early capture of airfields on HORRIFIED, from which adequate fighter support to the operation can be given, is an essential feature of the plan. The airfields are grouped as follows:

MUSTAN area	Five
LADROCK area	One
South east corner	Five
West of line INVINCIBLE -	
MALICIOUS	Five

4. As soon as fighter cover from the HORRIFIED bases has been obtained, the operation can develop for the capture of ports vital for the maintenance of the force.

PHASES OF THE OPERATION.

5. The Operation is divided into four phases:-

Phase I, Preparatory measures.

OBJECT.

1. To collate information on which to base the outline maintenance project (attached) for the capture of HORRIFIED.

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FUSTIAN area	Five
LADDOCK area	One
South east corner	Five
West of line INVINCIBLE - MALICIOUS	Five

4. As soon as fighter cover from the HORRIFIED bases has been obtained, the operation can develop for the capture of ports vital for the maintenance of the force.

PHASES OF THE OPERATION.

5. The Operation is divided into four phases:-

Phase I. Preparatory measures.
Phase II is the initial period during which assault landings are made to establish bridgeheads, within which to base aircraft.
Phase III is exploitation and capture of FUSTIAN and MALICIOUS.
Phase IV is the final reduction of the whole of HORRIFIED and the opening of communications between the several bridgeheads. This phase may be said to begin after the landing on D+28 of two fresh Divisions.

For maintenance considerations Phases II and III are identical, but Phase IV must be treated separately.

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6. Phases II and III comprise:-

- (1) The landing of forces in the south east of HORRIFIED with the object of capturing a bridgehead bounded roughly by the line FUSTLAN - FEDERAL.
- (2) The landing of forces near FUSTLAN to form a bridgehead to include the airfield at FLITTON.
- (3) The landing of sufficient forces to capture MALICIOUS and to form a bridgehead, subsequently linking up with the forces referred to in sub para (2) above.

7. Phase IV is the extension of the three bridgeheads and the complete reduction of HORRIFIED. This phase is likely to take the form, first of deliberate encounters, followed later by a period of less organised mountain fighting. The port of GUESSAL is covered by the coast defences on the mainland, and may not be available for our use, even after HORRIFIED is finally reduced.

LAND AND AIR FORCES EMPLOYED.

8. (a) ARMY. See paras 31 to 35, 37 and 39 to 41.

(b) Air Forces (U.S. and British).

Forty Squadrons, (additional to those based on the mainland and in FRANCE).

NOTE: There will also be about 5,000 shore based Naval personnel (U.S. and British).

TERRAIN.

9. HORRIFIED is about 180 miles long and has a maximum width of 100 miles. It falls into three main divisions:-

Mountains.
Narrow coastal belt.
FUSTLAN plain.

MOUNTAINS.

10. Two thirds of HORRIFIED lie over 1,000 ft above sea level. The whole of the interior is mountainous, with streams often running through steep gorges, and roads or top of narrow ridges, or in steep defiles. Lemon and orange

MALICIOUS and to form a bridgehead, subsequently linking up with the forces referred to in sub para (2) above.

7. Phase IV is the extension of the three bridgeheads and the complete reduction of HORRIFIED. This phase is likely to take the form, first of deliberate encounters, followed later by a period of less organised mountain fighting. The port of GUNTERAL is covered by the coast defences on the mainland, and may not be available for our use, even after HORRIFIED is finally reduced.

LAND AND AIR FORCES EMPLOYED.

8. (a) ARMY. See paras 31 to 35, 37 and 39 to 41.

(b) Air Forces (U.S. and British).

Forty Squadrons, (additional to those based on the mainland and in FINEKE).

NOTE: There will also be about 5,000 shore based Naval personnel (U.S. and British).

TERRAIN.

9. HORRIFIED is about 180 miles long and has a maximum width of 100 miles. It falls into three main divisions:-

Mountains.
Narrow coastal belt.
FUSTIAN plain.

MOUNTAINS.

10. Two thirds of HORRIFIED lie over 1,000 ft above sea level. The whole of the interior is mountainous, with streams often running through steep gorges, and roads on top of narrow ridges, or in steep defiles. Lemon and orange orchards are widespread. Towns are built on tops of ridges, have narrow winding streets and are dirty. Certain of the country roads are unlikely to be fit for use by M.T.

COASTAL BELT.

11. This stretches from FUSTIAN to MALICIOUS along the east, South and West coasts, varying in width from 5 - 15 miles, and contains one of the main road and railway systems; it is intensively cultivated, with vine and fruit orchards. The belt is at its widest at the western end of the Island, from BODCAT to AFFALINE. In the south-east corner, there are marshes. The most suitable areas for development of administrative installations appear to be:-

-3-

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- (1) An area south of LADROCK.
- (2) A small area north of RATIFLAN.
- (3) An area 20 miles by 10 miles near QUEEN BEZ.
- (4) An area within 5 miles distance of FLITTON to the south, east and west.
- (5) An area 20 miles by 4 miles south-west of CROWNEST.
- (6) A small area between the road and railway, 4 miles south-west of BODCAT.
- (7) A strip 8 miles inland from the Gulf of TEMPLAR.
- (8) Round MALICIOUS.

