Declassified E.O. 12356 Section 3.3/NND No. 785021

MEDBO Reports- meetings

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/1175
May 44
Oct 44

- meetings

0700

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SECRET

AGENDA.

EIGHTYTHIRD MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 17TH OCTOBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 82 DATED 10TH OCTOBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 31 dated 11th October, 1944.

See 25-33.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 47 dated 13th October, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Reports Nos. 28 and 29 of 9th and 13th October, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 15th October, 1944.

6. HOMEWARD LOADING PROGRAMME.

Report for August and September, 1944, showing disposal of British Controlled tonnage after release.

7. HARBOUR FACILITIES & SMALL CRAFT.

No. 27. Nothing to report.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 14th October, 1944.

9. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 8 dated 9th October, 1944.

10. MIXED TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 3 dated 14th October, 1944.

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EIGHTYTHIRD MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 17TH OCTOBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 82 DATED 10TH OCTOBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 31 dated 11th October, 1944.

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Summary of Tanker tonnage position in Western Mediterranean theatre as on 14th October, 1944.

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Minutes of Meeting No. 8 dated 9th October, 1944.

10. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 3 dated 14th October, 1944.

~~11. PORT STATE.~~

~~"North African & S. French Port State" and "Italian & Sicilian Port State" for the 11th October, 1944 on which N.S.H.D. 6113-682 are to be despatched.~~

12. OTHER MATTERS.

(Walter E. Toresday).
Secretary, MEDBO.

See 25-33.

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ALLIED FORCE HEADQUARTERS

Subject:- Mediterranean Shipping Board
Coal Reception Committee.

G-4(MOV & TN) 5/379-GEM

12 Oct 44.

Minutes of Coal Meeting No.51
held at 1015 hrs 11 Oct 44 in
G-4(Mov & Tn) Conference Room

Tel: FREEDOM 832.

In the Chair	:	Lt. Col. M.J. SIEFF	G-4(MOV & TN)
Present	:	Lieut. A. FRODSHAM R.N.	A/F.E.O.
		Major V. KING.	G-4(MOV & TN)
		Major J. RIDDELL	QM Coal Sec.
		Lt. Col. K. ANDERSON	MWT Rep.
		Mr. R. NICHOL.	WSA Rep.
		Mr. J.J. LYNCH	WSA Rep.
		J. Comd. L.E.C. MORRIS.	Secretary.

242. RN and MWT Coal Berth (See Minute 235).

RN and MWT Coal Berths are now working

243. COAL BERTH - CIVITAVECCHIA (See Minute 236)

P.B.S. had stated that this berth would be able to receive colliers by the 1st week in Dec. It was agreed that a signal should be sent to P.B.S. asking the draft of this berth.

ACTION : G-4(MOV & TN)

244. COAL BERTH - LEGHORN (See Minute 240)

Information would be obtained from P.B.S. on which berth would be allocated for colliers at LEGHORN, whether it was rail served and its draft.

ACTION : G-4(MOV & TN)

245. GAETA to FIUMICINO for ACC A/C

A request had been received to move 15,000 tons of coal from GAETA to FIUMICINO. It was agreed that QM should take a test of this coal and report the results to the Committee. Owing to the restricted draft at GAETA it would be necessary to move this coal by schooner. QM would consider the reduction of imported coal when tests had been made and a movement programme arranged.

ACTION : QM

246. COLLIERS DUE

3274

(a) The att statements of Oct., Nov arrivals were examined by the Committee. Alterations and additions had been incorporated.

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Present	:	Lieut. A. FRODSHAM R.N.	A/T.E.O.
		Major V. KING.	G-4(MOV & TN)
		Major J. RIDDELL	C! Coal Sec.
		Lt. Col. K. ANDERSON	MWT Rep.
		Mr. R. NICHOL.	WSA Rep.
		Mr. J.J. LYNCH	WSA Rep.
		J. Comd. L.E.C. MORRIS.	Secretary.

242. RN and MWT Coal Berth (See Minute 235).

RN and MWT Coal Berths are now working

243. COAL BERTH - CIVITAVECCHIA (See Minute 236)

P.B.S. had stated that this berth would be able to receive colliers by the 1st week in Dec. It was agreed that a signal should be sent to P.B.S. asking the draft of this berth.

ACTION : G-4(MOV & TN)

244. COAL BERTH - LEGHORN (See Minute 240)

Information would be obtained from P.B.S. on which berth would be allocated for colliers at LEGHORN, whether it was rail served and its draft.

ACTION : G-4(MOV & TN)

245. GAETA to FIUMICINO for ACC A/C

A request had been received to move 15,000 tons of coal from GAETA to FIUMICINO. It was agreed that QM should make a test of this coal and report the results to the Committee. Owing to the restricted draft at GAETA it would be necessary to move this coal by schooner. QM would consider the reduction of imported coal when tests had been made and a movement programme arranged.

ACTION : QM

246. COLLIERS DUE

3274

(a) The att statements of Oct., Nov arrivals were examined by the Committee. Alterations and additions had been incorporated.

(b) QM rep undertook to nominate ports of discharge for colliers in UGS 56 upon receipt of breakdown of cargo for U.S.A.

ACTION : QM

247. SARDINIAN COAL PROGRAMME

MWT Rep stated that the OMEGA would replace the "VAN OSTADE", which would not be available till early Nov. An agreed signal to this effect would be sent to A.G.C. SARDINIA. The "VAN OSTADE" would now load first week in Nov.

ACTION : G-4(MOV & TN)

/Contd... sheet 2....

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248. Dec Requirements - NORTH of PISA - RIMINI Line.

QM had informed G-4 of the amount of coal requisitioned for the area North of the PISA - RIMINI line, which would not be required, should that area not be liberated in Dec. G-4 decision was awaited before action was taken to cancel the sailings of these ships.

ACTION : QM

249. Diversion of Colliers to MIDEAST

Mr. Nichol quoted a WASHINGTON signal on the subject of the diversion of the collier R.F. PECKHAM, which urged that diversions should only be effected in compelling urgency. The Committee agreed that the diversion had been made at a time when the "bunching" of colliers would have caused serious delay to ships' had this course not been taken. Mr. Nichol would reply that diversion had been made in these circumstances, against later replacement and that, should such necessity for diversion arise in future, a prompt agreed signal would be sent to WASHINGTON and LONDON in order that financial and commercial adjustments might be made.

ACTION : WSA

250. LESLIE M. SHAW, berth at ALGIERS.

G-4(MOV & TN) would investigate a report received from ALGIERS that no berth would be available for this vessel until 20 Oct.

ACTION : G-4(MOV & TN)

M.J. SIEFF, Lt. Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

LEC/M/DWC.

Distribution: As for MEDSO Minutes PLUS :

D of Stores, Admiralty, LONDON.
Under Secretary of State for War, War Office
(Attention D.F. Mov Q(M) 9)
Mov., H.Q., A.A.I. (6).
G.H.Q., M.E.F.
C.O.T. (4).
N.A. District (NAMOV 2) (2)
All present.

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MEDITERRANEAN SHIPPING BOARD
COAL ALLOCATION COMMITTEE

COLLIERS DUE NORTH AFRICA : POSITION AS AT 11 OCT

NAME	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	ACCOUNT	TONNAGE	LIGHTERS	OLEAN	BE
FORT HUDSON HOPE	27'0"	USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army	9010	9010		
JOHN W. GRIFFITHS	27'7"	"	" "	30 Sep	Run of Mine	"	8500			
FORT PITT	28'	"	" "	1 Oct	Low Vol Run of Mine	"	(7943 (1680 Lbs			
BRIDGEST		S.AFRICA	UGS 53	2 Oct		"	7505	7505		
FORT DE LESEROP	26'5"	INDIA	MKS 63	6 "	2102 High Vol 5974 Low Vol	"	8500		8500	
FORT PITT		GIBRALTA		18 "			8000			
RICHARD ALVEY	22'	NAPLES	INDEP ARDENTLY	5 "	3300	"	3300			
FREDERICK L. DAU	27'6"	S.AFRICA	GUS 54	8 "			8500			
NEALE M. SHAW	26'2"	USA	UGS 55	9 Oct	High Vol	"	8525	8525		
JOHN C. SPENCER	28'6"	S.AFRICA	GUS 54	11 "	8682	"	8682		8682	
SAMSCOLA	27'6"	S.AFRICA	UKS 64	14 "		"	9127			
SAMEDEN	29'4"	USA	UGS 55B	13 "	Low Vol	"	8307		8307	
FORT HEMDLEY	26'0"	USA	UGS 55B	14 "	Low Vol	"	8147	8147		

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COLLIERS DUE NORTH AFRICA : POSITION AS AT 11 OCT

SECRET APPENDIX "A"

FROM	CONVOY	DUE DESTN	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	BIZERTA	LA GOULETTE TUNIS	BONE	PHILIPPEVILLE
USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army	9010	9010					
"	" "	30 Sep	Run of Mine	"	8500					8500	
"	" "	1 Oct	Low Vol Run of mine	"	(7943 (1680 Lbs			3943			
S.AFRICA	GUS 53	2 Oct		"	7505	7505					
INDIA	MKS 63	6 "	2102 High Vol 5974 Low Vol	"	8500		8500				
BIZERTA		18 "			4000				4000		
NAPLES	UNDEP ANDERTAX	5 "	3300	"	3300						3300
CANADA	GUS 54	8 "			8500			8500			
USA	UGS 55	9 Oct	High Vol	"	8525	8525					
S.AFRICA	GUS 54	11 "	8682	"	8682		8682				
S.AFRICA	UKS 64	14 "		"	9127					9127	
USA	UGS 55B	13 "	Low Vol	"	8307		8307				
USA	UGS 55B	14 "	Low Vol	"	8147	8147					

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COLLIERS DUE ITALY & SICILY : POSITION AS AT 1[illegible] OCT

NAME	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	M/C	TONNAGE	ANCONA	BARI	NAPLES	BRINDISI	RE DE
FORT FINE (2 Tugs)		USA	KGS 53	24 Sep			8500				8500	
JOHN M HARLAND		S.AFRICA	KGS 53	25 Sep			[illegible]		1762			
CAPE [illegible]		USA	KGS 53	25 Sep			8[illegible]			2009		
[illegible]	[illegible]	[illegible]	[illegible]	3 Oct			[illegible]					
[illegible]	[illegible]			4 Oct			[illegible]					
HUGH DE HAAS	23'4"	"	KGS 54	4 "	[illegible]		[illegible]			8100		
FORT CAMPBELL (2 Tugs)	26'6"	"	KGS 54	4 "			[illegible]				8509	
CAPE BOJADOR	22'	U.S.A.	-	5 "		"	6000					
BENJAMIN CHEW	26'6"	S.AFRICA	KGS 54	6 "	[illegible]	"	8500		[illegible]			
SAMBALLE	27'0"	PALERMO	-	8 "		"	7000					
JOHN M HARLAND		S.AFRICA		10 "		"	5500	5500				
EMPIRE NERISSA	25'9"	U.S.A.	KGS 55	12 "		MT	8500			AUGUST	FOR ORDERS	
BEN HILLADAY	27'5"	"	"	14 Oct		Army	8121			8121		
RAYMOND T. BAKER	26'2"	"	"	15 Oct	High Vol	"	8565		8565			
CHARLES T. FOLGER	26'8"	"	"	16 Oct	"	"	8519					
[illegible]	[illegible]	[illegible]	KGS 55B	[illegible] Oct		"	[illegible]					
CASSIUS HUDSON	27'6"	USA	KGS 55B	19 Oct	High Vol	"	8450			8450		

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COLLIERS DUE ITALY & SICILY : POSITION AS AT 12 OCT

APPENDIX "F"

FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	TARANTO	MAIN DIST	MESSINA	REGGIO	CATANIA	CAGLIARI
USA	UGS 53	24 Sep			8500				8500					
S.AFRICA	UGS 53	25 Sep			7262		1762							
USA	UGS 55	25 Sep			8500			2000						
[illegible]	[illegible]	3 Oct			[illegible]						2[illegible]			
	[illegible]	4 Oct			6500					[illegible]				
"	UGS 56	4 "	R of Vol H "		8[illegible]			6920						
"	UGS 54	4 "			8240				8500					
U.K. LEO	-	5 "		"	6000							6000		
S.AFRICA	UGS 54	6 "	R of Vol	"	8500		[illegible]							
PALERMO	-	8 "		"	7000								7000	
S.AFRICA		10 "		"	5500	5500								
U.S.A.	UGS 55	12 "		AWT	8500			AUGUSTA FOR ORDERS						
"	"	14 Oct		Army	8121			8121						
"	"	15 Oct	High Vol	"	8565		8565							
"	"	16 Oct	"	"	8519									8519
USA	UGS 55B	18 Oct		"	8500								8500	
USA	UGS 55B	19 Oct	High Vol	"	8450			8450						

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MEDITERRANEAN SHIPPING BOARD
COAL ALLOCATION COMMITTEE

SARDINIAN COAL PROGRAMME -- SEP : POSITION AS AT 11 OCT 44

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NAME	TYPE OF COAL	ETA SAN ANTIOCO	TONNAGE	DESTINATION
HAIRES	S. WALES	2nd week Sep	4400	WEST SICILY
DAGO II	"	" " "	2600	EAST ITALY
EMPIRE MELODY	"	3rd week "	2600	WEST ITALY
EMPIRE CARRON	"	" " "	2600	EAST ITALY
HERA	"	4th " "	4000	WEST ITALY
[illegible]	"	" " "	[illegible]	EAST SICILY
[illegible]	"	3rd " "	[illegible]	WEST ITALY
[illegible]	"	" " "	[illegible]	WEST SICILY
[illegible]	"	4th " "	1900	EAST ITALY
PELAGOSA	"			

NAVAL CONVOYS : POSITION AS AT 11 OCT 44

NAME	CONVOY	CARGO	LOADING PORT	DESTINATION
TIGRIS) Cardi) RENOWN ARGYLL CORCHESTER	Under operational orders Discharging TRIPLEX then held under orders Operational			
SOUTHGATE	KMS 59	7645 NC	U.K.	NAPLES
EMPIRE ZEPHYR	KMS 61	7944 Welsh	U.K.	MALTA
FT OSPAR	KMS 62	9700 Welsh	U.K.	NAPLES for O/R
SHAD ASHTEN	KMS 62	5000 NC	U.K.	TARANTO
HIGHLAND HOPE	KMS 62	7000 NC	U.K.	TARANTO for orders
				NOTALI
K. EMPERORS	KMS 63	5099 Welsh	U.K.	TARANTO
FORBAS	KMS 63	3270 Welsh	U.K.	BRINDISI
CELIA	KMS 64	1500 Welsh	U.K.	TARANTO
SCHIAFFINO	KMS 64	4554 N.C.	U.K.	GIBRALTAR
EMPIRE PAL	KMS 64	6474 N.C.	U.K.	S.F. PORTS
JOHSAVEI	KMS 64	4664 N.C.	U.K.	AUGUSTA
EMPIRE GARETH	KMS 65	5700 Welsh	U.K.	
SEAL	KMS 65	3300 Welsh		
EMPIRE TRADER	KMS 65	3650 N.C.		

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CARD

SARDINIAN COAL PROGRAMME -- MED : POSITION AS AT 11 OCT 44

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APPENDIX 'C'

PORT OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
CAGLIARI	2nd week Sep	4400	WEST SICILY	CATANIA
"	" " "	2800	EAST ITALY	PALERMO
"	3rd week "	3600	WEST ITALY	PALERMO
"	" " "	2600	EAST ITALY	PALERMO
"	4th " "	1000	WEST ITALY	BARI/ORI
"	" " "	4000	EAST SICILY	CATANIA
"	2nd " "	2600	EAST ITALY	BARI/ORI
"	" " "	2600	WEST SICILY	PALERMO
"	1st " "	500	EAST ITALY	BARI

APPENDIX 'D'

NAVAL ORDERS : POSITION AS AT 11 OCT 44

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
Under operational orders with clearing number when held under orders operational				
KMS 59	7615 NC	U.K.	NAPLES	AMZ
KMS 61	7211 Welsh	U.K.	MALTA	"
KMS 62	9700 Welsh	U.K.	NAPLES for O/R	"
KMS 62	5000 NC	U.K.	TARANTO	"
KMS 62	7000 NC	U.K.	TARANTO for orders POTALI	"
KMS 63	5099 Welsh	U.K.	TARANTO	"
KMS 63	3270 Welsh	U.K.	BRINDISI	"
KMS 64	1500 Welsh	U.K.	TARANTO	"
KMS 64	4231 N.C.	U.K.	GIBRALTAR	"
KMS 64	6474 N.C.	U.K.	S.F. PORTS	"
KMS 64	4664 N.C.	U.K.	AUGUSTA	
KMS 65	2700 Welsh	U.K.		
KMS 65	3500 Welsh			
KMS 65	3850 N.C.			

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

OCTOBER ARRIVALS POSITION AS AT 11 OCT

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL
VERNON L. KELLOG		S. AFRICA			
JOHN M. PARKER		" "	GUS 55	17 Oct	
OCEAN FAME		U.S.A.	UGS 56		
W.A. JONES		U.S.A.	UGS 56		
REDDHOLT RICHTER		"	UGS 56		
OCEAN VISTA		"			
GOVERT FLINCK		"			

NOVEMBER ARRIVALS

JOSE BONIFACIO		S. AFRICA			
WALKER TAYLOR		" "			
SAN FREEDOM		U.S.A.			
FORT ROUILLE		"			
FORT BOURBON		"			
MADRAS CITY		"			
FORT FREDERICK		"			
FORT ASSINIBOINE		"			
BELGIAN VETERAN		"			
OCEAN PARK		"			
DUKE OF SPARTA					

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SHIPPING BOARD
SECRETARIES

OCTOBER ARRIVALS POSITION AS AT 11 OCT

SECRET
APPENDIX 'E'

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
		S. AFRICA				8500	
		" "	GUS 55	17 Oct		8500	BRINDISI
		U.S.A.	UGS 56			8658	
		U.S.A.	UGS 56			8500	
R		"	UGS 56			8500	
		"				8500	
		"				8505	

NOVEMBER ARRIVALS

APPENDIX 'F'

		S. AFRICA				8514	
		" "				8520	
		" "				9146	Loaded
		U.S.A.				8500	
		"				8500	
		"				8500	
		"				8500	
		"				8500	
E		"				8500	
		"				8500	
		"				8500	
		"				8500	

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
EMP. TRACEY	SARDINIAN	2 Wk Oct	3600	GALLIPOLI
WISLA	"	2 Wk Oct	4400	CATANIA
VAN CLEAVE	"	3 Wk Oct	3700	WEST ITALY
BLAKENEY	"	4 Wk Oct	4400	PALERMO
ELENA	"	4 Wk Oct	7000	BAGNOLI
KANAWHA	"	3 Wk Oct	4400	CATANIA
KATERINGO HADJIPATERAS	"	3 Wk Oct	6000	NAPLES

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SECRET

APPENDIX 'G'

SARDINIAN COAL PROGRAMME - OCT

CS COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
SULCIS	2 Wks Oct	3600	CALLIPOLI	
	2 Wks Oct	3600	CATANIA	
	3 Wks Oct	3700	WEST ITALY	
	4 Wks Oct	4400	PALERMO	
	4 Wks Oct	7000	BAGNOLI	
	3 Wks Oct	4400	CATANIA	
	3 Wks Oct	6000	NAPLES	

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SECRET

MEDITERRANEAN SHIPPING BOARD.

No. 47.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 13TH OCTOBER, 1944.

Present: Mr. I.D. Campbell — In the Chair
Constructor Captain I.E. King R.N.
Commander H.I.G. Rylands R.N.
Commander M.L. Hardie R.N.
Lieut. Commander E. Blair R.N.R.
Capitaine du Corvette M. Boilvaire
Ing. en Chef 2me. Classe Gandilhon
Major Filo, R.I.N.
Mr. R. Nicol
Mr. G.S. Ramsdale
Captain T.L. Kidwell
Mr. W.B. Fereday — Secretary
Miss M.M. Michie — Assistant Secretary

ACTION BY:-

732. The Chairman introduced Commander M.L. Hardie, R.N. who is to relieve Commander Rylands as F.N.O. to C in C Med. He expressed the regret of the Committee at the departure of Commander Rylands, and the thanks and appreciation of all the Members for his most valuable assistance and co-operation at all times, without which the results achieved by the Committee might not have been possible. As his successor, a cordial welcome to the Meetings was now extended to Commander Hardie.

733. GIBRALTAR. It was considered that the "STEPHEN F. AUSTIN" had re-docked by now in the No.1 dock, when she would be expected to come out about the end of October, to be followed by the "FULTON" for about a month.

The "IVORY COAST" and "SAN CLAUDIO" respectively were now programmed for the No.3 dock, after H.M. Ships.

734. ORAN. Advice from Oran showed that whilst the position regarding the "JOHN S. COPLEY" was still somewhat obscure, she would not require a further eight weeks in dock (ref. Minute 719) and Commander Rylands stated that COMNOB still hoped to be able to undock her about the 31st October. The French Warship to follow would require six days in dock.

The No.2 dock was still under repair but Commander Rylands understood that it should again be ready about the 15th October. A request had been received from the French to drydock the "VENDOME" at Casablanca, as vessel was too heavy for the No.2 dock Oran, and she was accordingly deleted from the Oran programme. It was agreed that the priorities should be: "AISNE", "ODYSSEUS", "CRACKSHOT", "EGRET" respectively.

Captain King reported that on completion of the docking of the U.S. Warships in the No.3 dock, this dock would be sent out of the area.

735. ALGIERS. It was understood that the "DJEBEL AURES" was now in the No.1 dock, 3269 the priorities thereafter being "HINDSHOLM", "ORKLA", "CHATEAU LATOUR" respectively. On position it appeared that there might be a vacancy between the "HINDSHOLM" and the "ORKLA", but it was thought that in such case every

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Constructor Captain L.S. King R.N.
Commander H.I.G. Rylands R.N.
Commander M.L. Hardie R.N.
Lieut. Commander E. Blair R.N.R.
Capitaine de Corvette H. Boilvaire
Ing. en Chef 2me. Classe Gandilhon
Major Filo, R.I.N.
Mr. R. Nicol
Mr. G.S. Ramsdale
Captain T.L. Midwell
Mr. W.E. Foreday — Secretary
Miss M.M. Michie — Assistant Secretary

ACTION BY:-

732. The Chairman introduced Commander M.L. Hardie, R.N. who is to relieve Commander Rylands as P.N.O. to C in C Med. He expressed the regret of the Committee at the departure of Commander Rylands, and the thanks and appreciation of all the Members for his most valuable assistance and co-operation at all times, without which the results achieved by the Committee might not have been possible. As his successor, a cordial welcome to the Meetings was now extended to Commander Hardie.

733. GIBRALTAR. It was considered that the "STEPHEN F. AUSTIN" had re-docked by now in the No.1 dock, when she would be expected to come out about the end of October, to be followed by the "FULCOR" for about a month.
The "SPRAY COAST" and "SAN CLAUDIO" respectively were now programmed for the No.3 dock, after R.N. Ships.

734. ORAN. Advice from Oran showed that whilst the position regarding the "JOHN S. COPLEY" was still somewhat obscure, she would not require a further eight weeks in dock (ref. Minute 719) and Commander Rylands stated that COMNOB still hoped to be able to undock her about the 31st October. The French Warship to follow would require six days in dock.
The No.2 dock was still under repair but Commander Rylands understood that it should again be ready about the 15th October. A request had been received from the French to drydock the "VENDOME" at Casablanca, as vessel was too heavy for the No.2 dock Oran, and she was accordingly deleted from the Oran programme. It was agreed that the priorities should be: "AISNE", "ODYSSEUS", "CRACKSHOT", "SERENT" respectively.
Captain King reported that on completion of the docking of the U.S. Warships in the No.3 dock, this dock would be sent out of the area.

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735. ALGIERS. It was understood that the "DJEBEL AURES" was now in the No.1 dock, the priorities thereafter being "ILE D'HOLA", "ORKLA", "CHATEAU LATOUR" respectively. On position it appeared that there might be a vacancy between the "MINDSENIA" and the "ORKLA", but it was thought that in such case every endeavour would be made locally to utilise the opportunity to put in any available vessels requiring docking. After discussion on the coasters requiring allocation to a drydocking port, it was decided that the "LIDO" and "SERULA" should be sent to Algiers for docking where they would be expected on position to arrive about 5th November, and these vessels were added to the list accordingly.
Lt.Cmdr.Blair.
The "SEBIN" could be accommodated in the No.2 dock, but no advice had yet been received as to whether she had in fact been docked.

736. CASABLANCA. No confirmation was so far available as to whether the "JANINE", now at Casablanca, had been docked. In conformity with the French request referred to in Minute 734, the "VENDOME" was added to the programme for docking at Casablanca, where she was expected to be available about the 25th October.

737. PHILIPVILLE. The "ORANGELEAF" had completed her docking, and the "P.L.M.14"/

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/"P.L.M. 14" was now in the No.4 dock, to be followed by H.M. Ship, the priorities thereafter being "LISS", "NORDNES", in accordance with the decision of the previous Meeting. Captain King stated that by about the middle of November, three docks should be in operation at Ferryville. In discussing the position of the coasters requiring allocation to a drydocking port, it was decided that in principle the vessels finishing the voyage in South France should be sent to Algiers for docking, whilst those in the Heel or Eastern Italy should be sent to Bizerta. It was therefore agreed that the "CUDWIN" and "CORFELL", expected available end October, and the "BRUSE JARL" and "TORE JARL", expected available 9th and 10th November respectively, should be positioned to drydock at Ferryville.

Lt.Cmdr. Blair.

738. TARANTO. It was considered that the "SPINGE" was now in, or about due to go in, the No.1 dock, the "FORT CARIBOU" being re-docked with her. A report from Taranto indicated that the "ENRICO CATO" should dock in the No.2 dock about the 15th October. The "ST. ANDREW" was now in the No.12 dock, but no reply had yet been received as to whether she could be accepted at Marseilles for repairs afloat. The Admiralty collier "AMETEL" was now understood to be loaded operationally at Taranto, and the Secretary reported that in view of the drydocking bid previously received, a signal had been made asking for confirmation that her defects had been made good. The remaining bids for drydocking at Taranto were "PALEMBANG" and "JONATHAN WORTH".

739. BRINDISI. With regard to the Yugo-Slav vessels (ref. Minute 724), the "CETINA" had been docked for removal of propeller to enable a new blade to be cast on to it, and would require re-docking when this was ready. An additional bid had been made in respect of the "KUPARI", and the latest advice was that the "BOSNA" had been expected to dock about the 11th October, to be followed by the "KUPARI" and the "LJUBLJANA".

A report had been received that the "ULJESARA" had recently docked at Brindisi, by arrangement with the N.O.I.C.

740. NAPLES. Commander Rylands reported that the floating cranes were now in the No.1 dock, which should be again available about the 22nd October. The Committee confirmed their previous decision that the "VILLE D'ORAN" should have first priority but if the "LAURENT MEUS" was ready in time to be drydocked without delaying the former vessel, this should be done. Lieut. Commander Blair stated, however, that it would be preferable to work to a firm date for the "VILLE D'ORAN", and this was left for him to arrange with Commander Rylands.

Cmdr. Rylands & Lt.Cmdr. Blair.

Mr. Nicol said that the three U.S. vessels needing drydocking for cleaning and painting could not be accepted at Palermo (vide Minute 727). It was hoped that two of them would be able to proceed in slow convoy without drydocking, but it might be desired to dock the "REAR P. BATTLE" at Naples. However, in view of the fact that the vessel's readiness was not yet definite, the Committee decided to defer the matter until the next Meeting, as in any case there would be no opportunity for her to dock before then.

"SAMFRUGH". Mr. Ramsdale stated that the Master had reported that excessive vibration of the rudder was causing the steering engine to jump out of gear, and the diver's report was that the footstep bearing was very slack. Pending further examination, the Committee agreed to leave the matter for consideration at the next Meeting, and meanwhile Mr. Ramsdale was requested to get the status of the ship defined.

Mr. Ramsdale.

Major Pile reported that the "DELIA" and "VOLTERRA" were now in the No.2

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738. TORANTO. It was considered that the "EMPIRE CAMP" would dock in the No.1 dock, the "FORT CARIBOU" being re-docked with her. A report from Toronto indicated that the "EMPIRE CATO" should dock in the No.2 dock about the 15th October. The "ST. ANDREW" was now in the No.12 dock, but no reply had yet been received as to whether she could be accepted at Marseilles for repairs afloat. The Admiralty collier "ASKEL" was now understood to be loaded operationally at Toronto, and the Secretary reported that in view of the drydocking bid previously received, a signal had been made asking for confirmation that her defects had been made good. The remaining bids for drydocking at Toronto were "PALESTINE" and "JONATHAN WORTH".

739. BRINDISI. With regard to the Yugo-Slav vessels (ref. Minute 724), the "CETINA" had been docked for removal of propeller to enable a new blade to be cast on to it, and would require re-docking when this was ready. An additional bid had been made in respect of the "KUPARI", and the latest advice was that the "MORAVA" had been expected to dock about the 11th October, to be followed by the "KUPARI" and the "LJUBLJANA".

A report had been received that the "ULTRAVA" had recently docked at Brindisi, by arrangement with the N.O.I.C.

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Cmdr. Rylands & Lt.Cmdr. Blair.

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Mr. Ramsdale.

Major Filo reported that the "NOILLA" and "VIOLETTE" were now in the No.2 dock. Mr. Ramsdale stated that the "EMPIRE GAMELIN" still had 200 tons oil on board, required fumigation and gas-freeing, and he considered she would not be ready for drydocking until about the 16th/17th October. It was agreed that this tanker should receive first priority when ready and should be put in before the "TUNISINO" provided she was available in time when the dock became vacant. The "EMPIRE FAY" was still awaiting relief, whilst the availability of the "TANNY BRUNNER" was still indefinite, but these vessels were left on the list for docking in due course. It was agreed that the "P.L.M. 13" should be docked upon relief by the "P.L.M. 14" about the end of October, and vessel was added to the programme accordingly.

"FORT DESLARD". It had been reported that repairs to this vessel's tiller could be completed at Marseilles, but until a diver's report was seen/

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...ecome statement could be made regarding possible weather damage. Although it was considered that drydocking would be advisable to make a complete inspection of sternframe, rudder and propeller. The question was left in abeyance pending further advice.

741. LEGHORN. The Secretary reported that if the "WELSH COAST" and "EMPIRE COPPICE" were not able to achieve an early booking, the F.E.C. would wish to bring them down to Naples for the purpose. In view of the existing programme for the latter port, the Committee felt that this should be avoided if possible, but as no reply had yet been received to a signal made ashore when the dock at Leghorn would be ready, it was decided to signal again pointing out that unless the dock was ready within the next ten days it might be necessary to shift these two vessels South for drydocking. Cmdr. Rylands.

742. "THELMA". Ref. 734. This vessel had been ordered to proceed from Marseilles to Naples for inspection by M.W.T. Surveyor, and it was decided to take up the question of drydocking on her arrival.

743. DRYDOCKING OF TANKERS. The Chairman drew the Committee's attention to a signal from M.W.T. London that it had been agreed that when war circumstances permitted, all British controlled tankers should be programmed in future for drydocking at intervals of about eight months instead of about ten months as previously.

744. "ARIA". Ref. 730. The Secretary reported that this vessel had sailed from Naples after effecting some repairs and was now at Bari loading for Naples. No request for drydocking had been received. Major Filo replied that he understood a signal had been made but would check this, and meanwhile it was felt that the vessel could be examined on her return to Naples. Major Filo.

745. REPAIRS TO ITALIAN VESSELS. Major Filo reported the following:-

"SESTRIERE". Since 1943 this vessel had performed 2200 hours service without any repairs, and required a general overhaul, about 20 days. The Secretary pointed out, however, that the Oran Repair Report listed this vessel as having undergone minor repairs since the 3rd October.

"COSTANZA C". Required new boiler tubes, about four days work at Castellammre, Naples or Taranto.

"ARGENTINA". Required about six days urgent repairs to main condenser and refrigerating plant. The Committee considered, however, that this work had already been carried out, but as vessel is to proceed to Taranto, it was decided that the question should be examined by the M.W.T. Surveyor on her arrival there, Mr. Ramsdale to advise Taranto accordingly. Mr. Ramsdale.

"TERESA SCHIAFFINO". Needs about 40 days repairs, and may require drydocking as present speed is only 7 knots and vessel last drydocked April 1940.

"TARVISIO". In bad condition and needs drydocking and repairs.

"CASTELDOGLIO". Requires to be immobilised for about six days for examinations to what repairs may be necessary.

Major Filo added that written requests had been made by CO.CE.M.E. to MEDBO in regard to the above, which, however, had not come to hand, and he would follow this up.

746. "ULYSSE". Lieut. Commander Blair reported that this vessel had essential defects, and the Committee decided that she should be sent to Leghorn for repairs. Commander Rylands to make a signal asking for her to be taken in hand. The Chairman said that if the assistance of an M.W.T. Surveyor was desired, one would be sent up from Naples on request. Cmdr. Rylands.

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would be ready, it was decided to signal again pointing out that unless the dock was ready within the next ten days it might be necessary to shift these two vessels South for drydocking. Chair. Rylands.

742. "TITLA". Ref. 731. This vessel had been ordered to proceed from Marseilles to Naples for inspection by M.W.T. Surveyor, and it was decided to take up the question of drydocking on her arrival.

743. DRYDOCKING OF TANKERS. The Chairman drew the Committee's attention to a signal from M.W.T. London to the effect that when war circumstances permitted, all British controlled tankers should be programmed in future for drydocking at intervals of about eight months instead of about ten months as previously.

744. "ANSA". Ref. 730. The Secretary reported that this vessel had sailed from Naples after effecting some repairs and was now at Bone loading for Naples. No request for drydocking had been received. Major Filo replied that he understood a bid had been made but would check this, and meanwhile it was felt that the vessel could be examined on her return to Naples. Major Filo

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"TERESA SCHLAEPFER". Needs about 40 days repairs, and may require drydocking as present speed is only 7 knots and vessel last drydocked April 1940.
"TARVISIO". In bad condition and needs drydocking and repairs.
"CAMPIDOGLIO". Requires to be embellished for about six days for examinations to what repairs may be necessary.
Major Filo added that written requests had been made by CO.GE.M., to MUDEO in regard to the above, which, however, had not come to hand, and he would follow this up.

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747. FRENCH VESSELS FOR REPAIR IN SOUTH FRANCE. The Chairman reported a proposal made at the last French Shipping Allocation Meeting at Algiers for several French vessels to be sent from North Africa to South France for repairs. The programme of vessels suggested by the French was now tabled for the information of the Members of the Repair Committee, copy of which already having been sent to the M.W.T. Surveyor at Marseilles, and it was decided that the matter should be examined for further discussion later.
Meantime Captain Bellvaire pointed out that 95% of the Repair Yards were intact, whilst some 7000 workmen were available, and the proposed repair work would doubtless be welcomed, though there were no underwater repair facilities./

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/facilities. The Chairman stated that the question of port acceptance would be involved, but Captain Beilvaire replied that the Port Commandant at Marseilles had been approached to allot a few berths for the purpose and no reason was seen why this could not be done without interfering with the operational ships.

748. LA CIOTAT. Ref. 736. Captain Beilvaire pointed out that the dock at La Ciotat was an awkward one, being narrow and shallow with a 'V' shaped entrance, but could be used for small craft. Meantime the Secretary reported that a reply was awaited from C in C Med. on the question of the salvage work necessary to clear the approach to the dock.

749. FRENCH REPAIR LABOUR. Arising out of Minute 747, the Chairman referred to the shortage of skilled repair workmen in North Africa, particularly fitters, and asked if any such surplus labour at Marseilles could be sent to Algiers and Bizerta. Captain Beilvaire replied that he had already tentatively discussed the question with the M.W.T. Surveyor there, and would advise Marseilles that there was now such a demand, asking for views of the latter. Capt. Beilvaire.

750. "OCTOMA VALLEY". Mr. Ramsdale reported that temporary repairs at Marseilles to enable this tanker to proceed to another port were expected to complete about the 11th November.

751. "PALO OF BELFORT". Mr. Ramsdale reported that a further six days work was now required on this tanker at Naples.

752. "JOHN HOPKINS". Mr. Nicol reported that this vessel had been towed to Marseilles and a report was awaited as to the extent of her damage.

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SECRET

DRYDOCKING LIST

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PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
ALGIERS.	ELENI	DOCKED			
	DJEBEL AURES	IN DOCK			Reduced speed
	HINDSHOLM	Bone discharging	17th Oct.	Apr.1944	Speed reduced from 7½ to 5 knot
	ORKLA	Due Cagliari loading for Algiers	22nd Oct.	Jan.1944	
	CHATEAU LATOUR	At Marseilles for Naples		Nov.1943	4/5 days
	SIBELI	At Algiers	ready	July 1943	Cleaning & painting
ORAN.	AISNE	At Oran	ready	July 1942	2 days
	ODYSSEUS	discharging S.France ordered to Oran.	13th Oct.	Feb.1944	Reduced speed
	CRACKSHOT	At Oran	18th Oct.	Mar.1944	Reduced speed
	EGRET	At Oran	18th Oct.	Apr.1943	" "
CASABLANCA.	JANINE	believed docked			
	VENDOME	At Oran	25th Oct.	Oct.1943	Cleaning & painting 12 days. Too heavy for No.2 at Oran
GIBRALTAR.	STEPHEN F.AUSTIN	At Gibraltar			to re-dock
	FULGOR	At Gibraltar			Ital.Tanker. Requires new stern tube, tail end & pi
	IVORY COAST	At Gibraltar		Jan.1944	Tanker. Cleaning & painting
	SAN CLAUDIO	At Gibraltar		Sept.1943	Tanker.Cleaning & painting & examination of t
BIZERTE.	ORANGELEAF	DOCKED			
	P.L.M.14	IN DOCK		Jan.1944	Tanker. Reduced speed
	LISS	At or due Bizerta		10 mths. out of d/d	
	NORDIES	Expected complete dage. 20th Oct. at Castellamare abt.18th Oct.			
TARANTO. Cleaning & Painting.					
For Repairs.	ST.ANDREW	IN DOCK			Ital. Fairly extensive minor r
	SPINGE	At Taranto			Rudder & stern frame damage
	EMPIRE CATO	At Taranto		Dec.1943	Foul, & repairs to shell plating. Speed redu
	PAHLEHLEI	At Taranto		Sept.1943	Speed reduced from 8½ to 6 k.Bottom & rudder
	ASTEL	At Taranto			plates to weld at rudder.

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DRYDOCKING LIST

13TH OCTOBER, 1944.

POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS	
DOCKED				
IN DOCK				
discharging	17th Oct.	Apr.1944	Reduced speed	(PSTO BID)
ari loading	22nd Oct.	Jan.1944	Speed reduced from 7½ to 5 knots	(PSTO BID)
ers				
t Marseilles for Naples		Nov.1943	4/5 days	(FRENCH BID)
t Algiers	ready	July 1943	Cleaning & painting	(M/TR BID)
t Oran	ready	July 1942	2 days	(FRENCH BID)
ging S.France	13th Oct.	Feb.1944	Reduced speed	(PSTO BID)
ed to Oran				
t Oran	18th Oct.	Mar.1944	Reduced speed	(PSTO BID)
t Oran	18th Oct.	Apr.1943	" "	" "
ved docked				
t Oran	25th Oct.	Oct.1943	Cleaning & painting 12 days. Too heavy for No.2 dock at Oran	(FRENCH BID)
			to re-dock	
t Gibraltar			Ital. Tanker. Requires new stern tube, tail end & propeller.	
t Gibraltar		Jan.1944	Tanker. Cleaning & painting	(M/TR BID)
t Gibraltar		Sept.1943	Tanker. Cleaning & painting & examination of tail end shaft	(M/TR BID)
t Gibraltar				
DOCKED				
IN DOCK				
Bizerte		Jan.1944	Tanker. Reduced speed	(M/TR BID)
complete dage. 20th Oct.		10 mths. out of d/d		(M/T BID)
ellamare abt.13th Oct.				
IN DOCK			Ital. Fairly extensive minor repairs.	
t Taranto			Rudder & stern frame damage	(M/TR BID)
t Taranto		Dec.1943	Foul, & repairs to shell plating. Speed reduced from 8½ to 7 k.	
t Taranto		Sept.1943	Speed reduced from 8½ to 6 k. Bottom & rudder examination, plates to weld at rudder.	
t Taranto				

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13TH OCTOBE

S E C R E T

PORT	VESSEL	POSITION.	READINESS FOR DRYDOCKING.	LAST DRYDOCKED.	REMARK
For Repairs.	JONATHAN WOLTH	At Bari to be towed to Taranto			Rudder damage & slight bottom
BRINDISI.	CETINA.	DOCKED			requires
	MORAVA	At Brindisi			(Yugo-Sl
	KUPARI	At Brindisi			(Yugo-Sl
	LJUBLJANA	At Brindisi	17th Oct.		(Yugo-Slav). E
NAPLES.	VILLE D'ORAN	Abt.due sail Naples/Algiers,repairs Algiers,returns Naples.	23/24th Oct.	Apr.1944	Personnel ship. Wear down of tai
	LAURENT MEUS	At sea Naples /Leghorn/Naples	19th Oct.		Tanker. Cleaning & paint
	KEMP P.BATTLE	At Toulon for Naples			Cleaning & paint
	P.L.M.15	At Naples	end October	(self-operating collier.Max.speed 4 k.(On relief by I	
	SAFEFUGH	At Naples		Rudder damage.(Subject Div	
	ACILLA	At Naples		Nov.1943 (Ital.Refrig.Coaster).Foul.Speed reduced to 5 k.	
	VIOLETTE	At Naples	abt. ready	ating installation until about 12th October. (Ital. - to be allocated to SFBBO).Cleaning & P ion of hull.	
	TUNISINO	At Naples	14th Oct.	Nov. 1943 Foul. Speed reduced from 8½ to 6½ k.	
	EMPIRE GARNET	At Naples	15th Oct.	Dec.1943	Tanker. Reduced spee
	EMPIRE RAY	Operational	when relieved	Jan.1944	Tanker. Reduced spee
	FANNY BRUNER	On inter-island service	Indefinite	Apr.1944	(Ital.). Speed reduced from 10½ to 7
ANCONA.	WELSH COAST	At Leghorn	ready		Tanker
	EMPIRE COURTICE	Shuttling from Leghorn	upon relief (expected shortly)	15 mths. out of d/d.	Waterboat. Reduced sp

FOR ALLOCATION TO A DRYDOCKING PORT.

ALGIERS/ORAN could dock BIZERTA or TUNIS.	(GUDVIN	ldg.Heel/Ancona	30th Oct.	Apr.1944	Speed reduced from 8 to 6 k.
	(CONFELL	" " "	" "	Feb.1944	" " " 8½ " 7 k.
	(LIDO	ldg.Palermo/S.France	5th Nov.	May 1944	" " " 8½ " 6 k.(a
	(SERAIL	ldg.Naples/S.France	" "	Sept.1943	" " " 10½ " 8 k.
	(BRUSE JARL	ldg.Crotone/Ancona	10th Nov.	Sept.1944	" " " 8½ " 7 k.
	(TORE JARL	ldg.Brindisi/Ancona thence Syracuse/Ancona	20th Nov.	Mar.1944	" " " 8½ " 7½k.
NAPLES might dock TARANTO or BIZERTA.	THELMA.	At Marseilles for Naples		not docked for 12 mths.	Admiralty Collier.

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POSITION.	READINESS FOR DRYDOCKING.	LAST DRYDOCKED.	REMARKS.
ORTH	At Bari to be towed to Taranto		Rudder damage & slight bottom damage (USA. BID)
	DOCKED		
	At Brindisi		requires re-docking.
	At Brindisi		(Yugo-Slav).
1	At Brindisi	17th Oct.	(Yugo-Slav).
ORAN	Abt.due sail	23/24th Oct.	Apr.1944 (Yugo-Slav). Engine repairs. Personnel ship. Wear down of tail shaft(PSTO BID)
os/Algiers, repairs Algiers, returns Naples.			
MEUS	At sea Naples /Leghorn/Naples	19th Oct.	Tanker. Cleaning & painting (MWTR BID)
ATTLE	At Toulon for Naples		Cleaning & painting (USA. BID)
	At Naples	end October	(self-operating collier. Max. speed 4 k. (On relief by P.L.M.14)(MWTR BID)
	At Naples		Rudder damage. (Subject Diver's Report).
	At Naples		Nov.1943 (Ital. Refrig. Counter). Foul. Speed reduced to 5 k. Repairing refriger- ating installation until about 12th October. (PSTO BID)
	At Naples	abt. ready	(Ital. - to be allocated to MEDO). Cleaning & painting & examination of hull. (MWTR BID) (PSTO BID)
	At Naples	14th Oct.	Nov. 1943 Foul. Speed reduced from 8½ to 6½ k.
MMEN	At Naples	15th Oct.	Dec.1943 Tanker. Reduced speed (MWTR BID)
AY	Operational	when relieved	Jan.1944 Tanker. Reduced speed (MWTR BID)
UTHER	On inter-island service	Indefinite	Apr.1944 (Ital.). Speed reduced from 10½ to 7 k. (PSTO BID)
AST	At Leghorn	ready	Tanker (MWTR BID)
ORTICE	Shuttling from Leghorn	upon relief (expected shortly)	15 mths. out of d/d. Waterboat. Reduced speed (MWTR BID)
	FOR ALLOCATION TO A DRYDOCKING PORT.		
	ldg.Hoel/Ancona	30th Oct.	Apr.1944 Speed reduced from 8 to 6 k. (PSTO BID)
	" " "	" "	Feb.1944 " " 8½ " 7 k. " "
	g.Palermo/S.France	5th Nov.	May 1944 " " 8½ " 6 k. (damaged prop.) " "
	dg.Naples/S.France	" "	Sept.1943 " " 10½ " 8 k. " "
IL	ldg.Crotone/Ancona	10th Nov.	Sept.1944 " " 8½ " 7 k. " "
L	ldg.Brindisi/Ancona thence Syracuse/Ancona	20th Nov.	Mar.1944 " " 8½ " 7½k. " "
t	Marseilles for Naples		not docked for 12 mths. Admiralty Collier. (MWTR BID)

SECRET

DOCKING PROGRAMME.

15TH OCTOBER, 1942.

ALGIERS.

No. 1 Dock

DJEBEL AURES (4/5 days)
HINDSHOL (2 days)
ORNEA (2 days)
CHATEAU LATOUR (4/5 days)
LIDO (2 days)
SERULA (2 days)

No. 2 Dock

QUEEN
Local Craft

ORAN.

No. 1 Dock

JOHN S. COPLEY (out abt. end Oct.)
French Warship (6 days)

No. 2 Dock

Under repair (due ready 15th Oct.)
[illegible]NE (2 days)
OLYSSEUS (2 days)
[illegible]NSHOT (2 days)
[illegible]OT (2 days)

No. 3 Dock

U.S. Warships

GIBRALTAR.

No. 1 Dock

STEPHEN W. AUSTIN & H.M. Ship (out abt. end Oct.)
FULGOR (abt. a month) & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships
MORAY COAST
SAN CLAUDIO

No. 4 Dock

Dockyard Craft

CASABLANCA.

No. 1 Dock

JANINE
VENDOME

No. 2 Dock

Local Craft

FERRYVILLE.

No. 1 Dock

No. 4 Dock

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HINDSHOL (2 days)
ORULA (2 days)
CHATEAU LAFOUR (4/5 days)
LIDO (2 days)
SKRULA (2 days)

Local Craft

O R A N.

No. 1 Dock

JOHN S. COFLEY (out abt. end Oct.)
French Warship (6 days)

No. 2 Dock

Under repair (due ready 15th Oct.)
[illegible]NE (2 days)
CASSIUS (2 days)
[illegible]ENHOT (2 days)
[illegible]NT (2 days)

No. 3 Dock

U.S. Warships

G I B R A L T A R.

No. 1 Dock

STEPHEN W. AUSTIN & H.M. Ship (out abt. end Oct.)
FULGOR (abt. a month) & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships
MURAY COAST
SAN CLAUDIO

No. 4 Dock

Dockyard Craft

C A S A B L A N C A.

No. 1 Dock

JANINE
VENDOME

No. 2 Dock

Local Craft

P E R R I V I L L E.

No. 1 Dock

French Warship

3266

No. 4 Dock

H.L.M. 14
H.M. Ship
LESS
[illegible]EDNES
GODWIN
GORFELL
[illegible]RUSE JAIL
[illegible]IKE JAIL

T A R . . N T O /

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T A R A N T O.

No. 1 Dock

FORT CARIBOU, STINGL & others (20 days)

No. 12 Dock

ST. ANDREW

No. 10 Dock

Warship

No. 2 Dock

Italian Warship
EMPIRE CATO (Docks 15th Oct.)

No. 13 Dock

Italian Warships

No. 23 Dock

Warship

Merchant Ships at or for TARANTO for docking.
In order of priority.

For cleaning & painting.

For repairs.

PARLEHLEN
ALSTEL
JONATHAN WORTH

B R I N D I S I.

As arranged by C.S. Taranto

MORAVA
KUPARI
LJUBLJANA
CETINA (to re-dock)

N A P L E S.

No. 1 Dock

Two floating cranes (out abt. 22nd Oct.)
VILLE D'OMAN
LAURENT MEUS

No. 2 Dock or
Floating Dock.

For docking as & when available:-
ACHILLA) (in No.2 dock)
VIOLETTE)
EMPIRE GAWAIN
TUNISINO
EMPIRE FAI
FANNY BRUNNER
P.L.M. 13

L E G H O R N.

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No. 12 Dock

ST. ANDREW

No. 13 Dock

Italian Warships

No. 10 Dock

Warship

No. 23 Dock

Warship

Merchant Ships at or for
TARANTO for docking.
In order of priority.

For cleaning & painting.

For repairs.

PALEMBANG
AMSTEL
JONATHAN WORTH

B R I N D I S I.

As arranged by C.S. Taranto

MONTEVIDEO
RUPARI
LJUBLJANA
CETINJE (to re-dock)

N A P L E S.

No. 1 Dock

Two floating cranes (out abt. 22nd Oct.)
VILLE D'ORAN
LAURENTIC MEUS

No. 2 Dock or
Floating Dock.

For docking as & when
available:-
ACILLA) (in No.2 dock)
VIOLETTE)
EMPIRE GAWAIN
TUNISINO
EMPIRE FAN
FANNY BRUNNER
P.L.M. 13

L E G H O R N.

For docking when drydock ready.
WELSH COMET
EMPIRE CONDICE

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

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SECRET

REPORT OF MERCHANT SHIP POSITION FOR MEETING AT 1600 HRS ON 12th OCTOBER 1944.

SIGNAL KEY

Dates anticipated or actual						
Operationally immobilised	Work Commenced	DRYDOCKING In	DRYDOCKING Out	Completion for return to service	Completion of temporary repair to proceed to other repair port: Own power	In tow
A	B	C	D	E	F	G

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS - 9.10.44				
ELEN	A) P) 7/9	General repairs & routine drydocking.	Est 17/10	Anticipate D/D 10/10
EMPIRE GLORY	A) B) 28/9	H.P. Piston rod slack in crosshead to skim up & refit.	E 6/10	Completed.
EMPIRE HARBOUR	A) B) 3/10	Boiler cleaning & survey; machinery & deck repairs.	E 11/10	
SERBIN	A) B) 4/10	Navigation.	E 5/10	Completed.
HARDINGHAM	A) B) 10/10	- do -	E 11/10.	
ULYSSE		J.V. LUCKENBACH (U.S.)	EMPIRE PEAK)	
FORT HUDSONS HOPE		WILLIAM SLOUNT (U.S.)	BORGHOLM)	Minor repairs
EMPIRE HARBOUR		STANHILL	BOLTON HALL)	since 2/10/44.
OCEAN FAITH		OCEAN VESPER	COLCHESTER)	
OCEAN - 10.10.44.				
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos.2 & 3 holds & very extensive damage in way of Nos.2 & 3 bulkheads.	D 8/11 E Mid Dec.	Bottom of vessel badly damaged & lifted across ship.
FAR	A) B) C) 21/9	Very extensive winch & steering repairs.	D 23/9 E Not stated.	Commenced loading 9/10. Repairs completed 10/10. Delayed owing to further work on hull. No.3 bulkhead found very thin and perforated.

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A	B	C	D	E	F	G
Vessel	Initial Dates	Main Defects		Final Dates		Remarks

ALGIERS - 9.10.44

KLEIST	A) B) 7/9	General repairs & routine drydocking.		Est 17/10	Anticipate D/D 10/10
EMPIRE GLORY	A) B) 28/9	M.E. Piston rod stuck in crosshead to skim up & refit.		E 6/10	Completed.
EMPIRE HARBOUR	A) B) 5/10	Bottom cleaning & survey; machinery & deck repairs.		E 11/10	
SREDNI	A) B) 4/10	Navigation.		E 5/10	Completed.
HARDINGHAM	A) B) 10/10	- do -		E 11/10.	

ULYSSE	J.V. LUCKENBACH (U.S.)	EMPIRE FRAN)	Minor repairs since 2/10/44.
FORT HUDSONS HOPE	WILLIAM ELMONT (U.S.)	BORGHOLM	
EMPIRE HARBOUR	STANHILL	BOLTON HALL	
OCEAN FAITH	OCEAN VESPER	COLCHESTER	

GRAN - 10.10.44.

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos.2 & 3 holds & very extensive damage in way of Nos.2 & 3 bulkheads.	D 8/11	Bottom of vessel badly damaged & lifted across ship.
			E Mid Dec.	
FAR	A) B) C) 21/9	Very extensive winch & steering repairs.	D 23/9	Commenced loading 9/10.
			E Not stated.	Repairs completed 10/10. Delayed owing to further work on hull. No.3 bulkhead found very thin and perforated.
ATLE JARL	A) B) C) 23/9	Stern tube to re-metal. Extensive minor repairs.	D 1/10	Stern bush case iron could not be renewed here. Spare shaft in worse condition than one in use. Delayed owing to spare parts for winches being re-machined.
			E 11/10	
FACTO	C 29/9	Routine D/D. Minor hull repairs; boiler stay tube to repair.	D 1/10	Delayed by further boiler repairs.
			E 6/10	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
CRAN (Cont'd).				
SESTRIERE MERCHANT ROYAL EASTERN PRINCE		WORCESTERSHIRE PORT FIDDLER		Minor repairs since 5/10/44
RICHARD CALL (U.S.) OLIVER PERRY (U.S.) WM. FLOYD (U.S.) CRAWFORD LONG (U.S.)		JOHN CROPPER (U.S.) WM. MOULTRIE (U.S.)	JEROME K. JONES (U.S.) HENRY D. THOREAU (U.S.) DWIGHT MORROW (U.S.) ALBERT NICHOLSON (U.S.)	
TARANTO - 10.10.44.				
FORT CARIBOU	A 5/2 C 2/7 C 18/9	Fouled wreck at Bari & went aground. Port side of ship set inboard 6" to 1' from fwd end engine room aft bottom set up on port side, small holes in tunnel run in 4 places. Crack on port side at fwd end of No.5 Hold, 10' Long from turn of bilge upwards, shagg broken.	D 8/7 D 11/10 E Ind.	D/D for part semi-permanent repairs; progress slow. Further D/D required for completion.
VEGT	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 15/11	Repairs in hand afloat to bridge poop etc. Progress satisfactory.
SEINGE	A 25/5 B 24/6 C 14/10	Fairly extensive repairs following salvage.	D 7/11 E 8/11	Repairs to machinery & boilers in hand. Awaiting D/D.
SANTA CHIARA	A 20/7 B 20/8 C 18/9	Hull repairs and routine drydocking.	D 11/10 E 14/10	
FORT DOUAMONT	A 26/8 B 5/9 C 1/10	Repairs to boilers, condenser etc. Routine D/D and minor repairs.	D 5/10 E 9/10	Completed.
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D E Ind.	Awaiting D/D.
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Ind.	Propeller removed & being renewed at Taranto, time required appx. 1 month. To undock while repairs are

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RICHARD GAIL (U.S.)	JOHN CROPPER (U.S.)	JEROME K. JONES (U.S.)	repairs since 3/10/44
OLIVER PERRY (U.S.)	WM. MOULTRIE (U.S.)	HENRY D. THOREAU (U.S.)	
WM. FLOYD (U.S.)		DWIGHT MORROW (U.S.)	
CRAWFORD LONG (U.S.)		ALBERT MICHELSON (U.S.)	

TARANTO - 10.10.44.

PORT CARIBOU	A 5/2 C 2/7 C 18/9	Pooled wreck at Bari & went aground. Port side of ship set inboard 6" to 1' from fwd end engine room aft bottom set up on port side, small holes in tunnel run in 4 places. Crack on port side at fwd end of No.5 Hold, 10' long from turn of bilge upwards, skegg broken.	D 8/7 D 11/10 E Ind.	D/D for part semi-permanent repairs; progress slow. Further D/D required for completion.
WEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 15/11	Repairs in hand afloat to bridge poop etc. Progress satisfactory.
SFINGE	A 25/5 B 24/8 C 14/10	Fairly extensive repairs following salvage.	D 7/11 E 9/11	Repairs to machinery & boilers in hand. Awaiting D/D.
SANTA CHIARA	A 20/7 B 20/8 C 18/9	Hull repairs and routine drydocking.	D 11/10 E 14/10	
FORT DOUAUMONT	A 28/8 B 5/9 C 1/10	Repairs to boilers, condenser etc. Routine D/D and minor repairs.	D 5/10 E 9/10	Completed.
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D) E) Ind.	Awaiting D/D.
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Ind.	Propeller removed & being renewed at Taranto, time required appx. 1 month. To undock while repairs are effected & redock to fit propeller.
CORCREST (Brindisi)	A 17/9 B 18/9	Boiler and winch repairs.	E 10/10	Completed.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 3/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 F 31/10	
AMSTEL		Awaiting drydocking.		

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
MORAVA (Brindisi)	A 9/10 B 11/10 C 13/10	Routine D/D & minor repairs.	D 17/10 E 18/10	
LUBLJANA (Brindisi)	A 10/10 B 14/10 C 17/10	- do -	D 21/10 E 23/10	
EMPIRE RAVEN	A 8/10 B 9/10	Repairs to boilers and mountings & auxiliaries.	E 31/10	
MARIGOT	A 7/10 B 8/10	Temporary repairs to collision damage forward.	E 12/10	
TARANTO:	BENGLOE	NORMAN MONARCH	FORT LA PRAIRIE	Minor repairs since 3/10/44.
	FORT ORLEANS	STAD ARNHEM	EMPIRE CAXTON	
	CORCREST	AMSTEL	FORT MUNNYSPELL	
	LANGLEE TARN	PALEHLEH	EMPIRE COPPERFIELD	
	SANKEY	FORT PERRINA	FORT GROUARD	
			FRISCO STAR	
BARI:	EMPIRE CHUB	ABEL PARKER	ZENA	
	PRINCIPESSA GIOVANNA	UPSHUR	MARIE L. LE BORGNE	
	JOHN M. HARLON	SANBRATE	TELESFORA DE LARRINAGA	
		EMPIRE ROACH		

BRINDISI: No report received.