FUSTIAN PLAIN.

12. This is about 25 miles long from east to west, and 10-15 miles wide. It is intersected by many rivers and canals draining to the Gulf of FUSTIAN. This area is marshy and sandy close to the coast.

ROADS.

13. HORRIFIED is well supplied with roads, except in the centre and north-east. The best, or "State" roads, are well engineered, with a two-way asphalt, or tarmac surface. Second and third grade roads are usually metalled. The roads are very dusty in summer, and movement off them is rarely possible except in a few places in the coastal belt. The soil is clayey, and in the rainy season forms a sticky mud. Roads through the towns and villages are usually very narrow, with sharp corners, and form defiles for traffic. The main "State" road runs round the coast between FUSTIAN - FEDERAL - CROWNEST - MALICIOUS. Other main roads are:-

FLITTON - MALICIOUS
FEDERAL - MALICIOUS
FUSTIAN - MALICIOUS

Roads connecting FEDERAL and FUSTIAN direct are very steep and in places only one-way. The FUSTIAN plain has only one road across it - the main road running south along the coast from FUSTIAN.

RAILWAYS.

14. The main lines are standard gauge steam operated. The most important routes are:-

FUSTIAN - FIBULA round south of HORRIFIED.
FUSTIAN - MALICIOUS.
FIBULA - MALICIOUS.

FUSTIAN PLAIN.

12. This is about 25 miles long from east to west, and 10-15 miles wide. It is intersected by many rivers and canals draining to the Gulf of FUSTIAN. This area is marshy and sandy close to the coast.

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FLITTON - MALICIOUS
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RAILWAYS.

14. The main lines are standard gauge steam operated. The most important routes are:-

FUSTIAN - FIBULA round south of HORRIFIED.
FUSTIAN - MALICIOUS.
FIBULA - MALICIOUS.
MALICIOUS - FLITTON.
MALICIOUS - CROWNEST.

There are many tunnels and steep grades. Locomotives are few, and will probably have been disabled, or even evacuated to the mainland by train ferry. All lines are easy to sabotage.

POLITICAL.

15. The population is concentrated in towns and large villages. Outside the towns, the people are poor and illiterate; the standard of living is very low.

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The inhabitants generally are not well disposed towards the national regime, but are temperamental and rather hot-headed. Dialects are spoken; outside the towns, the national language is not always understood. The chief local official is the Mayor, through whom all negotiations for use of public services should be made in the early stages.

PORTS.

16. South Eastern landings.	Maximum daily capacity 1st month.	Estimated date available.
LADJOPKE	1,000 tons/day	D+3
CLUTTON	500 "	D+2
FUSTIAN	1,800 "	D+6
	<u>3,300</u>	

This would give a maximum capacity for the first month of about 85,000 tons. It will therefore be essential to develop all three ports as quickly as possible to shorten the period during which maintenance is carried out over the beaches. Port repair facilities should be concentrated on LADJOPKE and FUSTIAN.

CLUTTON is entirely a lightware port and not easy to damage, but beach roadway and pier material will be required early to develop the port to capacity.

17. INVINCIBLE landings.

There are no ports in this area. Facilities exist at FUSTIAN, JEUCHO and APALIMA. The nearest small port is TAMBOURNE, about 15 miles west of the landings. With a maximum capacity of 200 tons per day.

Maintenance will, therefore, have to be by landing craft over beaches, for which large quantities of beach recovery material may be required. Piers may also have to be constructed to facilitate discharge of small quantities of L.O.S.

18. MALICIOUS landings.

	Maximum daily capacity 1st month.	Estimated date available.
BOBOAT	400 tons/day	Not completed in Phase II and III.
MALICIOUS	2,500 "	1944

This would give a maximum capacity of 29,000 tons/month through one port. All of this will be required, since MALICIOUS

LADDOKE	1,000 tons/day	D-3
GLUTTON	600 "	D-2
FUSTIAN	1,800 "	D-6
	<u>2,400</u>	

This would give a maximum capacity for the first month of about 85,000 tons. It will therefore be essential to develop all three ports as quickly as possible to shorten the period during which maintenance is carried out over the beaches. Port repair facilities should be concentrated on LADDOKE and FUSTIAN.

GLUTTON is entirely a light-type port and not easy to damage, but beach roadway and pier movement will be required early to develop the port to capacity.