BIZERTE - 10.10.44.

P.L.M.14	A) B) 10/10 C 12/10	Routine D/D & deck & engine repairs.	D 16/10 E 24/10	
LISS (Norw.T.)	A 10/10 B 11/10 C 24/10	Routine D/D; deck & engine repairs; boiler clearing.	D 27/10 E 28/10	

WILSA: UGO FIGGINI: FORT PITT - Minor repairs since 3/10/44.

GIBRALTAR - 10.10.44.

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GAETA	A 9/1 C 13/2 C 8/6	Damaged stern tube, tail shaft & engine repairs. New stokehold plates.	D 12/9 E 10/10	To complete engine repairs.
STEPHEN F. AUSTIN	C 13/9 C 23/9	Enemy action damage to No.2 Hold. Temp. repairs to	D 21/9 D 31/10	Undocked temporarily. Awaiting passage

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(Brindisi) B 14/10
C 17/10

EMPIRE RAVEN — A 8/10, B 9/10 — Repairs to boilers and mountings & sundries. — E 31/10

MARIGOT — A 7/10, B 8/10 — Temporary repairs to collision damage forward. — E 12/10

TARANTO: BENCLOE, FORT ORLEANS, CORCREST, LANCLEE TARN, SANKEY, NORMAN MONARCH, STAD ARNHEM, ARCHEL, PALEMBANG, FORT PEMBINA, FORT LA PRAIRIE, EMPIRE CAMION, FORT MCMURRAY, EMPIRE COPPERFIELD, FORT GROUARD, IRISCO STAR — Minor repairs since 3/10/44.

BARI: EMPIRE CHIEF, PRINCIPESSA GIOVANNA, JOHN M. MARLON, ABEL PARKER UPSHUR, SAMERMAT, EMPIRE ROACH, ZEMA, MARIE L. M. BORGNE, TELESTOSA DE LARRINAGA.

BRINDISI: No report received.

PIZERTE - 10.10.44.

P.L.M.14 — A) B) 10/10, C 12/10 — Routine D/D & dock & engine repairs. — D 16/10, E 24/10

LISS (Norw. T.) — A 10/10, B 12/10, C 24/10 — Routine D/D; deck & engine repairs; boiler cleaning. — D 27/10, E 28/10

WILSA: UGO FIORELLI: FORT PITT - Minor repairs since 3/10/44

GIBRALTAR - 10.10.44.

3264

GAETA — A 9/1, C 13/2, C 8/8 — Damaged stern tube, tail shaft & engine repairs. New stokehold plates. — D 12/9, E 10/10 — To complete engine repairs.

STEPHEN F. AUSTIN (U.S.) — C 13/9, C 11/10 — Enemy action damage to No.2 Hold. Temp. repair to proceed to U.S.A. — D 21/9, D 31/10, E Not stated. — Undocked temporarily. Awaiting re-docking.

TAIGETE (T) — A 29/6, B 6/7 — Repairs to cargo pumps & valve extension rods. — E Incl. — Dockyard work stopped owing to labour shortage.

PULGOR (T) — A 30/11, C 1/11 — Requires new stern tube, propellor & tail end shaft. — D 30/11, E 10/12 — Awaiting D/D to fit new stern tube & propeller. New propeller boss arrived from U.K. & machining in hand. Final machining of stern tube not possible until ship docks.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

GIBRALTAR (Cont'd).

HARMATRAS: SALTA: SAMIDA: FREDERICK BARTING - Minor repairs since 26/9/44.

Minor repairs since 3/10/44 - No information.

NAPLES - 12/10/44.

SALTCREEK	A) B) 13/9	Repairs to electric windlass.	E 7/10	Completed.
MYRTEL	A) B) C) 3/10	Routine D/D. Rudder pintles to renew; windlass repairs.	D 6/10 E 14/10	Windlass repairs to complete.

Minor repairs since 5/10/44.

SHEPFORD	SALT CREEK	SAMGLORY	OCTANE (Fr.)
SAMTRUTH	EMPIRE ADUR	AERT VAN DER MEER (Du.)	GANSTERRIN
MONT DAUPHIN	FORT LA LAIE	PERAK	ELISE (Norw.)
VILLE D'ORAN (Fr.)	EMPIRE FARRAGUT	ICELAND	SAMSPIER
LAURENT MEEUS (Belg.)	ORPHEUS (Dut.)	TREVANION	P.L.M.13 (Fr.)
SAMANSA	SAMSETTE	JEAN L.D. (Fr.)	BANTRIA
SAMSTEEL	NEA (Norw)	EMPIRE SPARLIN	ARUNDEL CASTLE
SAMOIS	SERULA	EMPIRE OUTPOST	SAMSPELGA
SAMINGOY	OCEAN RIDER	STAFFORDSHIRE	PASS OF MELFORT
SILVER LAUREL	LOKE (Norw.)		SAMFAITHFUL
			SAMITA

NAPLES - 10.10.44.

CIAMPAGLO	A 16/9 B) C) 30/9	Routine D/D & minor repairs.	D) D) 3/10/44	Completed
CARMENLA (Sch).	A 30/9 B 2/10	Windlass repairs.	E 7/10	Completed.
MONTECUCCO	A) B) 5/10	Boiler repairs.	E 10/10	Completed.
ELENA G. (Sch.)		Reported main engine breakdown & being towed back to Grand Harbour.		
JUNIA	SENDRIS	MALAYAN PRINCE	M.C. KULUNDIS	Minor repairs since 3/10/44.

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- since 26/9/44.

Minor repairs since 3/10/44 - No information.

NAPLES - 12/10/44.

SALTCREEK	A) B) 18/9	Repairs to electric windlass.	E 7/10	Completed.
KERMEL	A) B) 3/10 C)	Routine D/D. Rudder pintles to renew; windlass repairs.	D 6/10 E 14/10	Windlass repairs to complete.

Minor repairs since 5/10/44.

SALFORD	SALT CREEK	SAMCLORY	OCTAVE (Fr.)	
SAMTRUTH	EMPIRE ADAM	AERT VAN	SAMSPERRIN	
FORT DAUPHIN	FORT LA MARN	DER MEER (Du.)	ELISE (Norw.)	
VILLE D'ORAN (Fr.)	EMPIRE HARRIAT	FERAK	SAMPLER	
LAURENT MEEUS (Bel.)	ORPHEUS (Dut.)	ICELAND	F.L.M.15 (Fr.)	
SAMKANSA	SAMSETTE	TERVAILON	BANTRIA	
SAMSTEEL	NEL (Norw)	JEAN L.D. (Fr.)	ARUNDEL CASTLE	
SAMOIS	SEPULA	EMPIRE SPANIARD	SAMSPELGA	
SAMINGOY	OCEAN RIDER	EMPIRE OUTPOST	PASS OF HELFORT	
SILVER LAUREL	LORE (Norw.)	STAFFORDSHIRE	SAMFAITHFUL	
			SAMSTA	

VENICE - 10.10.44.

CHAMPAGLO	A 16/ B) C) 30/	Routine D/D & minor repairs.	D) D) 3/10/44	Completed
CARMELIA (Sch).	A 30/ B 2/10	Windlass repairs.	E 7/10	Completed.
MONTECUCCO	A) B) 5/10	Boiler repairs.	E 10/10	Completed.
ELENA G. (Sch.)		Reported main engine breakdown & being towed back to Grand Harbour.		

JUNIA	FENDRIS	MALAYAN PRINCE	M.C.KULULUNDIS	Minor repairs since 3/10/44.
PROCRIS	BRITTANY	COAST SAILOR		

EDDE - 10/10/44 (No report rec'd for w/e 3/10/44).
No Major Repairs reported.

CYCLADES	EMPIRE SPLENDOUR	OCEAN PRIDE		Minor repairs since 3/10/44.
MANHATTAN	EMPIRE MIST	BALTE		

MARSEILLES: AUGUSTA: CASABLANCA.

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S E C R E T.

DIRECTION DE LA MARINE MARCHANDE
ET DES TRANSPORT MARITIMES,
ALGIERS.

3RD OCTOBER, 1944.

French Vessels under Repair.

ALGIERS. "CAP EL HANK". General repairs. Estimated delay of about 2 months, if no unforeseen difficulties.

ORAN. "PROCIDA". General repairs. Expected to complete about 10th Oct.

"VENDOME". General repairs. Delay is subject to delivery of materials by the Allies.

CASABLANCA.

BIZERTA. "FORT DE FRANCE". Repairs to prevent deterioration. Subject to availability of labour.

"VILLE DE TIPAZA". General repairs after refloating. Subject to availability of labour.

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D.M.W.T.R. NORTH AFRICA.
Algiers.
9th October, 1944.

(30)

No. 28.

To: THE CHAIRMAN, MEDBO.

From: D.M.W.T.R. North Africa.

FRENCH SHIPPING ALLOCATION COMMITTEE
5th October, 1944.

1. PROGRAMME FOR COASTERS. Read and approved.

2. REPAIR COMMITTEE. Current week's list of Drydocking bids and repair position has been sent to MEDBO earlier in the week.
M. Audouard handed to M.O.W.T. a list of various vessels which he proposed for allocation to South France repair yards. M.O.W.T. stated that their Surveyor was proceeding shortly to take up duties at Marseilles and that he could call the vessels forward if and when required subject to MEDBO concurrence.

3. "CITTA DI ALESSANDRIA" (para. 5 Report No. 24). This vessel has been re-delivered to MEDBO at Oran as from 3rd inst.
"GOUVERNEUR GENERAL LEPINE" (para. 6 Report No. 27). As the Refugees to be shipped ex Algiers and Tunis are not yet grouped for embarkation, the D.M.M. have asked to have this vessel wiped again at Gibraltar, after which, subject to approval, she will carry out the proposed voyage.
"SIDI BRAHIM" and "VILLE D'AJACCIO". One of these vessels will undergo a period of repair, leaving the other available for the Corsica run.

4. "DJEBEL AURES". The D.M.M. reported that the sheep to be lifted ex Bizerte would not be available until about 25th October and suggested that vessel might be allowed to undergo some repairs at Algiers in the interval. Authority for drydocking at Algiers has subsequently been received from MEDBO.

5. "CHATEAU LATOUR". On a renewed demand being made by Owners to have this vessel released for repairs, W.S.A. Representative declared that on vessel's present programme she could not be released for at least 2 months. It was suggested that the D.M.M. should obtain details of the repairs which were required in case some might be taken in hand during the present programme.

6. SULPHUR - SICILY/NORTH AFRICA (para. 4 Report No. 27). The D.M.M. were advised by M.W.T. Representative that this traffic would require to be taken care of by "B" List vessels.

7. BARLEY - TRIPOLI/TUNISIA (para.7 Report No.27). In this case also "B" List vessels will require to be utilised. M. Robert drew attention to the fact that Tunisia was in urgent need of this barley.

8. ALLOCATION 2 COASTERS F.N.A./S.FRANCE. The D.M.M. were advised by M.W.T. Representative that this traffic cannot take place at present.

0740
Declassified E.O. 12356 Section 3.3/NND No. 785021

1. PROGRAMME FOR COASTERS. Read and approved.

2. REPAIR COMMITTEE. Current week's list of Drydocking bids and repair position has been sent to MEDBO earlier in the week.
M. Audouard handed to M.O.W.T. a list of various vessels which he proposed for allocation to South France repair yards. M.O.W.T. stated that their Surveyor was proceeding shortly to take up duties at Marseilles and that he could call the vessels forward if and when required subject to MEDBO concurrence.

3. "CITTA DI ALESSANDRIA" (para. 5 Report No. 24). This vessel has been re-delivered to MEDBO at Oran as from 3rd inst.
"GOUVERNEUR GENERAL LEPINE" (para. 8 Report No. 27). As the Refugees to be shipped ex Algiers and Tunis are not yet grouped for embarkation, the D.M.M. have asked to have this vessel wiped again at Gibraltar, after which, subject to approval, she will carry out the proposed voyage.
"SIDI BRAHIM" and "VILLE D'AJACCIO". One of these vessels will undergo a period of repair, leaving the other available for the Corsica run.

4. "DJEBEL AURES". The D.M.M. reported that the sheep to be lifted ex Bizerte would not be available until about 25th October and suggested that vessel might be allowed to undergo some repairs at Algiers in the interval. Authority for drydocking at Algiers has subsequently been received from MEDBO.

5. "CHATEAU LATOUR". On a renewed demand being made by Owners to have this vessel released for repairs, W.S.A. Representative declared that on vessel's present programme she could not be released for at least 2 months. It was suggested that the D.M.M. should obtain details of the repairs which were required in case some might be taken in hand during the present programme.

6. SULPHUR - SICILY/NORTH AFRICA (para. 4 Report No. 27). The D.M.M. were advised by M.W.E. Representative that this traffic would require to be taken care of by "B" list vessels.

7. BARLEY - TRIPOLI/TUNISIA (para.7 Report No.27). In this case also "B" List vessels will require to be utilised. M. Robert drew attention to the fact that Tunisia was in urgent need of this barley.

8. ALLOCATION 2 COASTERS F.N.A./S.FRANCE. The D.M.M. were advised by M.W.T. Representative that this traffic cannot take place at present.

3261

JAMES H.HENDERSON
D.M.W.T.R. N.A.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

(29)

D.M.W.T.R. NORTH AFRICA.
ALGIERS.
13th.October 1944.

No.29.

To: THE CHAIRMAN, MEDDO.,

From: French Liaison, D.M.W.T.R. North Africa.

FRENCH SHIPPING ALLOCATION COMMITTEE.

1 - PROGRAMME FOR COASTERS. Programme enclosed. Read and approved with the exception of the proposed voyage of the "AUGUSTIN LE BORGNE" for the week 15th./21st.October (see Table No.11 page 3. Trafic A.F.N.). D.M.W.T.R. N.A. suggested to the French that the urgency of the coal lift proposed BIZERTA/TUNIS was not great and that it would be preferable to have the vessel make the following voyages : TRIPOLI/SFAX with BARLEY, -SFAX/SICILY with PHOSPHATES,-and SICILY/NORTH AFRICA with SULPHUR. The French agreed to this amendment, and further suggested that the "LACYDON" after the voyage ALGIERS/RONE with cement might proceed to SICILY with PHOSPHATES thus SICILY/N.A. with SULPHUR. This was also agreed to.

2.-REPAIR COMMITTEE. Current week's list of bids was sent earlier this week though rather later than usual for reasons over which we have no control. Of the Drydocking priorities granted, it was pointed out that the "VENDOME" listed for GRAN No.2. was too heavy for that dock and that she would accordingly be listed for CASABLANCA.

3.-"SIDI-BRAHIM" & "GOUVERNEUR GENERAL LEPINE". (See para 3.No.28) French informed the Committee that the "SIDI-BRAHIM" should be at GIBRALTAR for the 20th.Oct. to embark French refugees for CASABLANCA. Vessel will await orders at the latter port in connection with the lift of refugees for PHILLIPEVILLE for account of the Allies.
The "G.G.LEPINE" is presently in Algiers awaiting orders.(see para.3. No.28. and para 8. No.27.)

4.-"DJEBEL AMRES"-(see para 4.No.28.) This vessel is actually in Algiers under repair and should be ready about the 25th.and is expected to proceed to BIZERTA to lift 4.00 sheep for the British at Naples. The French drew attention to the fact that the sheep could not be lifted if the voyage should take more than 48 hours.
A request from the French Army authorities to embark about 150 sick Italian P.C.W.s. was referred by the Committee for attention thru' A.F.H.Q. (G.4.)

5.-"CHATEAU LATOUR"-(see para.5.No.28)- It was announced that this vessel had been unable to make convoy speed, and it was agreed that she should undergo repairs at ALGIERS where she should be ready for same about the 25th.October.

6.-"FRANCHE COMTE"-(see para 4.No.26)- French were informed that confirmation

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0260

From: French Liaison, D.M.W.T.R. North Africa.

FRENCH SHIPPING ALLOCATION COMMITTEE.

1 - PROGRAMME FOR COASTERS. Programme enclosed. Read and approved with the exception of the proposed voyage of the "AUGUSTIN LE BORGNE" for the week 15th./21st.October (see Table No.11 page 5. Trafic A.F.N.). D.M.W.T.R. N.A. suggested to the French that the urgency of the coal lift proposed BIZERTA/TUNIS was not great and that it would be preferable to have the vessel make the following voyages : TRIPOLI/ORAN with BARLEY, -ORAN/SICILY with PHOSPHATES,-and SICILY/NORTH AFRICA with SULPHUR. The French agreed to this amendment, and further suggested that the "LAGIDON" after the voyage ALGIERS/BONE with cement might proceed to SICILY with PHOSPHATES then SICILY/N.A. with SULPHUR. This was also agreed to.

2.-REPAIR COMMITTEE. Current week's list of bids was sent earlier this week though rather later than usual for reasons over which we have no control. Of the Drydocking priorities granted, it was pointed out that the "VENDOME" listed for ORAN No.2. was too heavy for that dock and that she would accordingly be listed for CASABLANCA.

3.-"SIDI-BRAHIM" & "GOUVERNEUR GENERAL LEPINE". (See para 3.No.28) French informed the Committee that the "SIDI-BRAHIM" should be at GIBRALTAR for the 20th.Oct. to embark French refugees for CASABLANCA. Vessel will await orders at the latter port in connection with the lift of refugees for PHILLIPEVILLE for account of the Allies.
The "G.G.LEPINE" is presently in Algiers awaiting orders.(see para.3. No.28. and para 8. No.27.)

4.-"DJEBEL AURES".(see para 4.No.28.) This vessel is actually in Algiers under repair and should be ready about the 25th.and is expected to proceed to BIZERTA to lift 4.00 sheep for the British at Naples. The French drew attention to the fact that the sheep could not be lifted if the voyage should take more than 48 hours.
A request from the French Army authorities to embark about 150 sick Italian P.O.W.s. was referred by the Committee for attention thro' A.F.H.Q. (G.4.)

5.-"CHATEAU LATOUR"-(see para.5.No.28)- It was announced that this vessel had been unable to make convoy speed.and it was agreed that she should undergo repairs at ALGIERS where she should be ready for same about the 25th.October.

6.-"FRANCHE COMTE"-(see para 4.No.25)- French were informed that confirmation had been received from London that this vessel would pass to them under Management Agreement of the Agreement of the 1st.March 1944 at Alexandria after completion of repairs.

7.-"VILLE D'ORAN"- Committee was informed that it was agreed that the crew of this vessel should be put on French conditions and rates of pay as from the 1st.October last.

Sgd. P.F. LE BARS.
French Liaison. D.M.W.T.R. N.A.

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SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/411/GDM.

15 Oct 44

Subject : G-4 Mov & Tn Weekly Report to MEDBO.

Tele : FREEDOM 443

25. ITALY CEREALS, NOVEMBER

(a) The following six vessels are loaded with full cargoes of flour from AUSTRALIA, total approx 50,000 tons.

DOSKOOP
INVERMARK
IRISMARK
AFGHANISTAN
VITO
HERMION

(b) Of the above, 20,000 tons is for Nov delivery ITALY. This solves the difficulty foreseen in para 16(d).

(c) NAVY LONDON has requested MWTR Med to call fwd the required quantity, suggesting that the VITO and HERMION should be included as on completion of discharge in ITALY they could then load phosphates at BONE.

26. ITALY CEREALS, GENERAL.

The whole programme of ITALIAN cereal imports is under review and any approved changes will be tabulated in the next report.

27. BALKAN STOCKPILE, FLOUR.

Ref para 16(d) MIDEAST was required to replace 10,000 tons flour into the BALKAN stockpile in repayment of the emergency demand made on them for Oct delivery in ITALY (see 3(c)). Their local currently programmed arrivals, however, are only according to requirements. They are unable at the moment to see any possibility of replacing the present BALKAN stockpile deficiency of 9,500 tons flour.

28. CEREALS BALKANS.

(a) Ref cereal requirements tabled in para 12, it has been confirmed to WAR OFFICE that the grain demand for 115,600 tons for Dec arrival was an overall demand. Any equivalent material delivered in SWEDISH/SWISS shipping would be in diminution of it. Fuller details of the SWEDISH/SWISS ships and their cargoes are awaited.

(b) Such of the items required in para 12 as have been allocated to producer countries have been called fwd in a programme which envisages direct ship loads to BALKAN ports as far as this is [illegible] with the varying sources of supply. Transhipment where [illegible] YUGOSLAVIA and ALBANIA and

Declassified E.O. 12356 Section 3.3/NND No. 785021

25. ITALY CEREALS, NOVEMBER

(a) The following six vessels are loaded with full cargoes of flour from AUSTRALIA, total approx 50,000 tons.

LOCHOOY	AFGHANISTAN
INVERMARK	VITO
IRISHMAN	HERMION

(b) Of the above, 20,000 tons is for Nov delivery ITALY. This solves the difficulty foreseen in para 16(d).

(c) ROME LONDON has requested MWTH Med to call fwd the required quantity, suggesting that the VITO and HERMION should be included as on completion of discharge in ITALY they could then load phosphates at ROME.

26. ITALY CEREALS, CENTRAL.

The whole programme of ITALIAN cereal imports is under review and any approved changes will be tabulated in the next report.

27. BALKAN STOCKPILE, FLOUR.

Ref para 16(d) MIDEAST was required to replace 10,000 tons flour into the BALKAN stockpile in repayment of the emergency demand made on them for Oct delivery in ITALY (see 5(c)). Their currently programmed arrivals, however, are only according to requirements. They are unable at the moment to see any possibility of replacing the present BALKAN stockpile deficiency of 9,500 tons flour.

28. CEREALS BALKANS.

(a) Ref cereal requirements tabled in para 12, it has been confirmed to W.O. OFFICE that the grain demand for 115,600 tons for Dec arrival was an overall demand. Any equivalent material delivered in SWEDISH/SWISS shipping would be in diminution of it. Fuller details of the SWEDISH/SWISS ships and their cargoes are awaited.

(b) Such of the items required in para 12 as have been allocated to producer countries have been called fwd in a programme which envisages direct ship loads to BALKAN ports as far as this is practicable with the varying sources of supply. Transhipment where necessary will take place in the MEDL for YUGOSLAVIA and ALBANIA and in MIDEAST for GREECE and such YUGOSLAV tonnage as is imported through SALONIKA. Draught restrictions will be specified as soon as known.

29. PHOSPHATE REQUIREMENTS, S. FRANCE.

Ref para 23 it has now been confirmed that the yield of of superphosphate produced by the imported phosphates and pyrites is 400,000 in sub para (a) and 500,000 in sub para (b) not 40,000 and 50,000 as shown.

Contd / Sheet 2

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30. STATUS OF CEREAL PROGRAMME AS AT 1 OCT:

(a) Ref Appendix 'A' to para 15: the 25,000 tons wheat scheduled for FRANCE 15 Oct - 15 Dec is expected to arrive in 3 not 2 ships in UGS 60.

(b) The 20,000 tons flour allocated from MIDEAST for ITALY Nov requirements will now come from AUSTRALIA (see 25 (b))

(c) The 25,000 tons flour and 7,000 tons wheat for Nov delivery in ITALY will now arrive in 2 ships UGS 60 and 2 ships UGS 61, thereby becoming Dec arrivals.

31. Reference para 20 of weekly report to MEDBO 9 Oct: the 'EASTGATE will now go to MESSINA to lighton suitably for CROTONE and the 'BENJAMIN BOUTWE' will discharge 4,400 tons at BARI and complete at BRINDISI.

The 'JOHN LENNON' will sail ex ME in MKS 66 carrying 6,855 tons bagged barley for KEEL. The 'JACOB MANSFIELD' from AUSTRALIA with 7,732 tons bulk and 1,711 tons bagged wheat, is due ADEN 29 Oct with estimated draught on arrival at SUEZ 27 ft.

VK/SO

(V. KING) Maj
for Brigadier
DQMG (Mov & Tn)

DISTRIBUTION:

As for MEDBO Minutes plus -

(a) Under Secretary of State (War Office) LONDON (2) Y AIR
(attention DF Mov Q(M)9)
(b) G-5, AFHQ (2)
(c) HQ MOV AAI
(d) GHQ MEF
(e) HQ ADC MAIN (2)
(f) DQMG (MOV & TN)
(g) MOV 1

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28A

HOMEWARD LOADING PROGRAMME FOR AUGUST TO U.K.

IRON ORE:	Bone	22,915 tns		
	Melilla (Rif.)	22,980 "		
	Almeria	1,850 "		
	Hornillo	5,096 "	60,339 tns	
PYRITES			10,066 "	
POTASH			4,043 "	
PHOSPHATES	Casablanca	37,030 tns		
	In addition 2 ships loaded Consignation Phosphates ex Bone for Australia	16,949 "	53,979 "	

The drop in shipments portrayed in July report due to operational requirements for ships was maintained throughout the month.

HOMEWARD LOADING PROGRAMME FOR SEPTEMBER TO U.K.

IRON ORE:	Bone	65,150 tns		
	Melilla (Rif.)	18,200 "		
	(Setolazar)	14,940 "		
	Hornillo	6,105 "	104,495 tns	
PYRITES	Huelva		13,781 "	
POTASH	Huelva		2,800 "	
PHOSPHATE	Casablanca	84,359 tns		
	Additional to this 2 ships loaded phosphates at Bone for Australia	25,360 "	109,729 "	

Tonnages of both ore & phosphate show an improvement as compared to July & August. This is due to ships being released from operations.

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IRON ORE:	Bone	22,919	tns	
	Melilla (Rif.)	22,900	"	
	Alicante	8,858	"	
	Hornillo	5,696	"	60,373 tns
PYRITES				10,066 "
POTASH				4,043 "
PHOSPHATE	Casablanca	37,030 tns		
In addition 3 ships loaded basic slag phosphates ex Bone for Australia		16,949	"	53,979 "

The drop in shipments portrayed in July report due to operational requirements for ships was maintained throughout the month.

ROUTE AND LOADING PROGRAMME FOR SEPTEMBER TO U.K.

IRON ORE:	Bone	65,150	tns	
	Melilla (Rif.)	18,200	"	
	(Setolazar)	14,930	"	
	Hornillo	6,165	"	104,445 tns
PYRITES	Huelva			13,781 "
POTASH	Huelva			2,800 "
PHOSPHATE	Casablanca	84,359 tns		
Additional to this 2 ships loaded phosphates at Bone for Australia		25,360	"	109,729 "

Programmes of both ore & phosphate show an improvement as compared to July & August. This is due to ships being released from operations.

3258

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 1200 Hours 14 OCTOBER 1944

	CLEAN No. of Vessels	CLEAN Cargo Cap. (barrels)	DIRTY No. of Vessels	DIRTY Cargo Cap. (barrels)	No. of Vessels
A. On Ocean Service					
1. With Cargo	18	1,927,000	8	537,000	
2. In Ballast	7	739,000	2	153,000	
3. In drydock or repairing	—	———	1	54,000	
B. On Coastal Service (including shuttle or lightening duties but excluding C,D &E)					
1. Working	17	363,000	—	———	
2. Drydock or Repairs	6	81,000	2	76,000	
C. Water Carriers	24	264,000	—	———	
D. Harbour Fuellers	4(+)	78,000	10	254,000	
E. On Operational Service (including R.T.A.)	—	———	2	67,000	

(+) = 1 Vessel (Rondine 68,000 barrels) used as Floating Storage.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 1200 Hours 14 OCTOBER 1944

	CLEAN		DIRTY		TOTAL	
	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)
	18	1,927,000	8	537,000	26	2,464,000
	7	739,000	2	153,000	9	892,000
r repairing	—	-------	1	54,000	1	54,000
cc a or es but E)	17	363,000	—	-------	17	363,000
Repairs	6	81,000	2	76,000	8	157,000
	24	264,000	—	------	24	264,000
	4(T)	78,000	10	254,000	14	332,000
rvice)	—	------	2	67,000	2	67,000

1. Vessel (Bonding 68,000 barrels) used as Floating Storage.

SECRET

NORTH AFRICAN PORTS SUB-COMMITTEE
(MEDITERRANEAN SHIPPING BOARD)

No. 2. MINUTES OF MEETING HELD AT 1100 HOURS ON 9th OCTOBER, 1944.

P r e s e n t :

Mr. James H. Henderson (D.M.W.T.R., N.A.) - CHAIRMAN

Lt.-Col. E. Williams (ASMC(M))
Lt.-Col. W.F. Macleod (Tn. Am.)
Capt. H.E. Cardy, RE (Tn. Br.)
Lt. R. Bradley, USNR (Pet. Sec.)
Cmdr. T.K. Garrard, RNR (S.S.T.O.)
Lt. R.W. Calcutt, RNVR (S.T.O.)
Mr. R.A. Macdonell (W.S.A. N.A.)
M. Robert (D.M.M.)
Mrs. E. MacFarlane (Secretary)

ACTION BY:

44. FRENCH SHIPPING

With reference to Minute No.37 of the previous meeting, Cmdr. Garrard reported that the "G.C.LEPINE" would be able to obtain bunkers and water at Tripoli but not Benghasi.

Referring to the 4th paragraph of Minute No.1310 of the 60th Meeting of MEDEO, Lt.-Col. Williams said that there would be some difficulty in moving the 750 UNRRA refugees, now at Fedalah, to Philippeville by rail, and it was agreed that, if a request were received to move them by sea, one of the French troopships might be made available.

M. Robert reported that the "G.C.LEPINE" would not be able to go to Gibraltar for wiping as soon as anticipated, as she had on board as ballast drums of bitumen which would prevent her being demagnetised, and she needed this ballast for her trip to Tripoli and Benghasi. M. Robert also said he understood from a telegram he had received from M. Chardon that negotiations were going on in Paris between the French and the Allied authorities in regard to the possible use of the "SIDI BRAHIM" and the "G.C.LEPINE" to ply between North Africa and Sete. The Chairman added that if and when such a programme was agreed it would be made known to A.F.H.Q.

45. COASTER PROGRAMME

With reference to a request from S.O.T.O. Gibraltar for a Coaster of about 2000 tons for Gibraltar/Algiers/Malta/Naples, for which F.S.T.C. Med. had suggested the "CAMPIDOGLIO" or the "ABRAZIA", Cmdr. Garrard said that, when replying, he would like to make a signal agreed with M.W.T. and NAMCV.

46. HANDING BACK OF PORT TO FRENCH

Cmdr. Garrard requested that this matter might be taken up in the very near future, as there did not appear to be a Port Committee working in accordance with the instruction laid down in CAFC 1943/1944, paragraph 7. He was not sure what the procedure should be, but suggested that this Committee might be interested in any handing back of berths, and it was agreed that the proper authority through which to raise the question would be F.O.W.M.

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47. BARGES

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Lt.-Col. E. Williams (A.A.G.(M))
Lt.-Col. W.E. MacLeod (Tn. Am.)
Capt. H.E. Carey, RN (Tn. Br.)
Lt. H. Bradley, USNR (Sec. Sec.)

Cmdr. T.H. Garrard, RN (Chairman)
Lt. R.W. Calcutt, RNVR. (S.T.O.)
Mr. R.A. Macdonell (W.S.A. & A.)
M. Robert (F.M.M.)

Mrs. E. MacFarlane (Secretary)

ACTION BY:

44. FRENCH SHIPPING

With reference to Minute No.37 of the previous meeting, Cmdr. Garrard reported that the "C.G.LEPINE" would be able to obtain bunkers and water at Tripoli but not Benghasi.

Referring to the 4th paragraph of Minute No.1310 of the 80th Meeting of MEDIEO, Lt.-Col. Williams said that there would be some difficulty in moving the 750 UNRRA refugees, now at Fedalah, to Philippeville by rail, and it was agreed that, if a request were received to move them by sea, one of the French troopships might be made available.

M. Robert reported that the "G.G.LEPINE" would not be able to go to Gibraltar for wiping as soon as anticipated, as she had on board as ballast drums of bitumen which would prevent her being demagnetised, and she needed this ballast for her trip to Tripoli and Benghasi. M. Robert also said he understood from a telegram he had received from M. Chauson that negotiations were going on in Paris between the French and the Allied authorities in regard to the possible use of the "SIDI BRAHIM" and the "G.G.LEPINE" to ply between North Africa and Sete. The Chairman added that if and when such a programme was agreed it would be made known to A.F.H.Q.

45. COASTER PROGRAMME

With reference to a request from S.C.T.O. Gibraltar for a Coaster of about 2000 tons for Gibraltar/Algiers/Malta/Naples, for which F.S.T.O. Med. had suggested the "CALTIDOGLIO" or the "AERAZIA", Cmdr. Garrard said that, when replying, he would like to make a signal agreed with M.W.T. and NAVOC.

46. HANDING BACK OF PORT TO FRENCH

Cmdr. Garrard requested that this matter might be taken up in the very near future, as there did not appear to be a Port Committee working in accordance with the instruction laid down in CAFC 1943/1944, paragraph 7. He was not sure what the procedure should be, but suggested that this Committee might be interested in any handing back of berths, and it was agreed that the proper authority through which to raise the question would be F.O.W.M.

3256

47. TANKERS

Lt. Bradley complained that he did not always receive signals regarding the movements of Tankers and asked how he could ensure that he did so. Cmdr. Garrard said that he should contact the Maintenance Captain asking that all signals dealing with Tankers should be repeated to him, and the Chairman said he would repeat his instructions to Captain Dobson to make sure that Lt. Bradley was kept informed of all relevant signals sent or received by M.W.T.

Lt.Bradley
Mr.Henderson

/46...

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48. ORDERS FOR SHIPS — ACTION BY:

Mr. Macdonell pointed out that there was frequently a great deal of extra work involved in securing C-in-C's orders for ships which arrived before their orders had been received through the Diversions Room, and he asked if it could be suggested to F.O.W.M. that when he signalled their arrival he could at the same time ask for their orders. The Chairman replied that the W.S.A. in Naples, when they saw destinations going out through Army channels, should act in conjunction with the Shipping Diversions Room so as to ensure that the orders were received by F.O.W.M. in good time.

Mr. Macdonell

NOTE: The next meeting will be held at 1100 hours on Monday, October 16th, 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

Minutes of

MEDDO TONNAGE ALLOCATION SUB-COMMITTEE.

3rd meeting held on 14th Oct.1944.

Chairman: Major C.F.Russell

Present:

Lt.-Cdr.G.B.Sturt,R.N.V.R.	P.S.T.O. rep.
Major G.B.Godfrey	G-4(Mov & Tn)
Capt.H.T.McCone	Tn(A)
Capt.C.Sweet	G-4(Mov & Tn) (Civil supplies)
Capt.J.K.Lusty	Water Transport Office
J.Comd.L.T.C.Morris	G-4(Mov & Tn)
Mr.I.D.Campbell	M.W.T.R. rep.
Mr.R.D.Heard	"
Mr.D.Williams	" (Schooner Control)
Mr.R.Nicoll	W.S.A.
Miss A.N.Simon	Sec.

1. Minutes of last meeting

were approved.

The Chairman agreed that Minutes should be submitted to Members in draft form for approval before issue.

2. Maintenance programme for period 7th to 16th November

The attached programme was discussed. IT WAS AGREED, subject to the following reservations, that with the shipping which could be made available by P.S.T.O., M.W.T.R., W.S.A., and the Water Transport Office, all bids could be met.

(a) 2000 tons timber Heel/Sicily. It was agreed that shipping should be allocated to move only 1000 tons pending confirmation of (i) availability for shipment of 2000 tons (ii) ability of ACC to clear at port of discharge. G-4(Mov & Tn) to investigate.

(b) 2000 tons coal Gaeta/Fiumicino. This bid was not accepted, as it was reported by M.W.T.R. that Fiumicino was not yet opened, and there appeared doubt about the availability of coal at Gaeta. G-4(Mov & Tn) to investigate.

(c) 525 tons stores S.France/Naples. It was agreed that these stores could be loaded in returning British vessels. Tn(A) to investigate the availability of the stores and send a co-ordinated signal to COSMAGS.

(d) Wine programme. 2000 tons Brindisi/Civitavecchia. Mr.Campbell said he was not prepared to allocate M.W.T. shipping to meet this demand in view of his recent experience of this type of traffic. Excessive delays to type ships had occurred, and he had no guarantee that they would not occur again. No M.W.T. shipping was available.

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Present:	Lt. [illegible]	C-in-C(Mov & Tn)
	Major C.B.Godfrey	Tn(A)
	Capt.H.T.McCrae	C-in-C(Mov & Tn)
	Capt.C.Sweet	(Civil supplies)
		Water Transport Office
	Capt.J.K.Lusty	C-in-C(Mov & Tn)
	J.Comd.L.T.C.Morris	M.W.T.R. rep.
	Mr.I.D.Campbell	"
	Mr.R.B.Heard	" (Schooner Control)
	Mr.T.Williams	U.S.A.
	Mr.M.Nicoll	Sec.
	Miss A.M.Simon	

1. Minutes of last meeting

were approved.

The Chairman agreed that Minutes should be submitted to Members in draft form for approval before issue.

2. Maintenance programme for period 7th to 16th November

The attached programme was discussed. IT WAS AGREED, subject to the following reservations, that with the shipping which could be made available by P.S.T.O., M.W.T.R., U.S.A., and the Water Transport Office, all bids could be met.

(a) 2000 tons timber Naol/Sicily. It was agreed that shipping should be allocated to move only 1000 tons pending confirmation of (i) availability for shipment of 2000 tons (ii) ability of ACC to clear at port of discharge. C-in-C(Mov & Tn) to investigate.

(b) 2000 tons coal Gaeta/Fiumicino. This bid was not accepted, as it was reported by M.W.T.R. that Fiumicino was not yet opened, and there appeared doubt about the availability of coal at Gaeta. C-in-C(Mov & Tn) to investigate.

(c) 525 tons stores S.France/Naples. It was agreed that these stores could be loaded in returning British vessels. Tn(A) to investigate the availability of the stores and send a co-ordinating signal to COSMASS.

(d) Wine programme. 2000 tons Brindisi/Civitavecchia. Mr.Campbell said he was not prepared to allocate M.W.T. shipping to meet this demand in view of his recent experience of this type of traffic. Excessive delays to the ships had occurred, and he had no guarantee that they would not occur again. In any event, for this particular period, no M.W.T. shipping was available. It was agreed to accept this bid subject to confirmation by ACC that there would be no delay in placing wine for shipment and that the containers used were adequate to withstand handling during loading and discharge. P.S.T.O. agreed that shipping could be provided. C-in-C(Mov & Tn) to refer to ACC and in particular to ascertain what notice was required by ACC to place wine at port of shipment before commencement of loading.

(e) 100 tons Tunis/Naol It was reported that this comprised petrol tanks, which are difficult to handle and probably need deck stowage. P.S.T.O. rep did not envisage any early opportunity of meeting this bid. It was agreed to investigate the urgency of the requirement and to obtain details of dimensions and weights before taking further action. C-in-C(Mov & Tn) to arrange.

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SECRET.

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3. Outstandings.

The Chairman said he would like to see cleared a number of small items which had been left to "opportunity shipments" and had been outstanding many weeks. He would circulate Members with a list of these, and requested that shipping be arranged departmentally.

4. Additional shipping.

Lt.-Cdr. Court said that one coaster (capacity 1000 tons) was being allocated for one voyage Marseille/Nice to meet a certain operational requirement.

THE COMMITTEE agreed the allocation as being an essential exercise shipment within a particular area.

5. Schooners.

(a) ACC programme.

Mr. Campbell asked whether the bid of 6000 tons in the programme considered at the last meeting was the total ACC requirement or whether it was the reduced figure after allocation of schooner tonnage. The Chairman said that C-in-C (Mov & Tn) had taken this up with ACC and would obtain from them a total bid in future. It was essential that the total requirement should be notified to the Committee, together with the estimate of what would be moved by schooner.

THE COMMITTEE took note.

(b) Balkan relief

The Chairman reported that the operational demand for Greece mentioned at the last meeting (Minute 4) had now materialised, and tonnage had been allocated to meet it.

THE COMMITTEE approved this allocation.

(c) Tonnage available.

Mr. Williams said that during the period under review, schooners operated by Schooner Control would give a lift on civil account of some 3000 dy tons.

Capt. Lusty said that RASC would have about 1500 dy tons lifting capacity in hand, after clearing all outstandings but making no allowance for possible ad hoc demands. After discussion,

THE COMMITTEE agreed that the RASC tonnage be allocated to the E. Italy/Ancona service in order to relieve coasters, and invited the shipping authorities to make the necessary arrangements.

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Anne Sumner

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Lt.-Cdr. Scott said that an escorter (capacity 1000 tons) was being allocated for one voyage Marseille/ Ace to meet a certain operational requirement.

THE COMMITTEE agreed the allocation as being an essential operation shipment within a particular area.

5. Schooners.

(a) ACC requirement.

Mr.Campbell asked whether the bid of 6000 tons in the programme considered at the last meeting was the total ACC requirement or whether it was the reduced figure after allocation of schooner tonnage. The Chairman said that C-4(Mov & Tn) had taken this up with ACC and could obtain from them a total bid in future. It was essential that the total requirement should be notified to the Committee,together with the estimate of what would be moved by schooner.

THE COMMITTEE took note.

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The Chairman reported that the operational demand for Greece mentioned at the last meeting (Minute 4) had now materialised,and tonnage had been allocated to meet it.

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3254

for C. J. RUSSELL,
Major,D.A.Q.M.G.(M),
C-in-C's Mission.

Distribution:
Those present.
Secretary, MEDC (120)

C-4(Mov & Tn), A.F.H.Q.

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0768

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 44

SUMMARY OF MAINTENANCE TONNAGES BID
FOR PERIOD 7 - 16 NOV 44

TO		FROM ME	ORAN	ALGIERS	BONE	SICILY	SARD-INIA	CORSICA	HEEL	NAPLES	FRANCE	LEGHORN	PARTEN-AREA
HEEL	BR	15329(E)		2530	3012				2300				
"	USA		975										
NAPLES	BR	11279(G)		1950	500		12800 (J)		4000 (H)				
"	USA		10885					495			525		
N.AFRICA	BR	280				1000 (B)			30 (C)	235 (AD)			55
"	USA									205			
MIDEAST	BR			106					25	900 (U)			
"	USA		150						50	50			
SICILY	BR			2			4350 (R)		2000 (Q)				
MALTA	BR			68									
CORSICA	BR			9									
"	USA		42							158			
SARDINIA	BR			1	1000 (T)					17 (S)			
LEGHORN	BR									4900 (P)			
ANCONA	BR	3109		5561 (M)	963	617 (O)			12775 (N)	1123			
"	USA							1482					
MARSEILLES	USA		19798					1526		12904		1056	
"	BR			4									
TOTALS		29997	31850	10231	5475	1617	17150	3503	21180	20492	525	1056	55

GRAND TOTAL

0759

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SECRET

MEETING MEETING NO. 41

SUMMARY OF MAINTENANCE TONNAGES BID
FOR PERIOD 7 - 16 NOV 44

FROM: ORAN	ALGIERS	BONE	SICILY	SARD-INIA	CORSICA	ELBA	NAPLES	FRANCE	LEGHORN	PAPETTE-ARIA	TUNIS	SFAX	GAETA	TOTAL
						2300					100 (F)			23271
(E)	2530	3012												975
575												1700 (L)	2000 (K)	34229
(G)	1950	500		12800 (J)		4000 (H)								11905
					495			525						1580
10885						30	235			55				
			1000 (B)			(C)	(AD)							205
							205							1031
						25	900 (U)							250
	106													6352
						50	50							
150				4350 (R)		2000 (Q)								68
	2													9
	68													200
	9						158							1018
42							17 (S)							4900
	1	1000 (T)					4900 (P)							24148
														1482
09	5561 (Z)	963	617 (O)			12775 (M)	1123							35284
					1482									4
					1526		12904		1056					
19798														
	4													
97 31850	10231	5475	1617	17150	3503	21180	20492	525	1056	55	100	1700	2000	146911

GRAND TOTAL BID FOR SHIPPING =

0760

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N O T E S

(A) Incl 70 tons covered by AFHQ Shipping Orders Nos. 21, 23 and 24.
(B) Sulphur from LICATA to ARZEW.
(C) Incl 5 tons Lubs BARI to ALGIERS.
(D) Incl 235 tons Ex NAPLES to ORAN.
(E) Incl 6393 tons 80 Octane.
(F) Rectangular Petrol Tanks for HEEL or ELBOW.
(G) Incl 4000 tons Sups to be set up in period 28 Oct - 6 Nov 44.
(H) Incl 2000 tons timber for RE Ex CROTONE and 2000 tons Civil Sups Wine BRINDISI to CIVITA
(J) Incl 1000 tons Salt for ACC Ex CAGLIARI to CIVITAVECCHIA and 1500 tons Salt for ACC Ex C
(K) Coal for FIUMICINO.
(L) Phosphates for PORTICI.
(M) Incl 600 tons Anti freeze and or F.T fuel and 243 tons Lubs.
(N) Incl 1248 " Kers, Lubs and 10 tons 87 Octane.
(O) Kers and Lubs.
(P) Incl 1000 tons provisional, dependent on AAI acceptance.
(Q) Incl 1000 tons timber to SYRACUSE/CATANIA.
" 1000 " " " PALERMO.
(R) Incl 1550 tons for West SICILY.
" 2800 " " East "
(S) Incl 5 tons Sewing Machines, 12 tons Ration Cards for CAGLIARI.
(T) Phosphates for CAGLIARI.
(U) Shipping tonnage 5346.

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Coal for FIUMICINO.
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S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

No. 21.

MINUTES OF MEETING HELD AT 1100 HOURS ON 3RD OCTOBER, 1944.

	Mr. J. Gibson Graham	Chairman
Members:	Commodore D.C. Brock R.N.	P.S.T.O. Med.
	Captain G. Wilson R.N.	N.C.S.O. Med.
	Captain F. Miners R.N.R.	D.O.M.O., W.Med.
	Commander J.C. Davies R.N.R.	S.O.S. to C in C Med.
	Colonel D.A. Greenhill	G-4 Mov & Tn (Br.)
	Lt.Col. J.T. Damaer U.S. Army	G-4 Mov & Tn (Am.)
	Lt.Col. M.C. Lassek U.S. Army	Petroleum Section
	Lt.Col. P.J. Hughes U.S. Army	D.D.O.M.G., W.Med.
	Major J. Riddell	Q.M. Coal Section
	Mr. C.W. Kalloch	Reg.Dir., W.S... Med.
Present:	Commander J.J. Sharp R.N.R.	N.C.S.O., W.Italy
	Lt.Col. E. Glanville	A.C.C.
	Lt.Col. K. Anderson	D.M.W.T.M.
	Mr. R.D. Heard	D.M.W.T.M.
	Mr. A.C. Hogarth	D.M.W.T.M.
	Mr. W.E. Peretay	Secretary
	Miss M.M. Michie	Assistant Secretary

ACTION BY:-

1323. The Minutes of Meeting No. 80 dated 26th September, 1944 were approved with the following amendment:

SAFETY OF MERCHANT SHIPPING. 1319. the words "whilst.....Board" to be substituted with "whilst there was an agreed Italian programme to be put into action which would be considered later".

Colonel Greenhill explained that the Italian requirement is subject to ability to accept which cannot be ascertained until Allied Forces are there.

1324. ITALIAN SCHOONER POSITION. Ref. 1305. Lt.Col. Glanville considered the position not yet clear, for no more space than 15,000 tons of the 27,000 tons allocated for use of A.C.C. had ever been made available. He complained that A.C.C. were usually allocated the smaller vessels which cost more to run than those of higher tonnage. The Chairman considered the position would be improved with the arrival of several schooners from Sardinia, which appeared to be delayed through doubts as to priority of cargo to be lifted to the mainland. He emphasised that it was important that the schooners should arrive in Italy and that they should leave in ballast rather than suffer further delays.

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1325. WATER SITUATION AT NAPLES. Ref. 1306. F.E.O., Captain Taylor, was present at the Meeting while the water situation was discussed. On behalf of C in C Med. and U.S. Admiral, both of whom he represented, he opposed Minute 1295 and stated there had always been an insufficiency of water boats, those on the station, with some additional ones that had been allocated, being able to supply the requirements of war ships alone, but could not also meet large demands from the Services and Merchant shipping. He said that difficulties would be lessened if the various

	Commander J.O. Davies R.N.R.	S.C.S. to C in C Med.
	Colonel D.A. Greenhill	G-4 Mov & Tn (Br.)
	Lt.Col. J.T. Dunbar U.S. Army	G-4 Mov & Tn (Am.)
	Lt.Col. M.G. Lassek U.S. Army	Petroleum Section
	Lt.Col. P.J. Hughes U.S. Army	D.D.O.N.S., W.Med.
	Major J. Riddell	Q.M. Genl Section
	Mr. C.W. Kalloch	Reg.Dir., W.S.A. Med.
Present:	Commander J.S. Sharp R.N.R.	N.C.S.O., W.Italy
	Lt.Col. F. Glanville	A.C.C.
	Lt.Col. K. Anderson	D.A.M.T.R.
	Mr. R.D. Heard	D.M.M.T.R.
	Mr. A.C. Hogarth	D.M.M.T.R.
	Mr. W.E. Faraday	Secretary
	Miss M.M. Michie	Assistant Secretary

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1325. WATER SITUATION AT NAPLES. Ref. 1306. F.E.O., Captain Taylor, was present at the Meeting while the water situation was discussed. On behalf of C in C Med. and U.S. Admiral, both of whom he represented, he opposed Minute 1293 and stated there had always been an insufficiency of water boats, those on the station, with some additional ones that had been allocated, being able to supply the requirements of war ships alone, but could not also meet large demands from the Services and Merchant shipping. He said that difficulties would be lessened if the various organisations would produce an estimate of their requirements. In order to assist Captain Taylor, the Chairman was of the opinion that Br. and U.S. Armies, W.S.A., M.W.T. and, in view of their commitment to water the Lipari Islands, A.C.C. should be asked to submit an estimate of their shore and off shore requirements for three months. This was agreed. He also considered that the request for six additional water boats should be maintained and that it should be pointed out the requirement was a factual one and that unless boats were provided delays to shipping should be visualised and future operations and troopship movements might be interfered with. The Board agreed. Chairman.

1326. SAFETY OF MERCHANT SHIPPING. Ref. 1319. The Chairman referred to a letter regarding undischarged POL shipments to S. France and Lt.Col. Lassek said it had been agreed to postpone the sailing of CLIFFOID MALLORY and the carriage of/

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/of 3900 tons POL from Algiers.

A reply was awaited from C in C Med. to the recommendation that all convoys excluding personnel ships and tankers should be held.

1327. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1308. Item 2 on Agenda. Colonel Greenhill reported that British Army had agreed to supply items of stevedoring equipment for joint USA/BAF use at Civita Vecchia but said he had received an additional demand from A.C.C. for gear for cargo handling on the dock which Lt.Col. Glanville stated was the official list of requirements. It was agreed that a programme for the port should be submitted in order that the question of facilities could be examined in that light. Col. Greenhill

Minute 252 (a) of Report No. 29. Colonel Greenhill considered the first line should read ..... " representations be made to MEDSO" not "FEO". Agreed.

Lt.Col. Dunbar reported that the coal quay at Naples should be operating again on the 5th October, 1944.

A Conference on coal was taking place that day at Lyon at which Major Riddell stated SHAEF and AFHQ were represented. A report on the proceedings would be available shortly.

1328. REPAIR SUB-COMMITTEE. Ref. 1309. Item 3 on Agenda. Referring to Minute 709 of Repair Minutes, the Chairman drew attention to the fact that VILLE D'OLLON was stemmed to dry dock in Naples about 14th October and that this would cause five days' delay to her programme. In reply to Colonel Greenhill, he stated that this opportunity would also be utilised for other repairs.

The report on vessels in the South of France compiled by M.W.T. Surveyor was noted by the Board.

1329. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1310. Item 4 on Agenda. A request for a small personnel ship with 12 knot limit to run from the Med to Ancona was put forward by Colonel Greenhill. He considered ARGENTINA, presently repairing, might be transferred to East Coast and be replaced on the West Coast by CITTA DI ALESSANDRIA. Lt.Col. Dunbar said there was no objection to release of ARGENTINA provided two small ships could be made available to serve the Islands and Marseilles. He doubted, however, whether CITTA DI ALESSANDRIA could maintain convoy speed and it was agreed to request a report on this vessel.

Chairman.

Replying to the Chairman, Commander Davies stated that CITTA had been approved by C in C for service under AFHQ orders within the Mediterranean.

Referring to Para. 4 of French Report No. 27, Colonel Greenhill asked who was responsible for the carriage of sulphur. The Chairman stated that it was part of the French programme, which should be carried on French B list ships, but that assistance would be given if necessary.

1330. ITALIAN MERCHANT SHIPPING./ Ref. 1215. Item 5 on Agenda. Position List No. 8 of Italian vessels was noted.

1331. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1311. Item 6 on Agenda. The Chairman believed that a certain amount of confusion still existed and was making a signal accordingly. Referring to the signal quoted in Minute 1311, Mr. Malloch was of the opinion that the quantity of bulk wheat was not available and thought that due to draft restrictions ships would have to lighten before berthing in Tunisia. The Chairman considered that the figures of 25,000 tons monthly for Tunisia and 30,000 tons monthly at Algiers were within port acceptance figures.

A report had been received from North Africa that the French have arranged shipping for 14,500 tons wheat from Morocco along the coast. A reply was awaited from North Africa as to the actual stock

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received an additional demand from A.C.C. for gear for cargo handling on the dock which Lt.Col. Glanville stated was the official list of requirements. It was agreed that a programme for the port should be submitted in order that the question of facilities could be examined in that light. Col. Greenhill

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Replying to the Chairman, Commander Davies stated that CANADA had been approved by C in C for service under AFHQ orders within the Mediterranean.

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A report had been received from North Africa that the French have arranged shipping for 14,500 tons wheat from Morocco along the coast. A reply was awaited from North Africa as to the actual stock position.

1332. TANKER COMMITTEE. Ref. 1312. Item 8 on Agenda. Replying to Colonel Greenhill, Lt.Col. Lassek reported that plans for petrol requirements for the Balkans were complete.

1333. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1313. Item 9 on Agenda. Referring to Minute 30 of Report No. 6, the Chairman stated that the matter was in hand.

Minute 32. Colonel Greenhill considered that a clear request should be put in for what was needed and Lt.Col. Dunbar believed that Delta Base had not yet been consulted. The Chairman was of the opinion that until an agreed/

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/agreed statement had been submitted by NAPSOO, it was not possible for MEDITO to agree to transfer "B" list vessels from North Africa to Marseilles area. In reply to Colonel Greenhill, the Chairman stated that the French could not themselves alter the employment of "B" list carriers. He considered (ref. French Shipping Allocation Committee Report No. 27, Minute 7) that the French should themselves lift barley to Tunisia and wheat from Morocco.

1334. MEDITO TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1515. Item 10 on Agenda. The first Committee Meeting had been held and the Chairman pointed out that tonnage for all bills placed, with the exception of A.C.C. ships from South Italy, had been made available. The question of carriage of wood was due for further discussion.

Referring to Para. 4, the Chairman said that it was hoped to provide set services for the civilian user in different areas and in order to allocate most suitable vessels to necessary trades considered the Committee might also give vessels' names. The question was under examination.

Para. 5. a. It was stated that R.A.S.C. schooner commitments were increasing now that the Adriatic and Greek Islands had to be supplied, and that it might not be possible to allocate a portion of their fleet against A.C.C. programme. The Chairman said that this should not be arranged without consultation with the Board.

Para. 5 b. In lying to Lt.Col. Clonville who asked clarification of this sub paragraph, Mr. Board said the object was to enable the Committee to know details of ships proposed to be listed in schedule so that in cases where a coaster or other vessel might be available for the same lift best use could be made of the shipping available. Lt.Col. Clonville said that as bids for Schooner traffic had to be produced five weeks in advance to the Schooner Sub-Committee in Naples, even greater difficulties and delays would be experienced if they had also to be submitted to the Tonnage Allocation Committee. The Chairman maintained, however, that it would be desirable if this were done and emphasised that MEDITO was the only authority in control of shipping.

1335. MAINTENANCE IN ITALY. Item 11 on Agenda. Noted.

1336. PORT STATE. Ref. 1516. Item 12 on Agenda. The Chairman drew attention to the last signal on the Port State of 21st September, in which it was pointed out that the situation in south France Ports has been and is under closest investigation by MEDITO.

It was also pointed out by Commander Davies that Naples Port State of 30th September showed that of the seven ships in that port over 15 days, six were British. P.S.T.S. considered, however, this was an unusual condition caused by current operations.

1337. LAYCOCK. Ref. 1295. The Chairman quoted a signal from N.C.I.C., Ancona saying he feared that tanker berth would be untenable in winter weather and stating the position was aggravated by the hole in the parapet wall. The alternative was to lose a Liberty berth and substitute a tanker. Colonel Greenhill stated, however, that the loss of a Liberty berth was not acceptable but the matter was under examination. Col. Greenhill.

1338. PORT EQUIPMENT. Lt.Col. Durnford informed the Board that military authorities were leaving the port of Cagliari on 25th October. He also stated that U.S. [illegible] The Chairman pointed

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first Committee Meeting had been held and the Chairman pointed out that tonnage for 400 ships, with the exception of A.C.C. ships from South Italy, had been made available. The question of carriage of wood was due for further discussion.

Referring to Para. 4, the Chairman said that it was hoped to provide set services for the common user in different areas and in order to allocate most suitable vessels to necessary trades considered the Committee might also give vessels' names. The question was under examination.

Para. 5. a. It was stated that A.A.S.C. schooner commitments were increasing now that the Adriatic and Greek Islands had to be supplied, and that it might not be possible to allocate a portion of their fleet against A.C.C. programme. The Chairman said that this should not be arranged without consultation with the Board.

Para. 5 b. In lying to Lt.Col. Glanville who asked clarification of this sub paragraph, Mr. Hazel said the object was to enable the Committee to know details of goods proposed to be lifted in schooners so that in cases where a coaster or other vessel might be available for the same lift best use could be made of the shipping available. Lt.Col. Glanville said that as bids for Schooner traffic had to be produced five weeks in advance to the Schooner Sub-Committee in Naples, even greater difficulties and delays would be experienced if they had also to be submitted to the Tonnage Allocation Committee. The Chairman maintained, however, that it would be desirable if this were done and emphasised that MMSO was the only authority in control of shipping.

1335. MAINTENANCE IN ITALY. Item 11 on Agenda. Noted.

1336. PORT STATE. Ref. 1316. Item 12 on Agenda. The Chairman drew attention to the last signal on the Port State of 21st September, in which it was pointed out that the situation in South France Ports has been and is under closest investigation by MMSO.

It was also pointed out by Commander Davies that Naples Port State of 30th September showed that of the seven ships in that port over 15 days, six were British. P.S.T.O. considered, however, this was an unusual condition caused by current operations.

1337. AMOON. Ref. 1285. The Chairman quoted a signal from N.O.I.C., Ancona saying he feared that timber berth would be untenable in winter weather and stating the position was aggravated by the hole in the parapet wall. The alternative was to lose a Liberty berth and substitute a timber. Colonel Greenhill stated, however, that the loss of a Liberty berth was not acceptable but the matter was under examination.