17. INVINCIBLE Landings.

There are no ports in this area. Jetties exist at FUSTIAN, JELICHO and APTALIAN. The present small port is TAMBOURIN, about 15 miles west of the landings, with a maximum capacity of 200 tons per day.

Maintenance will, therefore, have to be by landing craft over beaches, for which large quantities of beach landing material may be required. Piers may also have to be constructed to facilitate discharge of small cargo and L.C.s.

18. MALICIOUS Landings.

	Estimated capacity of beach	Estimated tons available
BOBCAT	400 tons/day	Not available in Tables II and III.
MALICIOUS	2,500 "	140

This would give a maximum capacity of 2,900 tons/month through one port. All of which will be required, since MALICIOUS will also have to feed the INVINCIBLE landings as soon as through communications have been established.

There is only one entrance to TAMBOURIN harbor, and this could be blocked; heavy salvage work may have to be undertaken early.

LOCAL RESOURCES.

19. COAL.

All coal is imported. Amount of coal available here has been estimated to be 500,000 tons in the first month of operations.

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Railways	150,000 tons a year
Power stations	50,000 " "
Gas works	30,000 " "
Domestic fuel	130,000 " "
Sulphur works	10,000 " "
Bunkers	100,000 " "

The minimum figure to which the requirements after the assault can be reduced is being investigated.

20. OIL.

All oil is imported. Approximately 30,000 tons a year are required for essential civil needs. Half of this is normally handled at MALICIOUS, as other ports have only small installations.

21. FOOD.

FOREFIELD is generally self-sufficient. Fruit and wheat are grown for export.

22. COLD STORAGE.

It is understood that there are no large plants. Refrigeration plant must therefore be imported.

23. WATER.

Water is in short supply over the whole of FOREFIELD and is distributed largely by aqueducts. It is only sufficient for the local population by enforcing rationing. The water from rivers is not drinkable without purification. Existing water supply structures and plants are vulnerable to bombing or sabotage. It is not known how the present garrison obtain their water supply, but probably with the help of their own equipment.

OTHER INDUSTRIES.

24. Main exporting industries are:-

Quarries in all districts.
Asphalt in QUEEN IED area (100,000 tons/year).
Salt in DORCAT area.
Sulphur in FUSHEW (MALICIOUS) areas.

LABOUR.

25. Some local labour should be obtainable in the towns, but of

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are required for essential civil needs. Half of this is normally handled at MALICIOUS, as other ports have only small installations.

21. FOOD.

HOUGHTON is generally self-supporting. Fruit and wheat are grown for export.

22. COLD STORAGE.

It is understood that there are no large plants. Refrigeration plant must therefore be imported.

23. WATER.

Water is in short supply over the whole of HOUGHTON and is distributed largely by aqueducts. It is only sufficient for the local population by enforcing rationing. The water from rivers is not drinkable without purification. Existing water supply structures and plants are vulnerable to bombing or sabotage. It is not known how the present garrison obtain their water supply, but probably with the help of their own equipment.

OTHER INDUSTRIES.

24. Main exporting industries are:-

Quarries in all districts.
Asphalt in QUEEN HILL area (100,000 tons/year).
Salt in BOBCAT area.
Sulphur in FOSTER (MALICIOUS) areas.

LABOUR.

25. Some local labour should be obtainable in the towns, but of poor quality.

PACK ANIMALS.

26. 202,000 pack mules and horses and 159,000 donkeys are said to exist.

Effective saddlery is in all probability almost non-existent.

MEDICAL AND HYGIENE.

27. Water. Water is scanty and streams and wells are liable to be heavily contaminated because of intensive manuring and cultivation.

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No rain may be expected from May - October. For the initial stages, all water will need to be carried in either 2-gallon tins (British), or 5-gallon containers (U.S.).

The 2-gallon tins should be rendered rust-proof by spraying with ducon or lacquer.

All assault troops should be issued with Tablets, Individual Water Sterilising, in addition to the normal provision of bulk water sterilising apparatus.

In view of the difficulties of landing water through beaches, the scale in the early stages cannot be greater than one gallon per man per diem (except for medical units).

28. Prevalent diseases.

(a) Intestinal: Diarrhoea, typhoid, and para-typhoid are of primary importance.

All troops should be fully protected by T.A.D. inoculation. Diarrhoea and dysentery, due to water and food contamination can be minimised by good discipline and strict field hygiene.

(b) Insect-borne: may be expected, including malarin (E.T.) from April - autumn, and malaria (M.T.) April - November. Sand-fly fever, May - October. Leishmaniasis, summer.

Typhus is not expected, but precautions against lice should be taken.

It is essential that ALERIN (DECARTINE) is taken at the rate of one 0.1 gram tablet 6 days a week, commencing one week before landing.

Sand-flies are prevalent, particularly in walls and rubble.

Anti-lice 63 powder should be issued to all troops until bathing facilities are established.