Col. Greenhill.

1338. PORT EQUIPMENT. Lt.Col. Danaher informed the Board that military authorities were leaving the port of Cagliari on 25th October. He also stated that U.S. Army were due to leave Ajaccio and eventually Bastia. The Chairman pointed out that as military removed their own equipment these ports would be left without any port working gear. He considered a definite request for all gear needed should be made now. The matter was left to be further discussed between W.S.A./M.W.T. and Lt.Col. Danaher.

W.S.A. M.W.T.
Lt.Col. Danaher.

1339. SATELLITE PORTS. It was reported that Castellamare, Torre Annunziata and Salerno were to be closed down shortly and as latter port has presently a higher rate of discharge than Naples, the Chairman considered the closing of these ports would not be agreeable to shipping authorities and he would take up the matter at the Diversion Meeting.

Chairman.

1340. UNRRA AT PHILIPPEVILLE. In answer to the Chairman, Colonel Greenhill stated that he was awaiting further information on this project.

1341. "PROVIDENCE". Ref. 1274. The Chairman reported that he was informed by C in C Med. that salvage operations to this vessel are in hand.

1342. COASTER POSITION. Ref. 1267. A signal from Middle East regarding the use of Greek vessels in M.E. coaster service was referred to by Mr. Malloch. The Chairman stated that M.E. coasters were mainly Greek vessels and it was proposed they should go to Greece when the situation allowed. M.E. coaster position would then be helped out with other shipping. Colonel Greenhill said that 30,000 tons coasters had been allocated against a lift of 48,000 tons, and if necessary the balance would be carried in ocean going vessels. Mr. Hall Patch stated, however, that if U.S.A. ocean going ships were not used in this theatre there was an agreement for their return to the U.S. He would therefore like to take part in any discussions concerning the coastwise use of ocean going ships in the Middle East. Agreed.

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S E C R E T

A G E N D A.

E I G H T Y S E C O N D M E E T I N G.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 10TH OCTOBER, 1944.

(18-24)

1. APPROVAL OF MINUTES ON MEETING NO. 81 DATED 2ND OCTOBER, 1944.

2. MEDITERRANEAN COAL ALLOCATION SUB-COMMITTEE.

3. Minutes of Meeting No. 50 dated 7th October, 1944.

REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 46 dated 6th October, 1944.

4. [redacted]

[redacted]

5. ITALIAN SCHOONERS.

Amendment to A.F.H.Q. Memorandum of 25th August, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.

Report of 9th October, 1944.

7. HARBOUR FACILITIES & SMALL CRAFT.

No. 26. Nothing to report.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 7th October, 1944.

9. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 7 dated 2nd October, 1944.

3248

10. MEDITERRANEAN ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 2 dated 4th October, 1944.

11. POST STATE.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1100 HOURS 10TH OCTOBER, 1944.

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1. APPROVAL OF MINUTES OF MEETING NO. 21 DATED 3RD OCTOBER, 1944.

2. MEDITERRANEAN OIL ALLOCATION SUB-COMMITTEE.

3. Minutes of Meeting No. 50 dated 7th October, 1944.

REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 46 dated 6th October, 1944.

4. [redacted]

5. ITALIAN SCHOOLSHIPS.

Amendment to A.F.H.Q. Memorandum of 25th August, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.

Report of 9th October, 1944.

7. HARBOUR FACILITIES & SHIPPING CASUALTIES.

No. 25. Nothing to report.

8. TANKER CONSTRUCTION.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 7th October, 1944.

9. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 7 dated 2nd October, 1944.

3248

10. MEDITERRANEAN ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No.2 dated 4th October, 1944.

11. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for the 1st October, 1944 on which M.S.A.B. 679 has been despatched.

12. OTHER MATTERS.

(Walter E. Forsday)
Secretary, MEDEO.

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SECRET

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/379-COM (23)

7 Oct 44.

Tel: FREEDOM 852.

Subject:- Mediterranean Shipping Board
Coal Reception Committee.

Minutes of Coal Meeting No. 30 held at 1015 hrs 4 Oct 44 in G-4(Mov & Tn) Conference Room, A.F.H.Q.

In the Chair :	Lt. Col. M.J. Sieff.	G-4 MOV & TN.
Present :	Lieut A. Frodsham RNVR	A/F.E.C.
	Major V. King.	G-4 MOV & TN.
	Major J. Riddell	QM Coal Sec
	Capt. G. Sweet	G-4 MOV & TN.
	Lt. Col. K. Anderson	M.W.T. Rep.
	Mr. A.R. Sasserville.	W.S.A. Rep.
	J. Comd. L.E.C. Morris	Secretary.

235. RN & MWT Coal Berths - ALGIERS (See Minutes 186, 190, 196, 205 & 219).

MWT Rep stated that all berths should have been in working order by 1 Oct., but confirmation had not yet been received on this point.

ACTION : MWT.

236. Coal Berth CIVITAVECCHIA (See Minutes 213, 221 & 229).

Instructions had now been issued to P.B.S. to proceed immediately to lay a standard gauge line.

237. Coal for TUNISIA (See Minutes 217, 222 & 250).

The Committee accepted the statement that a three port discharge May N. AFRICA was essential for colliers discharging in TUNISIA, owing to restricted rail facilities.

238. Colliers Due.

Due to the bunching of coasters in UGS 55 and 55B and equivalent convoys, and to the breakdown at the BAGNOLI coal berth, adjustments in the programme had been made as follows :-

(a) Ocean going vessels

	Convoy	Destination	Tonnage	Draft
HORACE MANN	UGS 54	NAPLES	8500	28'4"
BENJAMIN CHEW	"	BARI/ANCONA	8500	28'6"
RICHARD ALVEY	Sailing independently	PHILIPPEVILLE	5300	22'0"
SHEAFHOLME	"	BRINDISI	8500	26'0"
FREDERICK L. DAU	"	BIZERTA	8500	27'6"
JOHN C. SPENCER	GUS 54	ORAN		
R.F. PECKHAM	GUS 54			

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In the Chair :	Lt. Col. M.J. Sieff.	G-4 MOV & TN.
Present :	Lieut A. Frodsham RNVR	A/F.E.O.
	Major V. King.	G-4 MOV & TN.
	Major J. Riddell	CH Coal Sec
	Capt. G. Sweet	G-4 MOV & TN.
	Lt. Col. K. Anderson	M.W.T. Rep.
	Mr. A.R. Sasserville.	W.S.A. Rep.
	J. Comd. L.E.C. Morris	Secretary.

235. RN & MWT Coal Berths - ALGIERS. (See Minutes 186, 190, 196, 203 & 219).

MWT Rep stated that all berths should have been in working order by 1 Oct., but confirmation had not yet been received on this point.

ACTION : MWT.

236. Coal Berth CIVITAVECCHIA. (See Minutes 213, 221 & 229).

Instructions had now been issued to P.B.S. to proceed immediately to lay a standard gauge line.

237. Coal for TUNISIA. (See Minutes 217, 222 & 230).

The Committee accepted the/statement that a three port discharge Mov N. AFHQ
was essential for colliers discharging in TUNISIA, owing to restricted rail facilities.

238. Colliers Due.

Due to the bunching of coasters in UGS 55 and 55F and equivalent convoys, and to the breakdown at the BAGNOLI coal berth, adjustments in the programme had been made as follows :-

(a) Ocean going vessels

	Convoy	Destination	Tonnage	Draft
HORACE MANN	UGS 54	NAPLES	8500	28'4"
BENJAMIN CHEW	"	BARI/ANCONA	8500	28'6"
RICHARD ALVEY	Sailing independently	PHILIPPEVILLE	5300	22'0"
SHEAFHOLME	"	BRINDISI	8500	26'0"
FREDERICK L. DAU	"	BIZERTA	8500	27'6"
JOHN C. SPENCER	GUS 54	ORAN	8682	28'6"
R.F. PECKHAM	GUS 54	MIDEAST	9658	28'0"
SAMSACOLA	MKS 64	BONE	9127	27'6"
LESLIE M. SHAW	"	ALGIERS	8525	26'2"
RAYMOND T. BAKER	UGS 55	BARI	8565	26'2"
CHARLES J. FOLGER	"	CAGLIARI	8719	26'8"
BEN HALLADAY	"	NAPLES	8121	27'5"
EMPIRE DERISSA	"	AUGUSTA	8500	26'6"

/Contd... sheet 2....

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(b) SARDINIAN Colliers

"EDERA" was discharging at BAGNOLI.

"BLAIRDEVON" 4,400 tons was diverted from BAGNOLI to TARANTO.

(c) The att statements of Oct & Nov arrivals were examined by the committee. Alterations and additions had been incorporated.

(d) Q.M. undertook to nominate ports of discharge for U.G.S. 55B before the next meeting.

ACTION : Q.M.

239. Coal Southern FRANCE.

On receipt of a signal from Q.M.Rep., at present in NICE, giving full particulars of the coal mines in Southern FRANCE, an aground signal had been sent to ACWAR cancelling the demand for imported coal for the 1st and 2nd 90 day period.

A/FEO requested Q.M. to investigate the possibility of the Navy being provided with coal from the Southern FRANCE coal mines.

ACTION : Q.M.

240. R.N.Coal LEGHORN

Q.M.Coal Sec agreed to shipping Sardinian Coal to LEGHORN for the Navy but pointed out that although the Army would discharge the ship the Navy would be responsible for removing their coal from alongside the quay. The Chairman stated that as soon as LEGHORN was ready to receive a collier one would be switched from the Sardinian Programme.

241. Relations with MAJEM.

A signal defining inter alia AFHQ's requirements for the procedure for procuring & sailing of colliers for NORTH AFRICA had been prepared and would be despatched after co-ordination with all concerned.

W. A. [illegible], Major,
for Brigadier,
D.D.S.C.(Mov & Tn)

LEC/rhb

Distribution:- As for MEDSO Minutes plus:-

D of Stores, Admiralty, LONDON.

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(d) Q.M. undertook to nominate ports of discharge for U.G.S. 55B before the next meeting.

ACTION : Q.M.

239. Coal Southern FRANCE.

On receipt of a signal from Q.M.Rep., at present in the UNK, giving full particulars of the coal mines in Southern FRANCE, a suggested signal had been sent to ACMAR cancelling the demand for imported coal for the 1st and 2nd 90 day period.

A/FEO requested Q.M. to investigate the possibilities of the Navy being provided with coal from the Southern FRANCE coal mines.

ACTION : Q.M.

240. R.N.Coal LEGHORN

Q.M.Coal Sec agreed to shipping Sardinian Coal to LEGHORN for the Navy but pointed out that although the Army would discharge the ship the Navy would be responsible for removing their 500 t. across the quay. The Chairman stated that as soon as LEGHORN was ready to receive a collier one would be switched from the Sardinian Programme.

241. Relations with NAVEM.

A signal defining inter alia AFHQ's requirements under the procedure for procuring & sailing of colliers for NORTH AFRICA had been prepared and would be despatched after co-ordination with NAVEM.

[illegible]
[illegible] KING, Major,
for Brigadier,
D.A.A.G.(Mov & Tn)

LECM/rhb

Distribution:- . As for MEDBO Minutes plus:-

D of Stores, Admiralty, LONDON.
Under Secretary of State for War, War Office.
(attention D.F.Mov Q(M)9.
Mov H.Q., A.A.I. (6)
G.H.Q., M.E.F.
C.O.T. (4)
N.A. Dist (NAMOV 2) (4)
All present.

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE NORTH AFRICA : POSITION AS AT 4 OCT

NAME	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	BO
FORT HULTON HOPE	27'6"	USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army	9010	9010		
JOHN W. GRIFFITHS	27'7"	"	" "	30 Sep	Run of Mine	"	8500			
FORT PITT	28'	"	" "	1 Oct	Low Vol Run of Mine	"	7943 1680 lbs			
LORICREST		S.AFRICA	GUS 53	2 Oct		"	7505	7505		
REGD DE E.STROP	25'5"	INDIA	MKS 63	6 "	2102 High Vol 5974 Low Vol	"	8500		8500	
FORT PITT		BIZERTA		18 "			4000			
RICHARD ALVEY	22'	HALIFAX	INDEPENDENTLY	5 "	3300	"	3300			
FREDERICK L. DAU	27'6"	S.AFRICA	GUS 54	8 "			8500			
LESLIE M. SHAW	26'2"	USA	UGS 55	9 Oct	High Vol	"	8525	8525		
JOHN C. SPENCER	28'6"	S.AFRICA	GUS 54	11 "	8682	"	8682		8682	
SAMBACOLA	27'6"	S.AFRICA	MKS 64	14 "		"	9127			
SAMEDEN	29'4"	USA	UGS 55B	13 "	Low Vol	"	8307		8307	
FORT HEDLEY	26'0"	USA	UGS 55B	14 "	Low Vol	"	8147	8147		

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NG BOARD
FILE

COLLIERS DUE NORTH AFRICA : POSITION AS AT 4 OCT

SECRET APPENDIX "A"

DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	BIZERTA	LA GOULETTE TUNIS	BONE	PHILIPPEVILLE
27'0"	USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army	9010	9010					
27'7"	"	" "	30 Sep	Run of Mine	"	8500					8500	
28'	"	" "	1 Oct	Low Vol Run of Mine	"	(7943 (1680 lbs			3943			
	S.AFRICA	GUS 53	2 Oct		"	7505	7505					
26'5"	ANDES	MKS 63	6 "	2102 High Vol 5974 Low Vol	"	8500		8500				
	BIZERTA		18 "			4000				4000		
22'	NAPLES	INDEP ARDENTLY	5 "	3300	"	3300						3300
27'6"	S.AFRICA	GUS 54	8 "			8500			8500			
26'2"	USA	UGS 55	9 Oct	High Vol	"	8525	8525					
28'6"	S.AFRICA	GUS 54	11 "	8682	"	8682		8682				
27'5"	S.AFRICA	MKS 64	14 "		"	9127					9127	
29'4"	USA	UGS 55B	13 "	Low Vol	"	8307		8307				
26'0"	USA	UGS 55B	14 "	Low Vol	"	8147	8147					

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COLLIERS DUE ITALY & SICILY : POSITION AS AT 4 OCT

NAME	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	TARANTO	H E
FORT PINE (2 Tugs)		USA	JGS 53	24 Sep			8500				8500	
JOHN M HANLEY		S.AFRICA	JGS 53	25 Sep		Army	7262		1762			
CAPE RACHEL		USA	JGS 53	25 Sep		"	8069			2069		
SAMBALE	29'0"	S.AFRICA	MKS 63	3 Oct		"	9194					
SHENANDOAH	26'0"	"	INDEP	4 Oct		"	8500					
HORACE MANN	28'4"	"	JGS 54	4 "	R of Mine H & L Vol	"	8500			8500		
FORT ORLEANS (2 Tugs)	26'6"	"	JGS 54	4 "		"	8500				8500	
CAPE BRETON	22'	ATLAS	-	5 "		"	6000					
BENJAMIN CHEW	28'6"	S.AFRICA	JGS 54	6 "	R of Mine	"	8500		4500			
SAMHARLE	27'0"	PALERMO	-	8 "		"	7000					
JOHN M HARLAND		S.AFRICA		10 "		"	5500	5500				
EMPIRE NERISSA	25'9"	U.S.A.	JGS 55	12 "		LWT	8500			AUGUSTA FOR ORD		
BEN HALLADAY	27'5"	"	"	14 Oct		Army	8121			8121		
RAYMOND T. BAKER	26'2"	"	"	15 Oct	High Vol	"	8565		8565			
CHARLES T. FOLGER	26'3"	"	"	16 Oct	"	"	8519					
BENJAMIN CHEW	20'0"	BARI	-	17 Oct		"	4000	4000				
CASSIUS HUDSON	27'6"	USA	JGS 55B	19 Oct	High Vol	"	8450			8450		

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COLLIERS DUE ITALY & SICILY : POSITION AS AT 4 OCT

APPENDIX "B"

RAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	n/C	TONNAGE	ANCONA	BARI	NAPLES	TARANTO	BRINDISI	PALERMO	REGGIO	CATANIA	CAGLIARI
	USA	UGS 53	24 Sep			8500				8500					
	S.AFRIC	GS 53	25 Sep		Army	7[illegible]2		1762							
	USA	UGS 53	25 Sep		"	8[illegible]3			4309						
9'0"	S.AFRICA	UGS 63	3 Oct		"	9194						2194			
26'0"	"	INDEP	4 Oct		"	8500					8500				
28'4"	"	UGS 54	4 "	R of Mine H & L Vol	"	8500			8500						
26'6"	"	UGS 54	4 "		"	8500				8500					
22'	NAPLES	-	5 "		"	6000							6000		
28'6"	S.AFRICA	UGS 54	6 "	R of Mine	"	8500		4500							
27'0"	PALERMO	--	8 "		"	7000								7000	
	S.AFRICA		10 "		"	5500	5500								
25'9"	U.S.A.	UGS 55	12 "		LWT	8500			AUGUSTA FOR ORDERS						
27'5"	"	"	14 Oct		Army	8121			8121						
26'2"	"	"	15 Oct	High Vol	"	8565		8565							
26'8"	"	"	16 Oct	"	"	8519									8519
20'0"	BARI	--	17 Oct		"	4000	4000								
27'6"	USA	UGS 55B	19 Oct	High Vol	"	8450			8450						

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MEDITERRANEAN SHIPPING BOARD
EVACUATION COMMITTEE

SARDINIAN COAL PROGRAMME - SEP : POSITION AS AT 4 OCT 44

TYPE	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
USK	SARDINIAN	2nd week SEP	1400	WEST SICILY
[illegible]	"	" " "	2300	EAST ITALY
MELODY	"	3rd " "	3600	WEST ITALY
CANTON	"	" " "	3600	EAST ITALY
	"	4th " "	7000	WEST ITALY
STRINGBOW	"	" " "	4800	EAST SICILY
VON	"	3rd " "	4200	WEST ITALY
	"	" " "	2300	WEST SICILY
S	"	4th " "	800	EAST ITALY

NAVAL COLLIERS

	CONVOY	CARGO	LOADING PORT	DESTINATION
[illegible]	Under operational orders			
CHIEFTAIN	KMS 59	7645 NC	UK	AJACCIO - op orders
SCALE	KMS 62	9700 Welsh	UK	NAPLES for O/T
[illegible]SLADE	KMS 62	5000 NC	UK	TARANTO
[illegible]AGEN	KMS 62	7000 NC	UK	TARANTO for orders ITALY
[illegible] MICHAELS	KMS 62			BIZERTA
	KMS 63	3796 Welsh	UK	TARANTO
[illegible]	KMS 63	5099 Welsh	UK	BRINDISI
[illegible]PATTERN	KMS 63	3270 Welsh	UK	

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APPENDIX 'C'

SARDINIAN COAL PROGRAMME - SEP : POSITION AS AT 4 OCT 44

E OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
DINIAN	2nd week SEP	4400	WEST SICILY	CATANIA
	" " "	2800	EAST ITALY	PALETTA
	3rd " "	3600	WEST ITALY	MAGNOLI
	" " "	3600	EAST ITALY	PALETTA
	4th " "	7000	WEST ITALY	MAGNOLI
	" " "	4800	EAST SICILY	CATANIA
	3rd " "	4200	WEST ITALY	MAGNOLI V
	" " "	2300	WEST SICILY	PALERMO
	4th " "	800	EAST ITALY	BARI

APPENDIX 'D'

NAVAL COLLIERS

ONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
nder operational orders				
			AJACCIO - op orders	MVT
MS 59	7645 NC	UK	NAPLES for O/R	"
MS 62	9700 Welsh	UK	TARANTO	"
MS 62	5000 NC	UK	TARANTO for orders NAPLI	"
MS 62	7000 NC	UK	BIZERTA	"
			TARANTO	"
MS 63	3796 Welsh	UK	BRINDISI	"
MS 63	5099 Welsh	UK		
MS 63	3270 Welsh	UK		

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...ERRANEAN SHIPPING BOARD
...RECEPTION COMMITTEES.

OCTOBER ARRIVALS — POSITION AS AT 4 OCT.

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
VERNON L. KELLOG		S. AFRICA				8500
JOHN M. PARKER		" "	GUS 55	17 Oct		8500
OCEAN PAGE		USA	UGS 56			8500
W.L. JONES		USA	UGS 56			8500
[illegible] RICHTER		"	UGS 56			8500
OCEAN VISTA		"				8500
GOUVERT FLINCK		"				8500
[illegible]DEN		"	UGS 55 B	17 Oct	Low Vol	8307
FORT HENDLEY		"	UGS 55 B	17 "	"	8[illegible]
CASSIUS HUDSON		"	UGS 55 B	17 "	High Vol.	8456
FORT ERIE	24'9"	"	?? UGS 55	12 "		8500

NOVEMBER ARRIVALS

JOSE BONIFACIO		S. AFRICA				8500
WALKER TAYLOR		" "				8500
S.M FREEDOM		" "				9148

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OCTOBER ARRIVALS — POSITION AS AT 4 OCT. — APPENDIX 'E'

FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
S. AFRICA				8500	
" "	GUS 55	17 Oct		8500	
USA	UGS 56			8500	
USA	UGS 56			8500	
"	UGS 56			8500	
"				8500	
"				8500	
"	UGS 55 B	17 Oct	Low Vol	8307	ORAN SeeAppendix "A"
"	UGS 55 B	17 "	"	8147	ALGIERS "
"	UGS 55 B	17 "	High Vol.	8450	NAPLES "
"	?? UGS 55	12 "		8500	GAETA

NOVEMBER ARRIVALS — APPENDIX 'F'

S. AFRICA				8500	
" "				8500	
" "				9146	Loaded

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23e

SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
EMP. THACKERY	SARDINIAN	2 Wk Oct	3600	GALLIPOLI
WIELA	"	2 Wk Oct	4400	CATANIA
VAN CSTADE	"	3 Wk Oct	3700	WEST ITALY
BLAERDEVOH	"	4 Wk Oct	4400	PALERMO
ELERA	"	4 Wk Oct	7000	BAGNOLI
BLAIRESK	"	3 Wk Oct	4400	
KATERINGO HADJIPATERAS	"	3 Wk Oct	6000	

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SARDINIAN COAL PROGRAMME - CCT

TYPE OF COAL	ETA SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
SARDINIAN	2 Wk Oct	3600	GALLIPOLI	
"	2 Wk Oct	4400	CATANIA	
"	3 Wk Oct	3700	WEST ITALY	
"	4 Wk Oct	4400	PALERMO	
"	4 Wk Oct	7000	BAGNOLI	
"	3 Wk Oct	4400		
"	3 Wk Oct	6000		

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S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

No. 46.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 6TH OCTOBER, 1944.

22

Present: Mr. J. Gibson Graham, Chairman
Commander H.I.S. Rylands, R.N.
Constructor Captain I.E. King, R.N.
Lieut. Commander R. Blair, R.N.R.
Ing.Mec.Chef de 2me. Classe Gandilhon.
Capitaine du Corvette Ebert.
Major Filo, R.E.N.
Mr. C.W. Killoch.
Mr. I.D. Campbell.
Mr. D.L. Davidson.
Mr. G.S. Ramsdale.
Captain E.D. Bate.
Captain T.L. Kidwell.
Mr. W.E. Forsday Secretary.
Miss M.M. Michie Assistant Secretary.

ACTION BY:-

718. GIBRALTAR. The situation remained unchanged from the previous week.

719. ORAN. It was understood that the "JOHN S. COPLEY" was still expected to undock from the No.1 dock about the end of October, but the report from the M.W.T. Surveyor at Oran indicated that the date of undocking was indefinite and estimated a further eight weeks in dock. Mr. Davidson questioned this and said that he would verify the position with Oran. Mr. Davidson.

The "FACTO" had been docked in the No.3 dock. Commander Rylands stated that the No.2 dock was presently under repair. The priorities thereafter were left as "AISNE", "WINDSOR", "CHAMBORD", "ODYSSEUS", and it was agreed that the "EXMET" should now be added to the list.

Captain King pointed out that the No.3 dock was shortly to be sent away from Oran, when the U.S. Navy would want more use of No.2 dock.

720. ALGIERS. The French warship was not expected to come out from the No.1 dock until the 9th October, when the "ELENI" would be put in.

"DJEBEL AURES". With reference to minute 704, a reply had been received from Algiers that this vessel had already sailed from Casablanca for Algiers. The Committee now noted a signal from FONA that she had arrived Algiers and was awaiting drydock about 12th October after the "ELENI". The Secretary reported that G-4 Nov & Tn had pointed out that the ship was required for an urgent lift of sheep from Crotone to Ajaccio, to be followed by another lift from Bizerta to Naples, and had asked that her drydocking be postponed if possible, say until she arrived at Bizert. The Committee felt, however, that this vessel's docking should be no longer delayed, and it was agreed that advantage should be taken of the opportunity to put her in after the "ELENI".

The next priorities were the "HINDSHOLM" and "ORKLA" respectively, and it was decided that the "CHATEAU LAFOUR" should now be listed to follow.

It was agreed that the "SIKRIN" should be docked in the No.2 dock, subject to confirmation that she would not be too large to be accommodated.

In view of the programme enumerated above, it was decided that the "LISS" should be sent to Ferryville where she would be more likely to achieve an early docking. Capt. Bate.

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721. ALGIERS. In conformity with Minute 720 above, the "DJEBEL AURES" was

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	Mr. I.D. Campbell.	
	Mr. M.L. Davidson.	
	Mr. G.S. Ronsdale.	
	Captain R.D. Bate.	
	Captain T.L. Kidwell.	
	Mr. W.E. Fereday	Secretary.
	Miss K.M. Michie	Assistant Secretary.

ACTION BY:-

718. GIBRALTAR. The situation remained unchanged from the previous week.

719. ORAN. It was understood that the "JOHN S. COBLE" was still expected to undock from the No.1 dock about the end of October, but the report from the N.W.T. Surveyor at Oran indicated that the date of undocking was indefinite and estimated a further eight weeks in dock. Mr. Davidson questioned this and said that he would verify the position with Oran. Mr. Davidson.

The "TACTO" had been docked in the No.3 dock. Commander Aylard stated that the No.2 dock was presently under repair. The priorities thereafter were left as "ADAM", "WILSON", "CRACKBOT", "ODYSSEUS", and it was agreed that the "DERBY" should now be added to the list.

Captain King pointed out that the No.3 dock was shortly to be sent away from Oran, when the U.S. Navy would want more use of No.2 dock.

720. ALGIERS. The French warship was not expected to come out from the No.1 dock until the 9th October, when the "ELENI" would be put in.

"DJEBEL AMOR". With reference to Minute 704, a reply had been received from Algiers that this vessel had already sailed from Casablanca for Algiers. The Committee now noted a signal from POWA that she had arrived Algiers and was awaiting drydock about 12th October after the "ELENI". The Secretary reported that G-4 Nov & Tn had pointed out that the ship was required for an urgent lift of sheep from Crotone to Ajaccio, to be followed by another lift from Bizerte to Naples, and had asked that her drydocking be postponed if possible, say until she arrived at Bizerte. The Committee felt, however, that this vessel's docking should be no longer delayed, and it was agreed that advantage should be taken of the opportunity to put her in after the "ELENI".

The next priorities were the "LINDSHOLM" and "ORKLA" respectively, and it was decided that the "CHARLES LAFOON" should now be listed to follow.

It was agreed that the "SHERI" should be docked in the No.2 dock, subject to confirmation that she would not be too large to be accommodated.

In view of the programme enumerated above, it was decided that the "LISS" should be sent to Ferryville where she would be more likely to achieve an early docking. Capt. Bate.

3243

721. CASABLANCA. In conformity with Minute 720 above, the "DJEBEL AMOR" was expunged from the Casablanca programme. It was understood that the French warships had been docked. The only Merchant ship still remaining was for the "JANNE", which vessel now was not expected to be at Casablanca until about the 10th October.

722. FERRYVILLE. In reply to the Chairman, Captain King agreed that the situation at Ferryville was becoming easier, saying that the No.2 dock was ready apart from clearing debris, which would take about a month. The Chairman suggested that ships might now be brought back from the forward area for docking at Ferryville, instancing the ever-increasing list of ships for Naples, and Captain King considered that three short term dockings could be accepted at Ferryville.

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The "WILLIAM B. TRAVIS" was completed and the "ORANGELEAF" was now in dock. The "P.L.M.14" was thought to be about ready for docking, and the "MISS" was now programmed to follow (vide Minute 720), or vice versa according to whichever vessel was first available.

"NORDNES". Ref. 711. This vessel was about due at Castellamare to discharge, but in view of the position at Naples together with the fact that she is to load phosphate at Bona, it was decided that the ship should drydock at Ferryville.

723. T.PANTO. No drydocking bids for cleaning and painting only at this port were before the Committee.

The signal from C.S. Taranto showed no change in the position regarding the No.1 dock. Captain King stated that the "FORT CARIBOU" was a big job, as the vessel had a large hole in way of the stern, and it being considered that a semi-permanent repair would take practically as long as a permanent repair, part of the stern was now being rebuilt.

The Italian warship in the No.2 dock was expected to come out on the 9th October, after which the "ELPIS CAFO" would be put in.

C.S. Taranto indicated that the "FORT DE DOUAUMONT" had been expected to undock on the 5th October, to be followed by the "ST. ANDREW" for six days. Mr. Ronalds stated that the M.W.T. Surveyor at Taranto had reported that the latter vessel should dock about the 9th inst. but advice had since been received from him that she might not be able to do so by that date as the Navy had taken labour away to work on two U.K. ships. The Chairman said that a statement on the vessel's condition had been sent to Marseilles asking if she could be accepted there for repairs afloat, and he considered there should not be any difficulty in obtaining a repair berth.