(c) Veneral precautions will be required at a later date.

29. Sick rate.

Daily sick rate might be reduced to as low as 5 per cent if all precautions are very strictly observed.

provision of bulk water sterilising apparatus.

In view of the difficulties of landing water through beaches, the scale in the early stages cannot be greater than one gallon per man per diem (except for medical units).

28. Prevalent diseases.

(a) Intestinal:- Diarrhoea, typhoid, and para-typhoid are of primary importance.

All troops should be fully protected by I.A.B. inoculation. Diarrhoea and dysentery, due to water and food contamination can be minimised by good discipline and strict field hygiene.

(b) Insect-borne:- May be expected, including malaria (S.I.) from April - autumn, and malaria (M.T.) April - November. Sand-fly fever, May - October. Leishmaniasis, summer.

Typhus is not expected, but precautions against lice should be taken.

It is essential that ATHEMIN (MECARBIL) is taken at the rate of one 0.1 gram tablet 6 days a week, commencing one week before landing.

Sand-flies are prevalent, particularly in walls and rubble.

Anti-lice 63 powder should be issued to all troops until bathing facilities are established.

(c) Ventreal precautions will be required at a later date.

29. Sick rate.

Daily sick rate might be reduced to as low as 3 per 1,000, if all precautions are very strictly observed.

30. Special medical equipment.

The suggested scale of special equipment and chemicals has been issued to Task Force Commanders.

PART II.

Outline plan and administrative factors affecting each assault.

South-Eastern landings.

31. ACID.

ZAMBUCK landing.

One Infantry Division (two brigade front), one Army Tank Battalion, one Commando and one Para brigade land in this area. Their objective is the capture of GLUTTON and LADROCK, thence an advance to assist in the capture of MUSTIAN.

Assault

D Day.

This force will have to advance about 30 miles to GLUTTON fighting hard most of the way. Any further advance might be based on GLUTTON.

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32. BARK.

RATAPLAN landing.

One Infantry Brigade Group lands in area of RATAPLAN to capture airfield. This Brigade Group will probably be drawn from the FINANCE Garrison.

Assault

D Day.

This force will subsequently have a static role, with an advance limited to 10 miles.

33. CENT.

HOODWINK landing.

One Infantry Division, one Armoured Regiment and one Para Brigade, land on one brigade front in the area HOODWINK. Their objective is the capture of the airfield at QUEEN BEE and the high ground to the North.

Assault

D Day.

This is a containing force to protect the left flank of ACID assault. It will have to advance through hilly country for a distance of about 30 miles before it reaches QUEEN BEE. From there, the advance to the high ground is about 25 miles over similar country.

34. DIME.

FEDERAL landing.

One Infantry Division and one Armoured Regiment

9:3

D Day.

para brigade land in this area. Their objective is the capture of CLUTTON and LADDEROCK, thence an advance to assist in the capture of FUSTIAN.

This force will have to advance about 30 miles to CLUTTON fighting hard most of the way. Any further advance might be based on CLUTTON.

32. BARK.

RATAPLAN landing.

Assault

One Infantry Brigade Group lands in area of RATAPLAN to capture airfield. This Brigade Group will probably be drawn from the FINANCE Garrison.

D Day.

This force will subsequently have a static role, with an advance limited to 10 miles.

33. CENT.

HOODWINK landing.

Assault

One Infantry Division, one Armoured Regiment and one Para Brigade, land on one brigade front in the area HOODWINK. Their objective is the capture of the airfield at QUEEN HEE and the high ground to the North.

D Day.

This is a containing force to protect the left flank of ACID assault. It will have to advance through hilly country for a distance of about 30 miles before it reaches QUEEN HEE. From there, the advance to the high ground is about 25 miles over similar country.

34. DIME.

FEDERAL landing.

Assault

One Infantry Division and one Armoured Regiment land on a one brigade front, with objectives the airfield at HOMESUN, and protection to the flank of the operations in the south-eastern bridgehead.

D Day.

This force will probably have to deploy well into the mountainous region to the north of FEDERAL, and may have to advance west to encounter an enemy thrust from that direction.

35. KILT.

FUSTIAN.

Assault

One Infantry Division, reinforced by one Infantry Brigade Group and by two Companies land in the area of FUSTIAN. Their objective is the capture of

D+3

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FUSTIAN and the airfields in that area.

Initial fighting will be in the plain, and is unlikely to be more than 25 to 30 miles from the city.

36. Factors affecting South-Eastern landings.

(a) Maintenance requirements:

The total forces landing in this area during Phases II and III are approximately the equivalent in numbers to five and a half divisions, (including parachute troops but excluding air forces).

Estimated daily tonnage (including small build-up) = 2,200 tons
Add Air Force tonnages 750 tons
Total 2,950 tons
or 90,000 tons/month.