"JONATHAN WORTH". In view of this vessel's rudder damage it was agreed that she should drydock at Taranto for inspection.

724. BRINDISI. The only merchant ship bids for drydocking were in respect of the Yugo-Slav vessels (vide Minute 708). C.S. Taranto had signalled the appropriate authorities that the "MORAVA" and "LJUBLJANA" could be accepted at Brindisi, requesting that they be sailed to arrive one by the 11th October and the other by 14th October.

725. NAPLES. The "SAINTAL" had been docked and the "CAUCHE" was now in the No.1 dock, expected to come out on the 7th October. Commander Aylands pointed out that if the two floating cranes were then put in, following the changing of the blocks, the dock would not be again available until about the 22nd October, which would affect the position regarding the "VILLE D'ORAN". The Chairman stressed the fact that the latter vessel must be laid off for overhaul as soon as possible, as most unsatisfactory reports had been received respecting her accommodation, and Lt.Commander Blair replied that new programme could be arranged to enable her to be sent to Oran to carry out the necessary work afloat, when she could be again available at Naples about the 24th/25th October, thus enabling the

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The "[illegible]" was thought to be about ready for docking, and the "MISS" was now programmed to follow (vide Minute 720), or vice versa according to whichever vessel was first available.

"NORDNES". Ref. 711. This vessel was about due at Castellamare to discharge, but in view of the position at Naples together with the fact that she is to load phosphate at Bona, it was decided that the ship should drydock at Ferryville.

723. TARANTO. No drydocking bills for cleaning and painting only at this port were before the Committee.

The signal from C.S. Taranto showed no change in the position regarding the No.1 dock. Captain King stated that the "PORT CHALMOU" was a big job, as the vessel had a large hole in way of the stern, and it being considered that a semi-permanent repair would take practically as long as a permanent repair, part of the stern was now being rebuilt.

The Italian warship in the No.2 dock was expected to come out on the 9th October, after which the "HERON CAMO" would be put in.

C.S. Taranto indicated that the "PONT DU DOUBS" had been expected to unlock on the 5th October, to be followed by the "ST. ANDREW" for six days. Mr. Ronalds stated that the M.W.T. Surveyor at Taranto had reported that the latter vessel should lock about the 9th inst. but advice had since been received from him that she might not be able to do so by that date as the Navy had taken labour away to work on two L.S. ships. The Chairman said that a statement on the vessel's condition had been sent to Marseilles asking if she could be accepted there for repairs afloat, and he considered there should not be any difficulty in obtaining a repair berth.

"JOHANNA WOERMANN". In view of this vessel's rudder damage it was agreed that she should drydock at Taranto for inspection.

724. BRINDISI. The only Merchant ship bills for drydocking were in respect of the Yugo-Slav vessels (vide Minute 708). C.S. Taranto had signalled the appropriate authorities that the "NORDNES" and "LAURELMAR" could be accepted at Brindisi, requesting that they be asked to arrive one by the 11th October and the other by 14th October.

725. NAPLES. The "[illegible]" had been docked and the "LAURENT MEUS" was now in the No.1 dock, expected to come out on the 7th October. Commander Sylvain pointed out that if the two floating cranes were then put in, following the changing of the blocks, the dock would not be again available until about the 22nd October, which would affect the position regarding the "VILLE D'ORAN". The Chairman stressed the fact that the latter vessel must be laid off for overhaul as soon as possible, as most unsatisfactory reports had been received respecting her accommodation, and Lt.Commander Blair replied that her programme could be arranged to enable her to be sent to Oran to carry out the necessary work afloat, when she could be again available at Naples about the 24th/25th October, thus drydocking there often rather than before the repairs had been effected. The Committee agreed that this would be the best procedure, and the vessel was accordingly scheduled to drydock after the floating cranes.

Captain Bate reported that the "LAURENT MEUS" should be available for docking at Naples about the 18th October after making one trip to South France, and it was agreed that whilst the "VILLE D'ORAN" must have priority, if the "LAURENT MEUS" arrived in time she should be docked first if possible without delay to the other vessel.

The "NORDNES" was deleted from the list in view of the decision to drydock her at Ferryville as set out in Minute 727.

The question of docking the "PONT DESSELAIRE" was deferred until the next Meeting pending a full report.

In course of the discussion, Captain King pointed out that there were three docks at Naples, No.1, 664' length, which could accommodate any Merchant ship, No.2, 371' length, which could take any coaster, and the floating dock for small craft up to 320' long. The Committee considered that the "LOLLA", "VIOLETTE", "TUNISINO", "TANY BRUNNER", "EGEO FAT" and "EGEO GAWAN" could be dealt with

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726. LEGHORN. Captain Bate reported that both the "WELSH COAST" and "RAPID COPPICE" could be made available for docking at Leghorn when the dock became ready.

727. PALERMO. Captain Bate reported that the "MARNEMEDON" had completed her repairs afloat at Palermo.

Mr. Kalloch stated that the "WILLIAM P. CODY", "KEMP P. BATTLE" and "EDWARD E. HUDDLESON" required drydocking for cleaning and painting, and proposed that the W.S.A. should make a formal request to the U.S. Navy for consideration to be given for these vessels to be taken in hand at Palermo. The Committee approved. Mr. Kalloch.

728. L. CIOTAT. Captain King reported that at this port there was a shipyard undamaged, and a graving dock over 500' long, undamaged, but the approach to the dock was fouled by sunken shipping. It would be a salvage operation and the question of other priorities was involved, but he pointed out that the restoration of the drydocks at Marseilles and Toulon were much greater jobs and would take many months. The Committee agreed to recommend to C in C M.T. that the necessary salvage work at L. Ciotat should be taken in hand as soon as possible to enable the dryock there to be put into service. Chairman.

729. L.C.S.F. Ref. 498. In view of the improving situation regarding the availability of drydocks, it was decided that an up to date list of the vessels regarded as L.C.S.F. should be tabled for examination at the next Meeting as to whether any might now be taken in hand for repairs. Mr. Ramsdale.

730. "[illegible]". Major Pilo reported that he understood that this vessel needed to drydock. No request had yet been received and it was decided that this bid should be investigated. Secretary.

731. "THELMA". Commander Lyhnne drew attention to a signal from CTG 80.8 to C in C M.T. which stated that the "THELMA" had requested drydocking at the first opportunity, vessel not having been docked for 12 months. It was agreed that this should be investigated. Secretary.

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SECRET

DRYDOCKING LIST

6TH OCTOBER

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
ALGIERS.	ELENI	At Algiers		Oct.1943	Routine cleaning & repairs to sea va 4/5 days.
	DJEBEL AURES	At Algiers	12th Oct.	Apr.1944	Reduced s
	HINDSHOLM	Augusta/Bone	15th Oct.	Jan.1944	Speed reduced from 7¼ to
	ORNA	Cagliari/Bastia/Cagliari /Algiers			
	LISS	At Algiers	ready	Jan.1944	Tanker. Reduced speed. Could dock at
	SHRIN	At Algiers	ready	July 1943	Cleaning & Pa
	CHATEAU LATOUR	At Marseilles		Nov.1943	4/5 days
ORAN.	FACTO	DOCKED			2 days
	ALSIE	At Oran	ready	July 1942	Cleaning & P
	VENDOME	At Oran	ready	Oct. 1943	Reduced speed. Could dock at
	CRACKSHOT	S.France/Oran	12th Oct.	Mar.1944	" " " " "
	ODYSSEUS	ready leave Naples/Oran	12th Oct.	Feb.1944	" " " " "
	EVRET	discharging S. France	15th Oct.	Apr.1943	
CASABLANCA.	JANINE	At Oran	abt.10th Oct.	Oct.1943	Rudder repairs after ground to re-d
GIBRALTAR.	STEPHEN F.AUSTIN	At Gibraltar			Ital. Tanker. Requires new stern tube, ta
	FULCOR	At Gibraltar		Jan.1944	Tanker. Cleaning & Pain
	NORAY COAST	At Gibraltar		Sept.1943	Tanker.Cleaning & Pain
	SAN CLAUDIO	At Gibraltar			end shu
BIZERTA.	P.L.M.14	At Bizerta	abt. ready		Self-operating collier.Very dirty.Max.sp
	ORANGEFAR	At sea Algiers/Bizerta	prompt		Tanker. Cleaning &
TARANTO Cleaning & Painting.					
For Repairs.	SPENCE	At Taranto			(Italian).Fairly extens
	AMSTEL	At Taranto		Sept.1943	Speed reduced from 8¼ to 6 k. Botton plates to weld at rudder.
	PAHLEHLEH	At Bari		Dec.1943	Foul, & repairs to shell plating.
	EMPIRE CATO	At Taranto			Rudder & stern fr
	ST. ANDREW	At Taranto			Hospital ship. For underwater repa
	JONATHAN WORTH	At Bari to be towed to Taranto			Rudder damage & slight bottom dama

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D R Y D O C K I N G L I S T

6TH OCTOBER, 1944.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
At Algiers		Oct.1943	Routine cleaning & repairs to sea valves.3 days. (MTR BID)
At Algiers		Apr.1944	4/5 days (FRENCH BID)
Augusta/Bone	12th Oct.	Jan.1944	Reduced speed (PSTO BID)
ari/Mostia/Cagliari	15th Oct.		Speed reduced from 7½ to 5 knots (PSTO BID)
/Algiers		Jan.1944	Tanker. Reduced speed. Could dock at Ferryville (MTR BID)
At Algiers	ready	July 1943	Cleaning & Painting (MTR BID)
At Algiers	ready	Nov.1943	4/5 days (FRENCH BID)
UR At Marseilles			
DOCKED			2 days (FRENCH BID)
At Oran	ready	July 1942	Cleaning & Painting.2 days (FRENCH BID)
At Oran	ready	Oct. 1943	Reduced speed. Could dock at Algiers (PSTO BID)
France/Oran	12th Oct.	Mar.1944	" " " " " " " "
dy leave Naples/Oran	12th Oct.	Feb.1944	" " " " " " " "
arying S. France	15th Oct.	Apr.1943	
At Oran	abt.10th Oct.	Oct.1943	Rubber repairs after grounding (FRENCH BID)
			to re-dock.
STH At Gibraltar			Ital. Tanker. Requires new stern tube, tail end & propeller.
At Gibraltar		Jan.1944	Tanker. Cleaning & Painting. (MTR BID)
At Gibraltar		Sept.1943	Tanker. Cleaning & Painting & examination of tail
At Gibraltar			end shaft. (MTR BID)
At Bizerta	abt.ready		Self-operating collier. Very dirty. Max. speed 3½ knots (MTR BID)
At sea Algiers/Bizerta	prompt		Tanker. Cleaning & Painting (MTR BID)
At Taranto			(Italian). Fairly extensive minor repairs.
At Taranto		Sept.1943	Speed reduced from 8¼ to 6 k. Bottom & rudder examination,
			plates to weld at rudder.
At Bari		Dec.1943	Foul, & repairs to shell plating. Speed reduced from 8½ to 7 k.
At Taranto			Rudder & stern frame damage (MTR BID)
At Taranto			Hospital ship. For underwater repairs only. (PSTO BID)
STH At Bari to be			Rudder damage & slight bottom damage (WSA BID)
towed to Taranto			

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PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
BRINDISI.	LJUBLJANA	At Brindisi	early Oct.		(Yugo-Slav).
	MORAVA	Shuttling Adriatic			(Yugo-Slav). Speed reduced from 12 to
	CETINA	At Brindisi(?)			propeller. Before coasting, measure sister ship MAKARSKA.
NAPLES.	SAMSTEEL	DOCKED			
	BENKEL	IN DOCK			
	VILLE D'ORAN	At Naples proceeds N.Africa returning Naples	13/14th Oct.	Apr.1944	Personnel ship. Wear down of tail
	LAURENT MEUS	At Naples, makes one trip S.France returning Naples	19th Oct.		Tanker. Cleaning & Painting
	NORVEGE	abt.due Castellamare to discharge	20th Oct.	10 mths.out of d/d.	
	FORT DESAIX	At Marseilles			Rudder damage.(Subject Sur
	ACILLA	At Naples	ready	Nov.1943	(Ital.Refrig.Coaster). Foul.Speed r refrigerating installation until
	VIOLETTE	At Naples	abt.ready		(Ital. - to be allocated to MEDO) ation of hull.
	TUNISIEN	At sea Algiers/Naples	10th Oct.	Nov.1943	Foul. Speed reduced from 8½ to 6½
	FANNY HUNTER	Cagliari for Bastia returns Naples		Mar.1943	(Ital.). Speed reduced from 10½ t
	EMPIRE FAY	Operational	when relieved (shortly)	Jan.1944	Tanker. Reduced speed.
	EMPIRE GAWAIN	At Toulon	when relieved (shortly)	Dec.1943	Tanker. Reduced speed.
LEGHORN	WELSH COAST	At Leghorn	Ready		Tanker.
	EMPIRE COTTICE	Shuttling from Leghorn	Ready when dock ready	15 mths. out of d/d.	Waterboat. Reduce
MALTA.	CLEMPAOLO	Docked			

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6TH OCTOBER, 1944.

	POSITION	REDIRESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
ANA	At Brindisi	early Oct.		(Yugo-Slav). Engine Repairs.	
	Shuttling Adriatic			(Yug-Slav)	
	At Brindisi(?)			(Yugo-Slav). Speed reduced from 12 to 8½ k. Requires new propeller. Before casting, measurements must be obtained from sister ship MJOSKA.	
EN.	DOCKED				
	IN DOCK				
D'ORAN	At Naples proceeds N.Africa returning Naples	13/14th Oct.	Apr.1944	Personnel ship. Wear down of tail shaft	(PSTO BID)
T MEUS	At Naples, makes one trip S.France returning Naples	19th Oct.		Tanker. Cleaning & Painting	(MWTR BID)
ES	abt.due Castellamare to discharge	20th Oct.	10 mths.out of d/d.		(MWT BID)
OFASELAKE	At Marseilles			Rudder damage.(Subject Surveyor's report)	
A	At Naples	ready	Nov.1943	(Ital.Refrig.Coaster).Foul.Speed reduced to 5 k. Repairing refrigerating installation until about 12th October.	(PSTO BID)
TE	At Naples	abt.ready		(Ital. - to be allocated to MEDO).Cleaning & Painting & examination of hull.	(MWTR BID) (PSTO BID)
NO	At sea Algiers/Naples	10th Oct.	Nov.1943	Foul. Speed reduced from 8½ to 6½ k.	(PSTO BID)
RUNNER	Cagliari for Bastia returns Naples		Mar.1943	(Ital.). Speed reduced from 10½ to 7 k.	(MWTR BID)
E FAY	Operational	when relieved (shortly)	Jan.1944	Tanker. Reduced speed.	(MWTR BID)
E GAMAN	At Toulon	when relieved (shortly)	Dec.1943	Tanker. Reduced speed.	(MWTR BID)
COAST	At Leghorn	Ready		Tanker.	(MWTR BID)
E COFFICE	Shuttling from Leghorn	Ready when dock ready	15 mths. out of d/d.	Waterboat. Reduced speed.	(MWTR BID)
OLD	Docked				

SECRET.

DOCKING PROGRAMME.

6th OCTOBER, 1944.

22C

ALGIERS.

No. 1. Dock

French Warship (out abt. 9th Oct.)
ZLENI (3 days)
DJEBEL AURES (4/5 days)
HILDSHOLM (2 days)
ORKLA (2 days)
CHATEAU LAFOUR (4/5 days)

No. 2. Dock

SKEEN (subject to confirmation)

ORAN.

No. 1. Dock

JOHN S. COFLEY (out abt. end Oct.)
French Warship (4 days)

No. 2. Dock

Under repair
AISNE (2 days)
VENDOME (2 days)
CRACKSHOT (2 days)
ODYSSEUS (2 days)
DORET (2 days)

No. 3. Dock.

U. S. Warships

GIBRALTAR.

No. 1. Dock

H. M. Ship (out abt. 8/10th Oct.)
STEPHEN F. AUSTIN & H. M. Ship (to re-dock)
FULCOR (abt. a month) & H. M. Ship

No. 2. Dock

H. M. Ships

No. 3. Dock

H. M. Ships

No. 4. Dock

Dockyard Craft

For allocation to a dock

MORAY COAST
SAN CLAUDIO

3240

CASABLANCA.

No. 2. Dock

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DUKE OF YORK (4/5 days)
HINDENBURG (2 days)
ORKLA (2 days)
CHATEAU LAFOUR (4/5 days)

O R A N.

No. 1. Dock

JOHN S. COPLEY (out abt. end Oct.)
French Warship (4 days)

No. 2. Dock

Under repair
AISNE (2 days)
VENDOME (2 days)
CRACKSHOT (2 days)
CASSIUS (2 days)
ZONET (2 days)

No. 3. Dock.

U. S. Warships

G I B R A L T A R.

No. 1. Dock

H. M. Ship (out abt. 8/10th Oct.)
STEPHEN F. AUSTIN & H. M. Ship (to re-dock)
VULCOR (abt. a month) & H. M. Ship

No. 2. Dock

H. M. Ships

No. 3. Dock

H. M. Ships

No. 4. Dock

Dockyard Craft

For allocation to a dock

MCRAY COAST
SAN CLAUDIO

C A S A B L A N C A.

No. 1. Dock

JANLEE.

No. 2. Dock

Local Craft

F E R R Y V I L L E.

ORANGELEAF
2.L.M. 14
LISS
NORDNES

T A R A N T O/

3240

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

T A R A N T O.

No. 1. Dock

FORT CARIBOU, SANTA CHIARA & Warships (out 9th Oct.)
FORT CARIBOU, SFINGE & another (20 days)

No. 2. Dock

Italian Warship (out 9th Oct.)
EMPIRE CAMP

No. 12. Dock

ST. ANDREW (to dock 9th Oct.) (3 days) & others.

No. 12. Dock

H.M. & Italian Warships

No. 10. Dock

Warship

No. 25. Dock

Warship

Merchant Ships at or for BARI/TO for docking, In order of priority.

For cleaning & Painting.

For Repairs

AMSTEL
RAHLENBEK
JOHANNA VOSSEN

B R I N D I S I.

As arranged by C.S.Taranto

LJUBLJANA
MORAVA
CETINA

N A P L E S.

No. 1. Dock

EERKEL (out 7th Oct.)
Two floating cranes (out abt. 22nd Oct.)
VILLE D'ORAN
LAURENT MEUS

No. 2. Dock or Floating Dock.

For docking as & when available:-
ACILIA
VIOLETTE
TUNISINO
FANNY ARUNNER
EMPIRE FAI
EMPIRE GAGARIN

L E G H O R N.

For docking when drydock ready:-
WELSH COAST
EMPIRE COLLEGE

St. Andrea (to dock 9th Oct.) (8 [illegible])

No. 10. Dock

Warship

No. 23. Dock

Warship

Merchant Ships as at or for
TARANTO for docking.
In order of priority.

For cleaning & Painting.

For Repairs

AUSTRAL
PARTHENIA
JOHANNA HORNS

B R I N D I S I.

As arranged by C.S.Taranto

LJUBLJANA
MORAVA
CETTIA

M A L T A.

No. 1. Dock

SPARKEL (out 7th Oct.)
Two floating cranes (out abt. 22nd Oct.)
VALLE D'ORAN
LAURENT MEUS

No. 2. Dock or
Floating Dock.

For docking as & when
available:-
ACHILLA
VIOLETTE
TURSINO
FAON HUNTER
EMPIRE RAY
EMPIRE GAMAIN

L E G H O R N.

For docking when any dock ready:-
WELSH COAST
EMPIRE COFFICE

P A L E R M O.

U.S. Warships

M E S S I N A.

R.N. Ships.

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SECRET

REPORT OF MERCHANT SHIP POSITION FOR MEETING AT 1600 HRS ON 6th OCTOBER 1944.

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SIGNAL KEY

Operationally immobilised A	Work Commenced B	DRYDOCKING In C	DRYDOCKING Out D	Completion for return to service E	Completion of temporary repair to proceed to other repair port: Own power F	In tow G

Vessel	Initial Dates	Main Defects	Final Dates	Remarks

ALGIERS 2.10.44.

ELENI	A)7/9 B)	General repairs.	E Ind.	Awaiting Routine D/D.
ZAAN	A) B)16/9 C)	Routine D/D & winch repairs.	D 18/9 E 30/9	Completed.
KNOLL	A) B)18/9 C)	Routine D/D, boiler cleaning & minor repairs.	D) E)20/9	Completed.
SAMARKAND	A 26/9 B 29/9	Scrubbing.	E 29/9	Completed.
EMPIRE GLORY	A) B)28/9	H.P. Piston rod slack in crosshead to skim up & refit.	E Est. 5/10.	
EMPIRE HARBOUR	A) B)5/10	Boiler cleaning, machinery & deck repairs.	E Est. 9/10.	

BORGHOLM	OCEAN GALLANT	EMPIRE SCOUT	EVANSVILLE)	Minor repairs since 25/9/44.
FORT GROUARD	RANEE PARK	FORT KOOTENAY	EMPIRE CLARION)	
SAMBRE	JAN STEEN	CAROLE LOMBARD		
TUNISINO	OCEAN VESPER	RACHEL JACKSON		

CRAN - 3.10.44.

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos.2 & 3 holds & very extensive damage in way of Nos.2 & 3 bulkheads.	D) E)Ind.	Bottom of vessel badly damaged & lifted across ship (Est. further 8 weeks in dock).
FAR	A) B)21/9	Very extensive winch & steering repairs.	D 23/9 E 4/10	

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Declassified E.O. 12356 Sec. 3.3/NND No. 785021

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS 2.10.44.				
ELENI	A)7/9 B)	General repairs.	E Ind.	Awaiting Routine D/D.
ZAAN	A) B)16/9 C)	Routine D/D & winch repairs.	D 18/9 E 30/9	Completed.
KNOLL	A) B)18/9 C)	Routine D/D, boiler cleaning & minor repairs.	D) E)20/9	Completed.
SAMARKAND	A 26/9 B 29/9	Scrubbing.	E 29/9	Completed.
EMPIRE GLORY	A) B)28/9	H.P. Piston rod slack in crosshead to skim up & refit.	E Est. 5/10.	
EMPIRE HARBOUR	A) B)3/10	Boiler cleaning, machinery & deck repairs.	E Est. 9/10.	
BORGHOLM, FORT GROUARD, SAMBRE, TUNISINO, OCEAN GALLANT, BARRY PARK, JAN STEEN, OCEAN VESPER, EMPIRE SCOUT, FORT KOOTENAY, CAROLE LOMBARD, RACHEL JACKSON, EVANSVILLE, EMPIRE CLARION				Minor repairs since 25/9/44.
CRAN - 3.10.44.				
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way of Nos. 2 & 3 bulkheads.	D) E) Ind.	Bottom of vessel badly damaged & lifted across ship (Est. further 6 weeks in dock).
FAR	A) B)21/9 C)	Very extensive winch & steering repairs.	D 23/9 E 4/10	
ATLE JARL	A) B)23/9 C)	Stern tube to re-metal. Extensive minor repairs.	D 1/10 E 4/10	Stern bush cast iron could not be renewed here. Spare shaft in worse condition than one in use.
FACTO	C 29/9	Routine D/D. Minor hull repairs; boiler stay tube to repair.	D 1/10 E 4/10	
COUSEL, EMPIRE SPINNEY, CHLORIS, HENRY LONGFELLOW, SHERWOOD ANDERSON, WILLIAM MOULTRIE, EASTERN PRINCE, FRANK STOCKTON, SESTRIERE, VOLLENDAM				Minor repairs since 26.9.44

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO - 5.10.44.				
FORT CARIBOU	A 5/2 C 2/7 C 18/9	Fouled wreck at Bari & went aground. Port side of ship set inboard 6" to 1' from fwd. end engine room aft bottom set up on port side, small holes in tunnel run in 4 places. Crack on port side at fwd. end of No. 5 Hold, 10' Long from turn of bilge upwards, skeg broken.	D 8/7 D 9/10 E Ind.	D/D for part semi-permanent repairs. Further D/D required for completion.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 31/10	Repairs in hand afloat to bridge poop etc. Progress satisfactory.
SFINGE	A 25/5 B 24/8 C 14/10	Fairly extensive repairs following salvage.	D 7/11 E 8/11	Repairs to machinery & boilers in hand. Awaiting D/D.
SANTA CHIARA	A 20/7 B 20/8 C 18/9	Hull repairs and routine D/D.	D 9/10 E 10/10	
FORT DOUAMONT	A 28/8 B 5/9 C 1/10	Repairs to boilers, condenser etc. Routine D/D.	D 5/10 E 9/10	
OCEAN RIDER	A 4/9 B 8/9 C 24/9	Routine D/D.	D 28/9 E 30/9	Completed.
TOSCANA	A) B) 21/9	Repairs to boilers & circulating pump.	E 30/9	Completed.
CHISWICK	C 27/9	Routine D/D.	D 1/10 E 2/10	Completed.
EMPIRE CATO	A 22/9 B 26/9 C 11/10	Repairs to rudder.	D) D) Ind.	Awaiting D/D.
BAKAR (Brindisi)	A 20/9 B) C) 22/9	Routine D/D.	D 28/9 E 30/9	Completed.
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Early Nov.	To undock while repairs are effected.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

		turnel run in 4 places. Crack on port side at fwd. end of No.5 Hold, 10' Long from turn of bilge upwards, skegg broken.		
VEST	A 5/12/43 B 19/7	Superstructure damaged by blast and fire.	E 31/10	Repairs in hand afloat to bridge poop etc. Progress satisfactory.
SEINGE	A 25/5 B 24/8 C 14/10	Fairly extensive repairs following salvage.	D 7/11 E 8/11	Repairs to machinery & boilers in hand. Awaiting D/D.
SANTA CHIARA	A 20/7 B 20/8 C 16/9	Hull repairs and routine D/D.	D 9/10 E 10/10	
FORT DOUAMONT	A 28/8 B 5/9 C 1/10	Repairs to boilers, condenser etc. Routine D/D.	D 5/10 E 9/10	
OCEAN RIDER	A 4/9 B 8/9 C 24/9	Routine D/D.	D 28/9 E 30/9	Completed.
TOSCANA	A) B) 21/9	Repairs to boilers & circulating pump.	E 30/9	Completed.
CHISWICK	C 27/9	Routine D/D.	D 1/10 E 2/10	Completed.
EMPIRE CATO	A 22/9 B 26/9 C 11/10	Repairs to rudder.	D) E) Ind.	Awaiting D/D.
BAKAR (Brindisi)	A 20/9 B) C) 22/9	Routine D/D.	D 28/9 E 30/9	Completed.
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Early Nov.	To undock while repairs are effected.
CORCREST (Brindisi)	A 17/9 B 18/9	Boiler & winch repairs.	E 10/10	
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 9/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 E 31/10	
STAR	A 26/9 B 30/9	Stem damage & extensive renewals to side bunker steelwork.	E 2/10	Stem damage repairs completed. Vessel proceeds to S. France for bunker repairs.

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22E

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd).				
LEDISTED (U.S.)(Brzl)		Machinery repairs.	E 3/10	Completed. Engine test satisfactory & vessel ready for service.
AGOSTA		Awaiting D/D.		
TARANTO:				
BENGLOE		NEGRO		NORMAN MONARCH
EMPIRE RAVEN		STAR ARCTURUS		EMPIRE SUMTER
FORT RUNNYMEDE		FORT LA PRAIRIE		ANGELO
EMPIRE COPPERFIELD		CAMILLA		EMPIRE AIRMAN
				Minor repairs since 26.9.44.
MADDAS:				
FORT CAPOT RIVET		CAPELLA		KEDEGALAN
MARIGOT		EMPIRE ATOM		MOTALA
FORT LA PRAIRIE		CAMBRIAN		TENTMORE
BARI:				
PAUL MARCOS		[illegible]		EMPIRE CHARM
PRINCESSA [illegible]		[illegible]		[illegible]
AUGUSTA - 4.10.44.				
BATU CLAIRE	A)24/9 B)	Bridge planking & minor repairs.	E 28/9	Completed.
KISUMA	A) 4.10 B) 4.10	Condemn cylinder head liners.	E 4/10 (Est.)	
FLAGEN (U.S.):		OCEAN VIRTUE: Minor repairs since 19/9/44.		
Minor repairs since 26/9/44 - No information.				
RIZZUTO - 3.10.44.				
U.S.B. TRAVIS (U.S.)	A 9/43 C 11/5 C 2/9	Large hole No.2 Hold in shell plating. Keel & bottom plating both sides cracked; vessel's load trackon.	D 23/5 D Not (stated E Est. 25/9	To be temporarily stiffened for passage to U.S.A.
LISS (Norw.)	A 9/9 B 19/9	Re-admit to boilers and auxiliary machinery.	E 30/9	Completed. 3238
P.L.M. 24		MESS (British)		Minor repairs since 27/9/44.

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PARAMUS:

RENGLET	SELTRO	NORMAN THOMAS	
EATON PARK	SAN ANDRES	MINDEN VICTORY	
FORT RUNYON	FORT LA FAYETTE	ANGELO	Minor
EMPIRE CONSTITUTION	CHARA	EMPIRE AZIMUTH	repairs

ELIZABETH:

FORT CASPOT REVET	CHEMULA	NEWTONIAN	since
MARIPOSA	ST JOHN BROOK	MOTRIL	
FORT LA FAYETTE	CERRITO	TRINCHERA	26.9.44.

BARI:

PAUL HAMILTON	ST CLAIRSVILLE	SILVER CLOUD
PRINCETONIAN VICTORY	ST CROIX	FORT MACKENZIE

AUGUSTA - 3.10.44.