It will be seen from para 16 that the maximum capacity of the ports in this area is likely to be 85,000 tons for the first month. The balance will have to be carried over beaches.

(b) Distances.

The maximum distances at which forces may have to be supplied are:-

Force	Area of operations	Source of supply	Distance (miles)
ACID Assault	GLUTTON	ZAMBUK beaches	25 - 30
DARK Assault	RATAPLAN	RATAPLAN beaches	5 - 10
CENT Assault		LADROKE	30 - 35
DIE Assault	IKASTUN and area west of FEDERAL	LADROKE	80 - 90
KILT Assault	FUSTIAN Plain	GLUTTON	20 - 30

The subsequent advance of assaults ACID, DARK and CENT bring them closer to the main ports from which they can draw supplies in formation transport.

Assault DIE will require L of C transport for its maintenance since at light scales formation transport will be inadequate.

KILT Assault can be self-supporting in transport.

(c) Base development.

GLUTTON and LADROKE, and later FUSTIAN, must be developed as bases for the maintenance of the South-Eastern landings.

Add Air Force tonnage 750 tons
 Total 2,950 tons
 or 30,000 tons/month.

It will be seen from para 16 that the maximum capacity of the ports in this area is likely to be 85,000 tons for the first month. The balance will have to be carried over beaches.

(b) Distances.

The maximum distances at which forces may have to be supplied are:-

Force	Area of operations	Source of supply	Distance (miles)
ACID Assault	GLUTTON	ZAMBURK beaches	25 - 30
DAK Assault	RATAPLAN	RATAPLAN beaches	5 - 10
CENT Assault		LADROCKE	30 - 35
DIE Assault	HOMESTUN and area west of FEDERAL	LADROCKE	80 - 90
KILT Assault	FUSTIAN Plain	GLUTTON	20 - 30

The subsequent advance of Assaults ACID, DAK and CENT bring them closer to the main ports from which they can draw supplies in formation transport.

Assault DIE will require L of C transport for its maintenance since at light scales formation transport will be inadequate.

KILT Assault can be self-supporting in transport.

(c) Base development.

GLUTTON and LADROCKE, and later FUSTIAN, must be developed as bases for the maintenance of the South-Eastern landings.

(a) PETROL.

LADROCKE - Storage nil.

GLUTTON - About 60,000 tons storage for black products.
About 13,000 tons storage for white products, apparently above ground.

The storage for white oils is probably protected with concrete walls, and it is likely that at least some of it will be usable. The provision of bulk petrol companies, and a small can filling plant may be desirable.

FUSTIAN - Some tankage exists, but details of capacity and types are unknown. Assuming that it is probably storage for aviation petrol, the provision of bulk petrol companies and can filling plant may be desirable.

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(Equals American SECRET)

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(e) ROADS.

The most important roads in the area, all of which are first class State roads, are:-

- (i) LADDERONE - QUEEN BEE - FEDERAL
- (ii) LADDERONE - GLETON - JUSTIN.
- (iii) LADDERONE - to the West.

Route (i) is a well engineered road, and in good repair.

Two-way throughout, it crosses several major rivers. Maximum gradient is 1/14, and there are a number of hairpin bends on either side of QUEEN BEE. The whole route is exposed to view from hill tops. There are five towns on the road, all of which will need traffic control.

Route (ii) is also two-way throughout. It crosses one major river, and many drainage canals. The four main bridges are:-

- 18 miles from LADDERONE.
- 19 miles from LADDERONE.
- 31 miles from LADDERONE.
- 59 miles from LADDERONE.

This has 3 spans, total length of at least 240 ft.

Route (iii) is very exposed and has steep gradients. There are no important towns along this road.

(f) RAILWAYS.

The main line runs close inshore at GLETON, and follows the coast to ZACHUCK, then cuts across to HODWIN.

From HODWIN westwards it is very tortuous, and constantly in tunnels. The line is single track throughout, and the section FEDERAL - QUEEN BEE has light section rails.

At LADDERONE part the rail layout is small, but could be developed.

Rail layout at JUSTIN includes a locomotive shed and yard south of the town. Rail exit through the town passes under a very large number of bridges, and is single track.

(g) WATER.

(a) JUSTIN: The town is supplied by two aqueducts each 15

Two-way throughout, it crosses several major rivers. The gradient is 1/14, and there are a number of hairpin berds on either side of QUEEN LEE. The whole route is exposed to view from hill tops. There are five towns on the road, all of which will need traffic control.

Route (ii) is also two-way throughout. It crosses one major river, and many drainage canals. The four main bridges are:-

- 18 miles from LADDERONE.
- 19 miles from LADDERONE.
- 31 miles from LADDERONE.
- 39 miles from LADDERONE.

This has 3 spans, total length of at least 240 ft.

Route (iii) is very exposed and has steep gradients. There are no important towns along this road.