MARY CHILTON	A 3/3 B 29/9	Damage sustained in minor explosion.	E 29/9 Completed.
KESTRIA	A 3/10 B 3/10	Cracked cylinder head. Blank.	E 4/10 (Est.)

PAGES (U.S.): USS U VARDUE: Minor repairs since 19/9/44.

Minor repairs since 26/9/44. - No information.

BIZERTE - 7.10.44.

W.S. TRAVIS (U.S.)	A 9/9 C 11/9 C 2/9	Large hole No.2 hold in shell plating. Keel & bottom plating both sides cracked; vessel's back broken.	D 23/9 To be temporarily D Not stiffened for E Est. passage to U.S.A. 23/9
LISS (Norw.)	A 9/9 B 11/9	Repairs to turbine and auxiliary machinery.	E 30/9 Completed.

P.L.M. 14 (Brit.) VITAL (Brit.) } Minor repairs since 27/9/44.
UGO PIGNATTI ROSA M (It.) }

GIBRALTAR - 3.10.44.

GAETA	A 9/9 C 13/9 C 8/8	[illegible] hold, [illegible] minor engine repairs. New stockholm plates.	D 12/9 To complete engine E 8/10 repairs. Delay due to machining of condenser door.

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22F

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR (Cont'd).				
STEPHEN F.AUSTIN (U.S.)	C 13/9	Enemy action damage to No. 2 Hold. Temp. repair to proceed to U.S.A.	D 21/9 F 31/10	Awaiting re-docking.
TAIGETE (T)	A 24/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E Ind.	Dockyard work stopped owing to labour shortage.
FULGOR (T)	A 30/11 C 16/10	Requires new stern tube, propeller & tail end shaft.	D) E) Ind.	Awaiting D/D to fit new stern tube & propeller. New propeller boss arrived from U.K. & machining in hand. Final machining of stern tube not possible until ship docks.

ALETTA: LEDAAL: SALTA - Minor repairs since 19/9/44.

Minor repairs since 26/9/44 - No information.

MARSEILLES - 5/10/44.

MORIALTA	A 25/9 B 29/9	Supposed mine damage, starb'd side No.2 hold.	F 20/10
FORT DEARBORN	A 1/10 B 2/10	Defects not stated.	E 11/10	Completion subject to diver's report.
VAN MONTHORST OCEAN PRIDE COTTON VALLEY	FORT DEARBORN EMPIRE LORENZO EMPIRE FAUN	STANHILL SAMGLORY SAIDAK	Minor repairs since 25/9/44.	

NAPLES - 5/10/44.

SALTCREEK	A) B) 16/9	Repairs to electric windlass	E 7/10
SAMSTEEL	A) B) C) 30/9	Routine D/D.	D) E) 3/10	Completed.
BERKEL	A) B) C) 3/10	Routine D/D. Rudder pintles D 6/10 Windlass repairs to renew; windlass repairs. E 11/10 to complete.	

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TAIGETE (T)	A 24/8 B 6/9	Repairs to cargo pumps & valve extension rods.	E Ind.	Repairs stopped owing to labour shortage.
FULGOR (T)	A 30/11 C 16/10	Requires new stern tube, propeller & tail end shaft.	D) D) Ind.	Awaiting D/D to fit new stern tube & propeller. New propeller boss arrived from U.K. & machining in hand. Final machining of stern tube not possible until ship docks.

ALETTA: LEDAAL: SALTA - Minor repairs since 29/9/44.

Minor repairs since 26/8/44 - No information.

MARSEILLES - 5.12.44.

MORLALTA	A 25/9 B 27/9	Supposed mine damage, starb'd side No.2 hold.	F 20/10
FORT DEASELAAR	A 1/10 B 2/10	Defects not stated.	E 11/10 Completion subject to diver's report.
VAN HONTHORST OCEAN PRIDE COTTON VALLEY	FORT DEASELAAR EMPIRE LORENZO EMPIRE ZANI	STANTHEL SAMGLORY SAFDAK	Minor repairs since 25/9/44.

NAPLES - 5/12/44.

SALTCREEK	A) B) 18/9	Repairs to electric windlass.	E 7/10
SAMSTEEL	A) B) 30/9 C)	Routine D/D.	D) E) 3/10 Completed.
BERKEL	A) B) 3/10 C)	Routine D/D. Rudder pintles D 6/10 Windlass repairs to renew; windlass repairs. E 11/10 to complete.	

Minor repairs since 28/9/44.r. AERE VAN DER HEMR (Dut): EMPIRE ADUR: EMPIRE HARMONY: EMPIRE SPARTAN: ICELAND: JEAN L.D. (Fr): NEA: ORPHEUS (Dut): OCEAN RIDER: OCTAVE (Fr.): PERAM: SANFORD: SAMSANGA: SAMOLS: SAMINGOY: SAMTRUTH: SAMSETTE: SILVER LAUREL: TILVANGER: VILLE D'ORAN (Fr.): SAMGLORY: ALEXANDRE ADREA (Fr.): BARENDRECHT (Dut): BOLTON HALL: EMPIRE ROSALIND: FORT HALL: FORT LA MONTE: FORT ROUSSILLON: JERSEY HART. OCEAN GLORY: OCEAN GIPSY: P.L.M.13 (Fr.): RICHEBOURG (Fr.): SALAVON SAMPAN: SAMOA: SAMUTA: SANGLAND: SAFFLEET: THISTLEFAUN.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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22 G

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MALTA 3.10.44. (No report received for w/e 26.9.44).				
GIULIO CESARE	A 16/9 C 30/9	Routine D/D.	D E 3/10/44.	
CARINTHIA (Sch).	A 30/9 D 2/10	Wandless repairs.	E Est. 6/10	
ARENA: EMPIRE NIGHTINGALE: KRISTEL:			CUCCO - Minor repairs since 26/9/44.	
BONE AND CASABLANCA - No report received.				

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DIRECTION DE LA MARINE MARCHANDE.

ALGIERS.

26TH SEPTEMBER, 1944.

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FRENCH VESSELS UNDER REPAIR.

ALGIERS. "ARGONNE". General repairs. Completion about 30th September, 1944.

"CAP EL HAMR". General repairs. Estimated delay of about 2 months provided no unforeseen difficulties.

ORAN. "PROCIDA". General repairs. Completion early October.

CASABLANCA.

BIZERTA. "PORT DE FRANCE". Repairs to prevent deterioration, subject to availability of labour.

"VILLE DE TIPAZA". General repairs after refloating and subject to availability of labour.

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0809

Declassified E.O. 12356 Section 3.3/NND No. 785021

R E S T R I C T E D

RHP/bar

21

ALLIED FORCE HEADQUARTERS
APO 512

AG 563/051

8 October 1944

MEMORANDUM TO: All Concerned.

SUBJECT : Italian Schooners.

Paragraph 5a of AFHQ memorandum, file and subject as above, dated 25 August 1944, is rescinded and the following substituted therefor:

ACC's

"All schooners of 500 tons and upwards, with the exception of the schooner 'IMPERATORE' have been reallocated for operation and maintenance by the Royal Army Service Corps and will form an addition to the 125 schooners allocated under the terms of paragraph 5b, below."

By command of General WILSON:

H. V. ROBERTS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION:

1 - SCS
1 - CAO
1 - G-3
2 - G-4 (A)
2 - G-4 (B)
10 - G-4 (Mov & Tn)
3 - Tn (A)
2 - G-5
6 - Q(Maint)
6 - AG
12 - C-in-C MED
2 - Log Plans
6 - MEDBO
1 - Ord
1 - Pet
1 - QM
2 - S&T
2 - Tn (Br)
2 - USN
6 - PSTO (Med)
6 - MWT
6 - WSA
20 - HQ AAI
10 - HQ COMZONE, NATO
10 - HQ NAD
10 - HQ ACC
2 - AG Records
1 - AG MED

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R E S T R I C T E D

(18)

SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/411-GDM

9 Oct 44.

Tel: FREEDOM 443.

Subject:- G-4(MOV & TN) WEEKLY REPORT TO M.E.D.B.O.

20. ITALIAN CEREALS, GENERAL

Seven cereal ships are scheduled to arrive during 20 days and the following disposal has been agreed :-

SHIP	CONVOY	ETA AUGUST.	BAGGED WHEAT	BULK WHEAT	BAGGED BARLEY	PORT
NORDNES	MKS 63	2 Oct		7521		CASTELLAMARE
EASTGATE	MKS 64	12 Oct	4500			CROTONE
- do -			4602			REGGIO
SAMUEL HY	MKS 64	12 Oct			7761	NAPLES
FRANCIS E. WARREN	GUS 55	17 Oct	1599	7766		CASTELLAMARE
BENJAMIN BOURNE	GUS 55	17 Oct			7400	BARI
LODESTONE	MKS 65	22 Oct	2031	6291		CASTELLAMARE
NATHAN HALE	MKS 65	22 Oct	1587	7771		BARI

21. CEREALS N. AFRICA

(a) Ref para 17, NAJEM now state that the French request for 135,000 tons :-

(i) has been accepted by WASHINGTON and LONDON and Combined Food Boards.

(ii) is the absolute minimum and has already been screened down by NAJEM from the original request for 250,000 tons.

(iii) has assumed that repayment of 40,000 tons loan has been waived.

(iv) has already allowed for the 14,500 tons released at CASABLANCA for use in TUNISIA (See para 11b) 3232

(b) NORTH AFRICA's suggested programme to WASHINGTON is based on the following :-

Declassified E.O. 12356 Section 3.3/NND No. 785021

20. ITALIAN CEREALS, GENERAL

Seven cereal ships are scheduled to arrive during 20 days and the following disposal has been agreed :-

SHIP	CONVOY	ETA AUGUSTA.	BAGGED WHEAT	BULK WHEAT	BAGGED BARLEY	PORT
NOADNES	UKS 63	2 Oct		7521		CASTELLAMARE
EASTGATE	UKS 64	12 Oct	4500			CROTONE
- do -			4602			REGGIO
SANNEMYR	UKS 64	12 Oct			7761	NAPLES
FRANCIS E. WARREN	GUS 55	17 Oct	1599	7766		CASTELLAMARE
BENJAMIN BOURNE	GUS 55	17 Oct			7400	BARI
LODESTONE	UKS 65	22 Oct	2031	6291		CASTELLAMARE
NATHAN HALE	UKS 65	22 Oct	1587	7771		BARI

21. CEREALS N. AFRICA

(a) Ref para 17, NLJEM now state that the French request for 135,000 tons :-

(i) has been accepted by WASHINGTON and LONDON and Combined Food Boards.

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(iii) has assumed that repayment of 40,000 tons loan has been waived.

(iv) has already allowed for the 14,500 tons released at CASABLANCA for use in TUNISIA. (See para 11b) 3232

(b) NORTH AFRICA's suggested programme to WASHINGTON is based on the following :-

Tons.	From.	To.	Period.
8000	TRIPOLI	TUNISIA	before 31 Oct.
4000	"	"	Nov to Dec
40500	N. AMERICA	"	" " "
16500	"	MOROCCO	" " "
36000	"	ORAN	" " "
30000	"	Other Algerian Ports	" " "

/Contd.... (o)

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(c) Space exists in ORAN silos for 25,000 tons bulk wheat and this could be increased by the rate at which the FRENCH could bag and clear

(d) No confirmation has yet been received by AFHQ from LONDON or WASHINGTON. Assuming that the remainder of the programme is approved by LONDON and WASHINGTON, the commitment from TRIPOLI can be met by the FRENCH in their own tonnage with assistance from MWTR Med in case of need.

22. 2ND 90 DAYS REQUIREMENTS, S. FRANCE

(a) Procurement responsibility for second 90 days has been defined by CCS in CAL 777 :- (allocations against 2nd 90 days Rankin C (180 days Anvil) are expected to meet at least 120 days requirements i.e. up to end of April.)

Item.	Amount reqd for 2nd 90 days RANKIN C (LAC 544) nominally 15 Dec - 15 Mar.	Amount available in N. AFRICA LAC 42 LAC 544	Balance reqd for AFHQ's 2nd 90 days RANKIN C	Procurement responsibility
Wheat	132,000	-	87,000	U.S.A.
Wheat	-	-	45,000 (b)	SHAEF
Sugar	14,000	1043 .)	12,957	Not allocated
Other Sups.	38,900	10,477	28,423	
	184,900	11,520	173,380	

(b) Allocation of 45,000 tons of wheat to SHAEF is made on the assumption that the amount can be made available from FRENCH HIATUS area surpluses. SHAEF has been requested by ACWAR to assume responsibility for making this amount available to AFHQ area.

23. PHOSPHATE REQUIREMENTS, S. FRANCE.

(a) The annual agricultural requirements for S. FRANCE excluding vines are 40,000 metric tons of superphosphate, to manufacture which the following imported raw materials, CC DEVASTATE estimates, will be required:

200,000 metric tons natural phosphate from N. AFRICA.
125,000 " " Pyrites from SPAIN or PORTUGAL.

(b) In order to make available a further 50,000 metric tons of superphosphates for the rest of FRANCE a total of 225,000 metric tons of natural phosphate and 150,000 metric tons pyrites will be required.

(c) The shipping implications are being examined.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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125,000 " " Pyrites from SPAIN or PORTUGAL.

(b) In order to make available a further 50,000 metric tons of superphosphates for the rest of FRANCE a total of 225,000 metric tons of natural phosphate and 150,000 metric tons pyrites will be required.

(c) The shipping implications are being examined.

24. SULPHUR PRODUCTION, SICILY.

(a) WASHINGTON has stated that the sulphur mining programme will be supported to the extent that it implements a fertiliser programme to increase local production and thus reduce the relief burden.

(b) AFHQ has estimated that production would be 67,000 tons during the 6 month period following receipt of required mining supplies. Without these supplies, it is doubtful if 10% of the above figure could be produced.

/Contd ... para (c)....

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(c) No sulphur can be made available for export to other parts of EUROPE.

(d) The earliest date at which local food production is expected to reduce imports into ITALY is late summer 1945.

V. KING, Major,
for Brigadier,
D.Q.M.G. (Mov & Tn).

VK/DWC

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SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 12.00 hrs. 7th.Oct./44

	CLEAN		DIRTY		
	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels
A. On Ocean Service					
1. With Cargo	31	3,375,000	12	840,000	43
2. In Ballast	6	673,000	—	———	6
3. In Drydock or repairing	—	———	—	———	—
B. On Coastal Service (Including shuttle or lightening duties but excluding C, D, and E)					
1. Working	17	369,000	—	———	
2. Drydock or Repairs	5	70,900	2	76,000	
C. Water Carriers	22	257,000	—	———	
D. Harbour Fuellers	4(+)	78,000	6	182,000	
E. On Operational Service (including L.F.E.)	16	251,000	11	464,000	

(+) = 1 Vessel (Rondine, 68,000 bbls) used as Floating Storage.

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0816

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 12.00 hrs. 7th.Oct./44

SECRET

No. 7.

	CLEAN		DIRTY		TOTAL	
	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)
vice						
go	31	3,375,000	12	840,000	43	4,215,000
st	6	673,000	—	———	6	673,000
ck or repairing	—	———	—	———	—	———
ervice huttle or duties but , D, and E)	17	369,000	—	———	17	369,000
or Repairs	5	70,000	2	76,000	7	146,000
rs	22	257,000	—	———	22	257,000
llers	4(+)	78,000	6	182,000	10	260,000
al Service .F.A.)	16	251,000	11	464,000	27	715,000

ssel (Rondine, 68,000 bbls) used as Floating Storage.

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(20)

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NORTH AFRICAN PORTS SUB-COMMITTEE
(MEDITERRANEAN SHIPPING BOARD)

No. 7. MINUTES OF MEETING HELD AT 1100 HOURS ON 2ND OCTOBER, 1944.

Present:.

Mr. James M. Henderson (D.M.W.T.R. M.A.) - CHAIRMAN

Lt.-Col. E.L. Griffith (Tn. Pr.)
Lt.-Col. W.R. Macleod (Tn. Au.)
Cmdr. T.K. Garrard, RNR (S.S.T.O.)
Lt.-Cdr. W.J. Ferguson, RNR (N.C.S.O.)
Lt. R.W. Calcutt, RNVR (S.T.O.)
Lt.-Col. E. Williams (AQMG(M))
Lt. R. Bradley, USNR (Int. Sec.)
Mr. R.A. Macdonell (W.S.A. N.A.)
Mr. W.S. Thomas (Coal Division NAVEM)
M. Robert (D.M.M.)

Mrs. E. MacFarlane (Secretary)

ACTION BY:

36. COAL REDUCTION

With reference to Minute No.31 of the previous Meeting, Mr. Macdonell reported that the W.S.A. had now agreed to 2-port discharge in Tunisia. A draft of 17 feet would give about 5,000 tons of cargo for Tunis discharge.

37. FRENCH SHIPPING

Referring to Minute No.32, Lt.-Col. Williams said instructions had been received that only military cargo was to be accepted for shipment from North Africa to Southern France.

M. Robert said that, subject to MEDBO's agreement, the D.M.M. was arranging to transport 950 refugees from Algiers and Tunis to Tripoli and Benghazi by the "S.S.LIEPAIE", and he asked if this vessel would be able to obtain bunkers and water at Benghazi. As this information was not available, Cmdr. Garrard undertook to find out. Cmdr.Garrard

The Chairman confirmed that, pending the receipt of MEDBO's approval, it would be in order to bring the vessel to Algiers to await embarkation.

M. Robert said that the "SIDI EMAREK" was now at Oran, having been returned by the Army. Both she and the "VILLE D'AJACCIO" were in need of repairs, and it was hoped to put these in hand for one or other of them.

Mr.Henderson said that the "MARICOT" would come to Algiers to change her present crew which was giving trouble, after being replaced by the "CITTA DI ALESSANDRIA".

38. CONVOY SAILINGS

Mr. Macdonell drew attention to the fact that, according to the MEDBO Coal Minutes, 5 vessels in UGS 55 were shown as due at Augusta, whereas his information from AFHQ showed that they were due for the N.A. area. The Chairman stated that as yet no definite destinations had been given for that convoy.

39. PRIZE EXAMINATIONS

3228

Present:-

Mr. James H. Henderson (D.M.W.(C.O.)/A.) - CHAIRMAN

Lt.-Col. E.L. Griffith (Tn. Dn.)
Lt.-Col. W.E. MacNeil (Tn. Am.)
Cmdr. E.K. Gerrard, RNR (S.N.O.O.)
Lt.-Cdr. W.J. Ferguson, RNR (N.O.I.C.)
Lt. R.W. Calcutt, WRNS (S.I.O.)

Lt.-Col. T. Williams (ADMC(M))
Lt. R. Bradley, USNR (Pet. Sec.)
Mr. R.A. Macdonell (W.S.A. N.A.)
Mr. W.B. Thomas (Coal Division MAJEM)
M. Robert (D.M.M.)

Mrs. E. MacFarlane (Secretary)

ACTION BY:

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39. PLAGUE PRECAUTIONS

3228

Mr. Macdonell enquired whether, in view of the cases of plague in Algiers, ships were likely to be delayed by quarantine on arrival in U.S. or U.K., and also whether there would be any restrictions on the carrying of passengers. Lt.-Col. Williams replied that Algiers was not considered as an "infected port" and that routine precautions were being taken because there were a few more cases than usual but there was i no sense an epidemic. Cmdr. Gerrard pointed out that there was no way of enforcing on merchant seamen the restrictions applied to men in uniform, and said that the question of crews of troopers especially should be watched. The Chairman said that the Consulate were issuing the same instructions to British merchant seamen as had been issued by F.O.W.M., and that Masters were now being asked to warn their crews going ashore of the position.

/40...

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40. LOADING OF CARGO — ACTION BY:

Cmdr. Gurrad reported the case of 3 Jeeps forming part of unit equipment which should have been stowed in the tween deck of the "CAROLE LOMBARD" but which were loaded on deck at the last moment on the morning the vessel sailed, as the Major under whose control they were pushed to use them the evening before. Lt.-Col. MacLeod replied that when the Sea Transport organisation were supervising the loading of American ships on behalf of the Americans they had full authority to enforce any order they deemed necessary with regard to the stowage of cargo.

41. TUSA TUGS

Cmdr. Gurrad referred to the shipment of 2 TUSA Tugs for which the Bill of Lading could not be traced, Napier asserting that the tugs weighed 96 tons each while he was convinced that that was their combined weight. Lt.-Col. Triffitt promised to find an old Bill of Lading for the shipment of one of these tugs, as their weight was always the same. — Lt.-Col. Triffitt

42. WATER SUPPLY IN SOUTHERN FRANCE

Lt.-Cdr. Ferguson drew attention to a signal stating that there was a very inadequate water supply for ships in the South of France, and the Chairman suggested that all present should take note and any necessary action. — General

43. BALLAST

Lt.-Cmdr. Ferguson also referred to a signal from Bone to C-in-C Med, asking for the removal of ballast before ships arrived at Bone to take on a cargo of iron ore. The Chairman replied that no doubt a reply would be made by C-in-C Med, but he thought the Masters needed the ballast in order to get to Bone, especially with the approach of the winter season, and that the only possibilities were either to delay the ships at Bone after arrival in order to remove the ballast or to load the iron ore on top of it, which would however reduce the quantities shipped.

NOTE: The next meeting will be held at 1100 hours on Monday, October 9th, 1942.

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S E C R E T

(19)

MEDO Tonnage Allocation Sub-Committee.

2nd Meeting held on 4th Oct:1944.

Chairman: Major C.H.Russell

Present:

Lt.-Cdr.A.B.Court,R.N.V.R.	P.O.T.C.Med.Rep.
Maj.Waling,R.E.	C-in-C(Mov & Tn) Rep.
Capt.N.E.McCone	Tn(A) Rep.
Capt.C.J.Seaton	C-in-C(Mov & Tn) Rep.
F.O.Wal.L.E.C.Morris	" "
Capt.J.J.Lusty	Inter Transport Office Rep.
Mr.I.D.Campbell	M.W.T.C.R.Rep.
Mr.W.D.Heard	"
Mr.A.T.Glanville	T.C.A.R. Rep.
Miss A.M.Dixon	Secretary

Major Waling took the Chair for items 1 and 2 in the absence of Major Russell at earlier meeting.

- - - - - - - - - - - - - - - -

1. The Chairman welcomed to the Committee Mr.Campbell and Capt.Lusty.

2. Minutes of last meeting.

These were approved.

3. Maintenance Programme for period 28th October to 6th November.

The Committee considered the attached programme of bids for movement to arrive at destination during the period 28th October to 6th November. Copies of this programme had previously been circulated to Members for consideration before the meeting.

An additional bid of 1045 tons newsprint from Algiers to Naples was indicated by C-in-C(Mov & Tn). The Chairman said he would query this bid, as the tonnage appeared excessive.

The Committee concluded that, with the shipping which could be made available by M.W.T.C., T.C.A., and M.W.T.R., and with schooners to be made available by the P.A.A.C. Inter Transport Office, the bids as tabulated could be met within the period under review.

3227

4. Schooner tonnage.

Present:	Lt.-Cdr.[illegible].Court,R.N.V.R.	F.O.W.C./Mad.Rep.
	Maj.V.King,M.C.	G-4(Mov & Tn), Rep.
	Capt.A.T.McCone	Tn(A) Rep.
	Capt.C. .Denton	G-4(Mov & Tn), Rep.
	F.Comm.L.E.C.Morris	" "
	Capt.W. .Justy	Inter Transport Office Rep.
	Mr.I.D.Campbell	M. of W.T. Rep.
	Mr.H.C.Hurd	"
	Mr.A.N.Tidbeville	U.S.A. Rep.
	Miss A.E.Dixon	Secretary

Major King took the Chair for Items 1 and 2 in the absence of Major Russell at earlier meeting.

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An additional bid of 1045 tons newsprint from Algiers to Naples was indicated by G-4(Mov & Tn). The Chairman said he would query this bid, as the tonnage appeared excessive.

The Committee concluded that, with the shipping which could be made available by R.I.T.C., U.S.A., and M.W.T.R., and with schooners to be made available by the R.A.S.C. Inter Transport Office, the bids as tabulated could be met within the period under review.

3227

4. Schooner tonnage.

It was reported that the schooner tonnage actually available was equivalent to a 4,000 tons lift, but the C.A.F.O.(A) ruled that some 3,000 tons lift must not be allocated pending clarification regarding a proposed operational requirement for schooners.

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5. Surplus tonnage.

PSTO Rep stated that after meeting all commitments for the period, there would be available additional coaster shipping equivalent to some 13,000 tons d.w. carrying capacity, of which 10,000 tons was in fitted coasters. THE CHAIRMAN ruled that this shipping must not be regarded as available for reallocation elsewhere, since projected operational demands might require the use of the whole tonnage. Moreover, it must be considered as being available to lift certain A.O.C. commitments which had not been accepted for movement during the previous period.

6. Clearance of stocks from Sardinia.

The Chairman raised the question of the movement of some 47,000 tons ex Sardinia to various destinations, such movement to be completed by 25th October. He drew attention to the fact that the allocation of shipping to meet this demand had been arranged departmentally, and, in fact, disclosed a surplus of shipping for the period considered at the last meeting which had not then been disclosed. He stated that all such demands must be put through the medium of the Committee. (In this connexion it should be noted that Extraordinary Meetings of the Committee can be called at any time).

Tn(4) Rep. explained that most of the tonnage was to be moved in the coasters which had been allocated to a permanent service between Sardinia and Corsica. Two Libertys had also been arranged in agreement with U.S.A. and were now loading. He did not consider that the allocation of this shipping would affect the normal movement of maintenance requirements.

THE COMMITTEE agreed to accept the arrangements made.

(C.F.RUSSELL),
Major, R.A., Q.M.G. (M),
CHAIRMAN.

Distribution:

These present
Secretary MEDEO (100)

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0823

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO.40.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 28 OCT - 6 NOV.

TO	A/C	FROM M.E.	ALGIERS	BONE	SICILY	SARDINIA	MALTA	HEEL	CORSICA	NAPLES	ORAN	FRANCE	BIZERTA	CICIATEAVRO
HEEL	BR	3640	5817	4823		2300	2100	200 (A)						
	USA					5013					3245			
NAPLES	BR	7305	3845	1530	3835 (C)	12177 (E)			1082	400 (B)				
	USA					50			205		5812	100		
N. AFRICA	BR	350			1084			1925		1100				
	USA									117				
MIDEAST	BR		6		700			50						
	USA							50		50	100			
SICILY	BR		29	3000 (F)		4450		2000 (G)		412 (H)				250
CORSICA	BR		22			800								
	USA					4000				48	35			
SARDINIA	BR		4											
MALTA	BR		230 (J)					500			USA 10			
GIBRALTAR	BR		1097 (K)											
BELGIUM	BR				1250					1000				
TOULON	BR	3819	3090	254		1263		16993 (L)	1358					
MARSEILLES	BR									50				
	USA								130	6907	19785		75	
TOTALS		15114	14340	9607	6869	30053	2100	21718	2775	10084	28987	100	75	250

For M

0824

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SECRET

MEETING NO. 40.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 28 OCT - 6 NOV.

	FROM														TOTAL
TERS	BONE	SICILY	SARD-INIA	MALTA	HEEL	CORSICA	NAPLES	ORAN	FRANCE	BIZERTA	CICIA-TEAVRO	VIBO VALENTIA	PUGLIE PORTS	POZZALO	
17	4823		2300	2100	200 (A)										18880
			5013					3245							8258
45	1530	3835 (C)	12177 (E)			1082	400 (B)						2150 (D)	125 (D.	32449
			50			205		5812	100						6167
		1084			1925		1100								4459
							117								117
6		700			50										756
					50		50	100							200
											250	1000			11141
29	3000 (F)		4450		2000 (G)		412 (H)								822
22			800												4083
			4000				48	35							4
4								USA 10							740
230 (J)					500										1097
097 (K)							1000								2250
		1250													26777
090	254		1263		16993 (L)	1358									50
							50								26897
						130	6907	19785		75					145147
4340	9607	6069	30053	2100	21718	2775	10084	28987	100	75	250	1000	2150	125	

For Notes see separate Sheet.