(f) RAILWAYS.

The main line runs close inshore at CLUTTON, and follows the coast to ZAMBURU, then cuts across to HOODWINK.

From HOODWINK westwards it is very tortuous, and constantly in tunnels. The line is single track throughout, and the section FEDERAL - QUEEN LEE has light section rails.

At LADDERONE port the rail layout is small, but could be developed.

Rail layout at FUSTIAN includes a locomotive shed and yard south of the town. Rail exit through the town passes under a very large number of bridges, and is single track.

(g) WATER.

- (i) FUSTIAN: The town is supplied by two aqueducts each 15 to 20 miles in length, but the quality of the water is unreliable; there is also a good drinking water reservoir near the town. Information as to the quantity of water is lacking. Well boring sections will probably be necessary, particularly as the aqueducts are liable to sabotage.

- (ii) CLUTTON: Well boring sections will probably be necessary.

- (iii) FUSTIAN: The supply of drinking water from the western slopes of the mountain to the north is adequate for the inhabitants, and is drinkable all the year round.

- (iv) Water supplies in other areas: On the south-east coast there are strong springs extending as far inland as QUEEN LEE. RAILWAY and FEDERAL both have aqueducts, but the amount of water available is unknown. In this area, there is probably sufficient water both for the local needs of the civilian population, and to supply some of the army's requirements. Water supply units can

TOP SECRET
(Equals American SECRET)

37. INVINCIBLE landings.

ENSA
Assault
D Day.
One Infantry Division, one Armoured Combat Command and one Para Brigade land on a two brigade front.
Their objectives are the port of TAMBOURNE and the airfield at FLITTON.

This force, after achieving its objectives, will probably have to fight westwards to contain the forces in the area of CROWSHES and DOUGAT. Its maximum advance will probably be about 25 - 30 miles, over open country.

38. Factors affecting INVINCIBLE landings.

(a) Maintenance requirements.

Estimated daily tonnage required (including build-up)	= 500 tons/day
Add Air Force tonnage	= 250 " "
Total	<u>750</u> " "
or	22,500 tons/month.

(b) PORTS.

There are no ports in this area. Jetties exist at INVINCIBLE, JERICHO and ATALLING. The nearest small port is TAMBOURNE, about 15 miles west of the landings, with a capacity of approximately 200 tons per day. Maintenance will, therefore, have to be by landing craft over beaches. Large quantities of beach runway material may be required. Piers may also have to be constructed to facilitate the discharge of small stores or L.C.T.

(c) DISTANCE.

The maximum advance contemplated is 25 to 30 miles. FLITTON airfield is 10 miles from the coast.

(d) PETROL.

Information is very meagre, but underground storage accommodation is reported south-south-east of the airfield.

(e) ROADS.

There is a first class State road running from INVINCIBLE to FLITTON where it forks to the south-west and to the north. The road crosses four small bridges over streams with steep banks. Secondary roads, metalled but one-way, connect ATALLING and JERICHO with the State road, and tracks lead through the vineyards.

Temporary roads may have to be constructed from beaches to dumps, and small amounts of heavy bridging may be required.

Estimated daily tonnage required (including build-up) = 500 tons/day
 Add Air Force tonnage = 250 " "
 Total = 750 " "
 or 22,500 tons/month.

(b) PORTS.

There are no ports in this area. Jetties exist at INVINCIBLE, JERICHO and ARAUQUA. The nearest small port is TAILOUPINE, about 15 miles west of the landings, with a capacity of approximately 200 tons per day. Maintenance will, therefore, have to be by landing craft over beaches. Large quantities of beach roadway material may be required. Piers may also have to be constructed to facilitate the discharge of small coasters or L.G.F.

(c) DISTANCE.

The maximum advance contemplated is 25 to 30 miles. FLITTON airfield is 10 miles from the coast.

(d) PETROL.

Information is very meagre, but underground storage accommodation is reported south-south-east of the airfield.

(e) ROADS.

There is a first class State road running from INVINCIBLE to FLITTON where it forks to the south-west and to the north. The road crosses four small bridges over streams with steep banks. Secondary roads, metalled but one-way, connect ARAUQUA and JERICHO with the State road, and tracks lead through the vineyards.

Temporary roads may have to be constructed from beaches to dumps, and small amounts of heavy bridging may be required..

(f) RAILWAYS.

FLITTON is served with two railways; standard gauge linking the west coast with MALICIOUS, and narrow gauge from INVINCIBLE, which runs within two miles of the beaches.

(g) WATER.

There is little information about water supplies. Aqueducts are known to exist, but it is probable that existing supplies are insufficient even for local needs.

MALICIOUS Landings.

39. WETTER Landing.

FISH Two Regimental Combat Teams, one Armoured Combat Command and one Ranger Battalion land in this area.
Assault
D-42 Their object is to sever road and rail communication between the west of HARRIS and MALICIOUS; also to link up with the force landed at INVINCE.

This force has a dual role; partly static in an area probably 10 miles from the coast, and partly operating up to 30 miles away over a road which is mountainous in places.

40. CARIBOU Landing.

GR03 Two Regimental Combat teams land and capture MALICIOUS.

Assault The maximum advance of this force will probably be about 30 miles over mountainous country.

41. CALORE Landing.

HOOK Two Regimental Combat Teams and one Ranger Battalion land at CARIBOU and co-operate in the assault on MALICIOUS.

Assault

D-42 The task is unlikely to entail an advance of more than 15 miles. The line of advance may be either along the coast road, which is flat, or across a mountain pass.

42. Factors affecting MALICIOUS Landings.

(a) Maintenance requirements.

Total forces landing in the MALICIOUS area during phases II and III slightly exceed the equivalent of two divisions excluding Air Forces.

Estimated daily tonnage required (including small build-up)	= 1,000 tons/day.
Add Air Force tonnage	200 " "
Total	1,200 " "
or	30,000 tons/month.

(b) DISTANCES.

The division landing at WETTER will have to advance 40 - 50 miles to positions about 70 miles from MALICIOUS. 1 of 6 transport will be required for this division until its assault scales can be made up to Full Scale.

40. CARIBOU Landing.

GA03 Two Regimental Combat teams land and capture MALICIOUS.

Assault The maximum advance of this force will probably be about 30 miles
D-2 over mountainous country.

41. GALORE Landing.

HOOK Two Regimental Combat Teams and one Ranger Battalion land at
CARIBOU and co-operate in the assault on MALICIOUS.

Assault

D-2 The task is unlikely to entail an advance of more than 15
miles. The line of advance may be either along the coast road,
which is flat, or across a mountain pass.

42. Factors affecting MALICIOUS Landings.(a) Maintenance requirements.

Total Forces landing in the MALICIOUS area during phases II and
III slightly exceed the equivalent of two divisions excluding
Air Forces.

Estimated daily tonnage required (including small build-up)	= 1,000 tons/day.
ATA Air Force tonnage	200 " "
	1,200 " "
Total	36,000 tons/month.
or	

(b) DISTANCES.

The division landing at TEMPLEAR will have to advance 40 - 50
miles to positions about 70 miles from MALICIOUS. 1 of C transport
will be required for this division until its assault scales can be
made up to Full Scale.

(c) Base Development.

The country between CARIBOU and MALICIOUS is very steep, except
close to the coast. South of TEMPLEAR Bay there is more open
rolling country, and MALICIOUS itself is in a small plain,
(approximately 6 miles by 4 miles).

Base installations that could not be set up in this plain could
be established in TEMPLEAR area. Extra M.F. may be required for
this.

(a) PETROL.

There is a large amount of black oil storage. Of this, 120,000 tons are protected, half underground, storage. 60,000 tons of the storage was still under construction in the autumn of 1941, but is probably completed by now. The tanks lie 1,200 yards to the north of the town, and are defiladed from the east. The only information about clean storage is of six small underground tanks, of capacities varying from 100 to 300 gallons.

The information about clean storage sounds most improbable for a town of this size. There is no storage at CROWNREST and no appreciable clean storage at BOLDEN, so the five aerodromes in the west of HONOLULU are almost certainly supplied from MALICIOUS. It is a safe deduction that clean storage does exist and therefore bulk petrol wrights should be included in the build up of this area.

(c) ROADS.

The best road in the area is the coast road MALICIOUS - GILLES which is a first class State road. There are two one-way mountain roads between MALICIOUS and the Gulf of TAPAH, and one good road runs south from TEMER.

Traffic circuits may have to be organised over the mountain roads into MALICIOUS.

(f) RAILWAYS.

The principal railways in the area are single line standard gauge, steam operated. Main routes are:-

GENERAL	-	MALICIOUS
MALICIOUS	-	BODCAT
MALICIOUS	-	ELITON

There are locomotive sheds and workshops at MALICIOUS.

Tunnels and small bridges are frequent on all routes, and these railways could easily be put out of action for some length of time.

(c) MEDICAL and HYGIENE.

The north coast of MALICIOUS is relatively free from malaria, but amoebic dysentery is very common in MALICIOUS town. In that town there are two large modern hospitals.

(h) WATER

MALICIOUS. It is a safe deduction that clean storage does exist and therefore bulk petrol units should be included in the build up of this area.

(e) ROADS.

The best road in the area is the coast road BLACKBUCK - MALICIOUS - GALORE which is a first class State road. There are two one-way mountain roads between MALICIOUS and the Gulf of TELLAR, and one good road runs south from TELLAR.

Traffic circuits may have to be organized over the mountain roads into MALICIOUS.

(f) RAILWAYS.

The principal railways in the area are single line standard gauge, steam operated.

Main routes are:-

GUMMETAL	-	MALICIOUS
MALICIOUS	-	DOCAT
MALICIOUS	-	TELITAN

There are locomotive sheds and workshops at MALICIOUS.

Tunnels and small bridges are frequent on all routes, and these railways could easily be put out of action for some length of time.

(g) MEDICAL AND HYGIENE.

The north coast of MALICIOUS is relatively free from malaria, but exoebic dysentery is very common in MALICIOUS town. In that town there are two large modern hospitals.

(h) WATER

The town is served by a river which yields 13 million gallons a day. The water is drinkable without treatment in the winter, but must be boiled in summer. The supply is barely sufficient even for the civilian population and it is usually cut off from 3 to 6 hours a day in summer.

The assaults must therefore be self contained for their requirements of fresh water.

PART III - RECOMMENDATIONS

43 Maintenance of the three areas of landing (i.e. southeastern, INHILAH and MALICIOUS)

Until Phase IV has been completed, it is not safe to rely on direct communication between any two areas. The maintenance of each area must therefore be considered separately.

44 Development of administrative installations

Areas near FORTIAN and northwest of GUYTON appear suitable for development of administrative installations. Covered accommodation for stores and vehicles is scanty, but much low cover exists for dumps. Movement of vehicles off roads is often impossible.

45 Development of ports

Some 60% of the maintenance stores are scheduled to pass through FORTIAN and MALICIOUS. The efficient working of these ports is, therefore, an essential part of the plan. To ease the maintenance position, every effort must be made as early as possible to work the small ports of FORTIAN, JORROCKO, CHOWCHIST and KOLMUT to capacity, by the use of coasters or landing craft.

46 Clothing

Tropical kit will be required. Arrangements to enable men's arms and crosses to be protected against malaria-carrying mosquitoes at night will be essential. If buttons cannot be made available to enable turn-of-arms tropical shorts by night, the wearing of long trousers for assault troops should be considered.

Sun helmets will NOT be required, but precautions are necessary against dust and glare.

47 Malaria

The greatest care, fore-thought and considerable preliminary training will be necessary to avoid considerable casualties from malaria. Special anti-malaria equipment must be landed early.

48 Coal and oil

Coal and oil must be supplied for essential civil requirements.

9.2

- low cover exists for dumps. Movement of vehicles off roads is often impossible.
- 45 Development of ports
- Some 50% of the maintenance stores are scheduled to pass through FUSTIN and MILLIONS. The efficient working of these ports is, therefore, an essential part of the plan. To ease the maintenance position, every effort must be made as early as possible to work the small ports of PILLUA, JOHLOCK, CNO SHIST and LOGCAT to capacity, by the use of coasters or landing craft.
- 46 Clothing
- Tropical kit will be required. Arrangements to enable men's arms and knees to be protected against malaria-carrying mosquitoes at night will be essential. If puttees cannot be made available to covering twisted-down tropical shorts by night, the wearing of long trousers for assault troops should be considered.
- Sur helmets will NOT be required, but precautions are necessary against dust and glare.
- 47 Malaria.
- The greatest care, fore-thought and considerable preliminary training will be necessary to avoid considerable casualties from malaria. Special anti-malaria equipment must be landed early.
- 48 Coal and oil.
- Coal and oil must be supplied for essential civil requirements.
- 49 Road Making Material.
- Road making material is plentiful locally.
- 50 Water.
- Water is in short supply over the whole island. Arrangements for the supply of drinking water must be in accordance with anti-malarial measures.
- A generous allotment of water engineering units, and of water development and engineering equipment is an essential. All personnel must observe the most strict water discipline. Adequate water supplies will be required to accompany assault and follow-up convoys.
- M.V. may require water contamination gear.

14.
MOST SECRET
(Equal's American SECRET)

51 Transport.

- (a) With the exception of the forces advancing towards GUNTERLIL, and those operating between MEDICAL and BIVILLI, the distance of troops from their bases is unlikely to exceed some 90 miles, and in many instances, it will be very much less. When completed to full scale, therefore, the organic transport of U.S. formations and first and second line of British formations should suffice. Additional transport will be required, however, in the base areas.

- (b) In view of the nature of the country roads, and the hilliness of the country in the centre and north-east, the employment of local pack animals may be necessary in certain instances. Consideration should therefore be given to the inclusion in Task Forces of cadres for the formation of pack transport companies on arrival, and of supplies of pack animals. It is understood that the local pack horses and donkeys are of a small variety.

52 Traffic Control.

Strong traffic control detachments will be required, particularly in the towns.

PART IV - PLAN.

See First Outline Maintenance Project (Administrative Planning Instruction No. 2), which is attached.

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