0825

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 40

3234

N O T E S

A. Ex "MARGHERITA DE SAVOIA" to PESCARA

B. 100 ex NAPLES to GAETA. 350 ex TORRE ANNUNZIATA to NAPLES

C. 600 tons R.E.Stores SICILY to NAPLES.
1060 " A.C.C. ex PALERMO to CIVITAVECCHIA.
150 " " " " " " or MESSINA
125 " " " TRAPANI " "
750 " " " " " CASTELLAMARE

D. To CIVITAVECCHIA.

E. Incl 1002 tons A.C.C.

F. BONE or SFAX - Phosphate rock.

G. Ex REGGIO - Timber

H. Incl 25 tons to CATANIA
160 " " SYRACUSE
200 " " SICILIAN MAIN Ports.
27 " Ex CIVITAVECCHIA to SICILY

J. Incl 208 " POL.

K. POL - 900 tons Octane

L. Incl 500 tons U.S. Air Force.
1380 " POL (200 tons F.T.Fuel)
400 " Forage
7000 " R.E. (which incl 2000 timber ex CROTONE)
1500 " A.C.C. (which incl 200 tons salt ex "MARGHERITA DE SAVOIA")

0826

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

32 21

ENTS MEETING NO. 40

N O T E S

SAVOIA" to PESCARA

ETA. 350 ex TORRE ANNUNZIATA to NAPLES

s SICILY to NAPLES.
PALERMO to CIVITAVECCHIA.
" " " or MESSINA
TRAPANI " "
" " CASTELLAMARE

.C.C.

hosphate rock.

ar

CATANIA
SYRACUSE
SICILIAN MAIN Ports.
CIVITAVECCHIA to SICILY

-

ctane

.S. Air Force.
OL (200 tons F.T.Fuel)
orage
.E. (which incl 2000 timber ex CROTONE)
.C.C. (which incl 200 tons salt ex "MARGHERITA DE SAVOIA")

0827

Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. H.Q. SHIPPING INTELLIGENCE & DIVERSIONS ROOM

To F.W.T.R. MEDITERRANEAN

1 Oct. '4

Proforma for F.A.S.A.B. Agreed Signal, "North African Port State" for the 1st, 11th & 21st of each month. Ref: F

"CLEAR CODE" Store Ships	OASA.	ORAN	ALGIERS	BONE	BIZERTA	SOUTHERN FRANCE
A. No. of vessels awaiting to discharge	NIL	NIL	NIL	NIL	NIL	63
B. No. of vessels discharging	1	2	2	1	1	38
C. No. of vessels empty awaiting convoy or orders	NIL	5	1	NIL	NIL	21
D. No. of vessels awaiting to load	NIL	1	NIL	3	NIL	NIL
E. No. of vessels loading	2	11	5	2	NIL	NIL
F. No. of vessels loaded awaiting convoy or orders	1	3	3	3	NIL	NIL
TOTAL	4	22	11	9	1	122

G. No. of vessels held at GIBRALTAR for North African

TOT

0828

Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. D.O. SHIPPING INTELLIGENCE & DIVERSIONS ROOM

GIBRALTAR 1 Oct. '44

52223

Ref. Agreed Signal, "North African Port State" for the 1st, 11th & 21st of each month. Ref: N.A.S.A.B. 605

Status	CASA.	ORAN	ALGIERS	BONE	BIZERTA	SOUTHERN FRANCE	MALTA	TOTAL
Waiting to Discharge	NIL	NIL	NIL	NIL	NIL	63	NIL	63
Discharging	1	2	2	1	1	38	1	46
Empty awaiting convoy or orders	NIL	5	1	NIL	NIL	21	1	28
Waiting to load	NIL	1	NIL	3	NIL	NIL	NIL	4
Loading	2	11	5	2	NIL	NIL	NIL	20
Loaded awaiting convoy or orders	1	3	3	3	NIL	NIL	NIL	10
	4	22	11	9	1	122	2	171

G. No. of vessels held at GIBRALTAR for North African Ports Nil

TOTAL 171

0829

Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. R.C. SHIPPING INTELLIGENCE & DIVERSIONS ROOM 1st Oct.

To A.W.F.R. MEDITERRANEAN

Proforas for N.A.S.A.B. Agreed Signal, "Italian & Sicilian Port State" for 1st, 11th & 21st of each month.

"CHARCOING" Store Ships	Naples	Taranto	Brindisi	Bari	Ancona	Palermo	Augusta	Leghorn	G
A. No. of vessels awaiting to discharge	15	1	2	Nil	Nil	Nil	Nil	5	
B. No. of vessels discharging	18	4	3	10	5	"	"	13	
C. No. of vessels empty awaiting convoy or orders	6	Nil	2	1	Nil	"	1	4	
D. No. of vessels awaiting to load	14	"	Nil	Nil	"	"	Nil	Nil	
E. No. of vessels loading	11	2	1	"	"	"	"	"	
F. No. of vessels loaded awaiting convoy or orders	23	2	Nil	"	"	"	1	"	
TOTAL	87	9	8	11	5	Nil	2	20	

G. No. of vessels held at GIBRALTAR for Italian & Sicilian Ports

TATAU 679 despatched accordingly.

0850

Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. P.. SHIPPING INTELLIGENCE & DIVERSIONS ROOM 1st Oct. '44

SITUATION

N.A.S.A.F. Agreed Signal, "Italian & Sicilian Port State" for 1st, 11th & 21st of each month. Ref. N.A.S.A.B.605

Store Ships	Naples	Taranto	Brindisi	Bari	Ancona	Palermo	Augusta	Leghorn	Catania	Total
ls awaiting to	15	1	2	Nil	Nil	Nil	Nil	5	Nil	23
els discharging	18	4	3	10	5	"	"	11	1	52
els empty wait- for orders	6	Nil	2	1	Nil	"	1	4	Nil	14
els awaiting to load	14	"	Nil	Nil	"	"	Nil	Nil	"	14
els loading	11	2	1	"	"	"	"	"	"	14
els loaded Navy or orders	23	2	Nil	"	"	"	1	"	"	26
	87	9	8	11	5	Nil	2	20	1	143

C. No. of vessels held at GIBRALTAR for Italian & Sicilian Ports Nil

143

NASAH 679 despatched accordingly.

HEADQUARTERS
11 OCT 1944
A. C. of S.

Tm S/c 269

SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/411-GDM

9 Oct 44.

Tel: FREEDOM 443.

Subject:- G-4(MOV & TN) WEEKLY REPORT TO M.E.D.B.O.

20. ITALIAN CEREALS, GENERAL

Seven cereal ships are scheduled to arrive during 20 days and the following disposal has been agreed :-

SHIP	CONVOY	ETA AUGUSTA.	BAGGED WHEAT	BULK WHEAT	BAGGED BARLEY	PORT
NORDNES	MKS 63	2 Oct		7521		CASTELLAMARE
EASTGATE	MKS 64	12 Oct	4500			CROTONE
- do -			4602			REGGIO
SAMNETTY	MKS 64	12 Oct			7761	NAPLES
FRANCIS E. WARREN	GUS 55	17 Oct	1599	7766		CASTELLAMARE
BENJAMIN BOURNE	GUS 55	17 Oct			7400	BARI
LODESTONE	MKS 65	22 Oct	2031	6291		CASTELLAMARE
NATHAN HALE	MKS 65	22 Oct	1587	7771		BARI

21. CEREALS N. AFRICA

(a) Ref para 17, NAJEM now state that the French request for 135,000 tons :-

(i) has been accepted by WASHINGTON and LONDON and Combined Food Boards.

(ii) is the absolute minimum and has already been screened down by NAJEM from the original request for 250,000 tons.

(iii) has assumed that repayment of 40,000 tons loan has been waived. 3222

(iv) has already allowed for the 14,500 tons released at CASABLANCA for use in TUNISIA (See para 11b)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(iv) has already allowed for the 14,500 tons released at CASABLANCA for use in TUNISIA. (See para 11b)

(b) NORTH AFRICA's suggested programme to WASHINGTON is based on the following :-

Tons.	From.	To.	Period.
8000	TRIPOLI	TUNISIA	before 31 Oct.
4000	"	"	Nov to Dec
40500	N. AMERICA	"	" " "
16500	"	MOROCCO	" " "
36000	"	ORAN	" " "
30000	"	Other Algerian Ports	" " "

4/5

Seen T. S/C
Commerce S/C.

/Contd..... (c)

5/13

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Space exists in ORAN silos for 25,000 tons bulk wheat and this could be increased by the rate at which the FRENCH could bag and clear

(d) No confirmation has yet been received by AFHQ from LONDON or WASHINGTON. Assuming that the remainder of the programme is approved by LONDON and WASHINGTON, the commitment from TRIPOLI can be met by the FRENCH in their own tonnage with assistance from MWTR Med in case of need.

22. 2ND 90 DAYS REQUIREMENTS, S. FRANCE

(a) Procurement responsibility for second 90 days has been defined by COS in CAL 777 :- (allocations against 2nd 90 days Rankin C (180 days Anvil) are expected to meet at least 120 days requirements i.e. up to end of April.)

Item.	Amount reqd for 2nd 90 days RANKIN C (LAC 544) nominally 15 Dec - 15 Mar.	Amount available in N. AFRICA LAC 42 LAC 544	Balance reqd for AFHQ's 2nd 90 days RANKIN C	Procurement responsibility
Wheat	132,000	-	87,000	U.S.A.
Wheat	-	-	45,000 (b)	SHAEF
Sugar	14,000	1043	12,957	Not allocated
Other Sups	38,900	10,477	28,423	
	184,900	11,520	173,380	

(b) Allocation of 45,000 tons of wheat to SHAEF is made on the assumption that the amount can be made available from FRENCH NLATUS area surpluses. SHAEF has been requested by AGWAR to assume responsibility for making this amount available to AFHQ area.

23. PHOSPHATE REQUIREMENTS, S. FRANCE.

(a) The annual agricultural requirements for S. FRANCE excluding vines are 40,000 metric tons of superphosphate, to manufacture which the following imported raw materials, CG DELTABASE estimates, will be required:

200,000 metric tons natural phosphate from N. AFRICA.
125,000 " " Pyrites from SPAIN or PORTUGAL.

(b) In order to make available a further 50,000 metric tons of superphosphates for the rest of FRANCE a total of 225,000 metric tons of natural phosphate and 150,000 metric tons pyrites will be required.

(c) The above applications are being examined

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(b) In order to make available a further 50,000 metric tons of superphosphates for the rest of FRANCE a total of 225,000 metric tons of natural phosphate and 150,000 metric tons pyrites will be required.

(c) The shipping implications are being examined.

24. SULPHUR PRODUCTION, SICILY.

(a) WASHINGTON has stated that the sulphur mining programme will be supported to the extent that it implements a fertiliser programme to increase local production and thus reduce the relief burden.

(b) AFHQ has estimated that production would be 67,000 tons during the 6 month period following receipt of required mining supplies. Without these supplies, it is doubtful if 10% of the above figure could be produced.

/Contd ... para (c)....

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 SECRET

(c) No sulphur can be made available for export to other parts of EUROPE.

(d) The earliest date at which local food production is expected to reduce imports into ITALY is late summer 1945.

V. KING, Major,
for Brigadier,
D.Q.M.G. (Mov & Tn).

VK/DMC

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(g) Mov. 1.

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

MEDITERRANEAN SHIPPING BOARD.

A.F.H.Q.

22rd September, 1944.

1. FORMATION OF THE MEDBO TONNAGE ALLOCATION SUB-COMMITTEE

A Standing Sub-Committee of the MEDITERRANEAN SHIPPING BOARD is to be established forthwith to co-ordinate the use of shipping within the MEDITERRANEAN THEATRE OF OPERATIONS and to ensure the fulfilment of authorised shipping programmes. This Committee will be known as the MEDBO TONNAGE ALLOCATION SUB-COMMITTEE.

The formation of this Committee in no way relieves any of the MEDBO Shipping Authorities of their authority nor absolves them from their normal duties and responsibilities.

2. TASKS

The principal tasks of the Committee will be:-

(a) To determine the most economical allocation of cargo shipping tonnage - ocean going, coastal and schooner - to meet programmed movement by sea of military and civil supplies. Shipping programmes are recorded, screened and authorised by the SHIPPING PRIORITY OF MOVEMENTS Meeting.

(b) To ensure that action is taken by the shipping authorities concerned to nominate shipping to meet these programmes.

(c) To submit to MEDBO at ten day intervals, progress reports giving details of the tonnage carried in relation to the bids accepted and authorised at the SHIPPING PRIORITY OF MOVEMENTS Meeting and covering the appropriate ten day period.

(d) To maintain records of all non military cargoes lifted within the area and in shipping under MEDBO control. These records will show the nature and tonnage of the cargo lifted, the name and nationality of the ship employed, ports of loading and discharge, and the consignee(s) of the cargo.

3. COMPOSITION

The Standing Sub-Committee will be composed, ex officio, of those officers who are normally responsible, within each of the MEDBO Shipping authorities, for the execution of the authorised shipping programme.

These are :

G-4(Mov & Tn) Civil	Major V. [illegible]
G-4(Mov & Tn) Military	Major G.P. GODFREY
Tn (A)	Captain H.T. [illegible]
M.W.T.R. (Med)	Mr. R.D. [illegible]
W.S.A.R. (Med)	Mr. R. NICOL
P.S.T.O. (Med)	Lt.Comdr. G.B. STURT, R.N.V.R.

The Committee will be under the chairmanship of a representative of A.F.H.Q. G-4 (Mov & Tn) and the Secretary will be nominated by M.W.T.R. (Med). 3220

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M.W.T.R. (Med)	Mr. R.D. HEARD
W.S.A.R. (Med)	Mr. D. NICOL
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4. DETERMINATION OF PRIORITIES

Where questions of priority arise in the allocation of tonnage for the lift of authorised cargoes and when these questions cannot be resolved by the Committee, the Chairman will be responsible for obtaining the necessary G-4 ruling.

(Sgd) J. GIBSON GRAHAM

CHAIRMAN.

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TOP SECRET.

AGENDA.

EIGHTYFIRST MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 3RD OCTOBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 80 DATED 26TH SEPTEMBER, 1944.

2. MEDITERRANEAN COAL MUMPTION SUB-COMMITTEE.

Minutes of Meeting No. 29 dated 27th September, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 45 dated 29th September, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 27 dated 28th September, 1944.

5. ITALIAN MERCHANT SHIPPING.

Position List of Italian etc. vessels, No. 8 dated 15th September, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.

Special Report dated 1st October, 1944. (Limited distribution).

7. HARBOUR FACILITIES & SMALL CRAFT.

No. 25. Nothing to report.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 30th September, 1944.

9. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 6 dated 25th September, 1944.

10. MEDTO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 1 dated 24th September, 1944.

11. MAINTENANCE IN ITALY.

Tonnage allocations approved for January 1945, representing the maximum port capacities anticipated available for each user.

12. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for the 21st September, 1944 on which MAS 676 has been despatched.

3219

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3. KEPIR SUB-COMMITTEE.

Minutes of Meeting No. 45 dated 29th September, 1944.

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"North African & S. France Port State" and "Italian & Sicilian Port State" for the 21st September, 1944 on which M.S.S. 676 has been despatched.

13. OTHER MATTERS.

3219

(Walter E. Fereday)
Secretary, MEDEO.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

Subject : MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

ALLIED FORCE HEADQUARTERS
C-4(Mov & Tn) 5/379/GEN
29 Sep 44
Rel: FREEDOM 832

MINUTES of Coal Meeting No. 29 held at 1015 hrs 27 Sep 44 in C-4 (MOV & TN) Conference Room, AFHQ.

In the Chair :	Lt Col M.J. SIEFF	C-4 (MOV & TN)
Present :	Maj V. KING	"
	Maj J. MIDDELL	QM (Coal Sec)
	Lt Col K. ANDERSON	MWT Rep
	Mr A.T. BASSEVILLE	WSA Rep
	J Comd L.E.C. MORRIS	Secretary

---

227. IN & MWT COAL BERTHS, ALGIERS (see Minutes 186, 190, 196, 203 & 219)

N&MOV had stated that the spare parts had been purchased locally and the other parts had arrived from UK. It was agreed to signal MOV N AFRICA requesting a firm date of completion of repairs to these transporters.

ACTION - C-4 (MOV & TN)

228. COAL BERTHS AT BONE (see Minute 220)

MOV N AFRICA had stated that there was no delay in the discharge of colliers at BONE and shipping authorities accepted the average daily discharge figure as reasonable.

229. COAL BERTH, CIVITAVECCHIA (see Minutes 213 & 221)

No reply has yet been received from SOS NATOUSA. The matter had, however, been discussed at MEDIO and with ACC Sub-Commission. It had been recommended at a meeting held by ACC Sub-Commission at ROME that the discharge of ships at CIVITAVECCHIA should be dealt with by civilian agencies. It had been found impracticable to lay a standard guage line to the quay but it was recommended that a narrow guage line be laid to the berths and that this should be put in hand immediately. The use of a narrow guage would entail double handling but it was unavoidable.

3218

230. COAL FOR TUNISIA (see Minutes 217 & 222)

Info still awaited from MOV N AFRICA.

In the Chair :	Lt C.l M.J. SIEFF	G-4 (MOV & TN)
Present :	Maj V. KING	"
	Maj J. RIDDELL	QM (Coal Sec)
	Lt Col K. ANDERSON	MWT Rep
	Mr A.N. SASSEVILLE	WSA Rep
	J Comd L.E.C. MORRIS	Secretary

227. MN & MWT COAL BERTHS, ALGIERS (see Minutes 186, 190, 196, 203 & 219)

NAVOV had stated that the spare parts had been purchased locally and the other parts had arrived from UK. It was agreed to signal MOV NORTHICA requesting a firm date of completion of repairs to these transporters.

ACTION - G-4 (MOV & TN)

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230. COAL FOR TUNISIA (see Minutes 217 & 222)

3218

Info still awaited from MOV NORTHICA.

231. COLLIERS DUE:

(a) The Committee examined the att statement of Ovt and Nov arrivals. Alterations and additions were considered and had been incorporated.

(b) QM undertook to nominate ports of discharge for UGS 55 and 55B arrivals on receipt of breakdowns for cargoes.

ACTION - QM

Contd / Sheet 2.

Declassified E.O. 12356 Section 3.3/NND No. 785021

232. SARDINIAN COAL - DISCHARGE OF NAVAL COLLIERS:

(a) MWT Rep requested that representations be made to FEO that naval colliers were given a quick turn as the slow discharge of these colliers had adverse effects on the SARDINIAN coal programme.

(b) The Chairman raised the question of Sep arrival and QM undertook to produce the tonnages received as against the tonnage requested.

ACTION - QM

233. CONDASE had recommended suspension of further imports of coal after the arrival of 2 vessels - the 'FRANCOIS WALTER' 2,800 tons and the 'CHARLES A. KEEFER' 7,810 tons - already called forward. Rail communication with ST ETIENNE coal field is now working and effective. After the above importation, supplies will be available from ST ETIENNE or other coal field for the MARSEILLES division. Local production is now only 30 to 50 per cent of normal but is sufficient to cover all military needs and also to cover the bare civilian need of the region including the remaining railway, gas and domestic requirements. QM was requested to cancel the demand for imported coal with MOV & TN but would not agree to do so until further confirmation had been received from CONDASE.

ACTION - QM

234. SHORTFALL OCT DELIVERIES:

In order that the alleged shortfall in Oct deliveries might be examined, QM rep undertook to produce a statement comparing the known Sep and Oct arrivals with the requirements for those months.

ACTION - QM

LEOM/SC

(L.J. SIEFF) Lt Col
/for Brigadier,
D.Q.M.G.(Mov & Tn)

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UNDER SECRETARY OF STATE FOR WAR, WAR OFFICE (attention DF MOV Q(L)9
MOV HQ AAI (6)
CHQ, MEF
COT (4)
NADIST (NAMOV 2) (4)
All Present

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACTION - QM

235. COMBASE had recommended suspension of further imports of coal after the arrival of 2 vessels - the 'ILLINOIS MAIER' 2,600 tons and the 'CHARLES .. KEEFER' 7,840 tons - already called forward. Rail communication with ST ETIENNE coal field is now working and effective. After the above importation, supplies will be available from ST ETIENNE or other coal field for the MARSEILLES division. Local production is now only 30 to 50 per cent of normal but is sufficient to cover all military needs and also to cover the bare civilian need of the region including the remaining railway, gas and domestic requirements. QM was requested to cancel the demand for imported coal with MOV & TN but would not agree to do so until further confirmation had been received from COMBASE.

ACTION - QM

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ACTION - QM

LECM/SC

(M.J. SIEFF) Lt Col
/for Brigadier,
D.Q.M.G.(Mov & Tn)

DISTRIBUTION:

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D OF STORES, ADMIRALTY, LONDON
UNDER SECRETARY OF STATE FOR WAR, WAR OFFICE (attention DF MOV Q(M)9
MOV HQ AAI (6)
CHQ, MEF
CCT (4)
NADIST (NAMOV 2) (4)
All Present

Declassified E.O. 12356 Section 3.3/NND No. 785021

0844

Declassified E.O. 12356 Section 3.3/NND No. 785021

MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE NORTH AFRICA : POSITION AS AT 27 SEP

NAME	DRAFT	FROM	CONVOY	DUE DESTINATION	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	O
FORT HUDSON HOPE	27'0"	USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army	9010	9010	
JOHN W GRIFFITHS	27'7"	"	" "	30 "	Run of Mine	"	8500		
FORT PITT	28'	"	" "	1 Oct	Low Vol Run of Mine	"	(7943 (1080 lbs		
JUNECREST		S AFRICA	GUS 53	2 "		"	7505	7505	
FELIP DE ELTROP	26'5"	INDIA	MKS 63	6 "	2102 High Vol 5974 Low Vol		8500		8
+		BIZERTA		18 "			4000		
FORT PITT									

COLLIERS DUE ITALY & SICILY : POSITION AS AT 27 SEP

NAME	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	A/C TONNAGE	ANCONA	BARI	NAPLES	T
FORT PITT (2 Tugs)		USA	UGS 53	24 Sep		8500				
JOHN H HARLAND		S.AFRICA	GUS 53	25 "		Army 7262		3262		
CAPE BRETTON		USA	UGS 53	25 "		" 8009			8009	
SAHARLE	29'0"	S.AFRICA	MKS 63	3 Oct		" 9194				
FORT ERIE	24'9"	USA	UGS 54	3 "		" 6836				
HORACE HAPI	28'4"	"	UGS 54	4 "	R of Mine H&L Vol	8500			5085	
FORT ORLEANS (2 Tugs)	26'6"	"	UGS 54	4 "		8500				
BENJAMIN CHEW	23'6"	"	UGS 54	4 "	R of Mine	8500			8500	
JOHN H HARLAND		S.AFRICA	BARI	10 "		4000	4000			
HORACE HAPI			NAPLES		Low Vol					

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APPENDIX 'A'

COLLIERS DUE NORTH AFRICA : POSITION AS AT 27 SEP 41

DRAFT	FROM	CONVOY	DUE DESTINATION	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	BIZERTA	LA GOULETTE TUNIS	BONE
27'6"	USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army	9010	9010				
27'7"	"	" "	30 "	Run of Mine	"	8500					8500
28'	"	" "	1 Oct	Low Vol Run of Mine	"	(7943 (1680 lbs			3943		
	S AFRICA	GUS 53	2 "		"	7505	7505				
25'5"	TYDEUS	UKS 63	6 "	2102 High Vol 5974 Low Vol		8500		8500			
	BIZERTA		18 "			4000				4000	

APPENDIX 'B'

COLLIERS DUE ITALY & SICILY : POSITION AS AT 27 SEP

SAILED	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	A/C TONNAGE	ANCONA	BARI	NAPLES	TARANTO	PALERMO	CATANIA	REGGIO
					8500				8500			
	USA	UGS 53	24 Sep		Army 7262		3262					
	S. AFRICA	GUS 53	25 "		" 8069			8069				
	USA	UGS 52	25 "		" 9194					9194		
6"	S. AFRICA	UKS 63	3 Oct		" 6836						6836	
9"	USA	UGS 54	3 "		8500			5085				
4"	"	UGS 54	4 "	R of Mine Low Vol					8500			
6"	"	UGS 54	4 "		8500			8500				
6"	"	UGS 54	4 "	R of Mine	4000	4000						3337
	S. AFRICA	BARI TYDEUS	10 "	Low Vol								

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

SARDINIAN COAL PROGRAMME - SEP : POSITION AS AT 27 SEP 44

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
FLATFISH	SARDINIAN	2nd week SEP	4400	WEST SICILY
DAGO II	"	" " "	2600	EAST ITALY
ENTIRE BRUDY	"	3rd " "	3600	WEST ITALY
ENTIRE CAXTON	"	" " "	3600	EAST ITALY
EDERA	"	4th " "	7400	WEST ITALY
CARON YARMOUTH	"	" " "	4600	EAST SICILY
FLAT DEVON	"	5th " "	4600	WEST ITALY
DESTAK	"	" " "	2300	WEST SICILY
ELACOSA	"	4th " "	800	EAST ITALY

NAVAL COLLIERS

SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
TIBELA CARA BERKEL AMSTEL CORCHESTER	Under operational orders			
SOUTHGATE	KMS 59	7645 NC	UK	AJACCIO - op orders
VAN OSTADE	KMS 62	9700 Welsh	UK	NAPLES for O/R
STAD ARNHEM	KMS 62	5000 NC	UK	TARANTO
NICHOLAS MICHALOS	KMS 62	7000 NC	UK	TARANTO for orders EVALI
WISLA	KMS 63	3796 Welsh	UK	BIZERTA
K HADJIPATERA	KMS 63	5099 Welsh	UK	TARANTO
BOREAS	KMS 63	3270 Welsh	UK	BRINDISI

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AND

APPENDIX 'C'

SARDINIAN COAL PROGRAMME - SEP : POSITION AS AT 27 SEP 44

TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
SARDINIAN	2nd week SEP	4400	WEST SICILY	CATANIA
"	" " "	2000	EAST ITALY	PALERMO
"	3rd " "	3600	WEST ITALY	PALERMO
"	" " "	2000	EAST ITALY	NAPLES
"	4th " "	7000	WEST ITALY	NAPLES
"	" " "	4200	EAST SICILY	CATANIA
"	3rd " "	4200	WEST ITALY	PALERMO
"	" " "	2300	WEST SICILY	PALERMO
"	4th " "	800	EAST ITALY	BARI

APPENDIX 'D'

NAVAL COLLIERS

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
Under operational orders				
KMS 59	7645 NC	UK	AJACCIO - op orders	BWT
KMS 62	9700 Welsh	UK	NAPLES for O/R	"
KMS 62	5000 NC	UK	TARANTO	"
KMS 62	7000 NC	UK	TARANTO for orders FUELI	"
KMS 63	3796 Welsh	UK	BIZERTA	"
KMS 63	5099 Welsh	UK	TARANTO	"
KMS 63	3270 Welsh	UK	BRINDISI	"

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

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OCTOBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
VERNON L. KELLOG		S. AFRICA				8500
JOHN M. PARKER		" "				8500
SHERIF HOLMES		" "	GUS 54	7 Oct		8500
OGDEN PAGE		USA				8500
SAMDEN		USA				8500
FORT HEDLEY		"				8500
OCEAN VISTA		"				8500
GOVERNOR FLETCHER		"				8500
FREDERICK L. ELY		S. AFRICA	MKS 64	12 Oct		8500
JOHN C. SPENCER		" "	GUS 54	7 "		8682
RP PERKINS		" "	GUS 55	17 "		9658
* GUINCLA		"				9127
LESLIE M. SHAW	28'	US.	UGS 55	12 "		8500
RICHARD T. BALK	29'4"	"	UGS 55	" "		8500
CHARLES J. FOLGER	29'8"	"	UGS 55	" "		8500
BEN HOLLOWAY	28'10"	"	UGS 55	" "		8500
EMPIRE MERISSA	25'9"	"	UGS 55	" "		8500
SAMUEL EDDY		"	UGS 55 B	" "		8500
FORT HEDDLEY		"	UGS 55 B	" "		8500
CASSIUS HUDSON		"	UGS 55 B			

NOVEMBER ARRIVALS

JOSE ECHEGARAY		S. AFRICA				
WALKER TAYLOR		" "				
SAM BRADY		" "				

* SAMSACOLA 9127

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APPENDIX 'E'

OCTOBER ARRIVALS

	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
	S. AFRICA				8500	
	" "				8500	
	" "	GUS 54	7 Oct		8500	NAPLES
	USA				8500	
	USA				8500	
	"				8500	
	"				8500	
	"				8500	
	S. AFRICA	MKS 64	12 Oct		8500	
	" "	GUS 54	7 "		8682	
	" "	GUS 55	17 "		9658	
	"				9127	
	USA	UGS 55	12 "		8500	
	"	UGS 55	" "		8500	
	"	UGS 55	" "		8500	
	"	UGS 55	" "		8500	
	"	UGS 55	" "		8500	
	"	UGS 55 B	" "		8500	
	"	UGS 55 B	" "		8500	
	"	UGS 55 B				

NOVEMBER ARRIVALS

APPENDIX 'F'

	S. AFRICA					
	" "					
	" "					

9127

0859

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SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
EMP. THACKERY	SARDINIAN	2 Wk Oct	3600	
VAN OSTADE	"	3 Wk Oct	3700	
BLAIRDEVON	"	4 Wk Oct	4400	
ELERA	"	4 Wk Oct	7000	

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APPENDIX 'C'

SARDINIAN COAL PROGRAMME - OCT

TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
SARDINIAN	2 Wk Oct	3600		
"	3 Wk Oct	3700		
"	4 Wk Oct	4400		
"	4 Wk Oct	7000		

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S E C R E T

MEDITERRANEAN SHIPPING BOARD.

No. 45

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 29TH SEPTEMBER, 1944.

Present: Mr. J. Gibson Graham, Chairman
Commander H.I.G. Rylands, R.N.
Lieut. Commander E. Blair, R.N.R.
Mr. C.W. Kalloch
Mr. W.E.B. Dainton
Mr. G.S. Ramsdale
Captain B.D. Bate
Captain T.L. Kidwell
Mr. W.E. Fereday Secretary
Miss M.M. Michie Assistant Secretary

ACTION BY:-

702. GIBRALTAR. Commander Rylands reported that the work to the H.M. ship in the No.1 dock had proved to be of longer duration than had been originally anticipated, but the "STEPHEN F. AUSTIN" should be able to re-dock about the 8th/10th October.

It was agreed that the tankers "MORAY COAST" and "SAN CLAUDIO" should be docked at Gibraltar, the allocation of the particular dock being left to Gibraltar to arrange, and Commander Rylands undertook to make a signal accordingly. Cmdr. Rylands.

703. ORAN. Commander Rylands stated that it was desired to put a French warship in the No.1 dock for four days after the "JOHN S. COPLEY", and Mr. Kalloch replied that the latter vessel should now undock about the end of October but he would obtain confirmation. Mr. Kalloch.

The "FAR" and "ATLE JARL" had been docked in the No.2 dock. No information was available as to why the "AISNE" had not docked, but the Chairman stated that it was desired to put her in as soon as convenient as she was to be sent to Marseilles as a collier. It was agreed that further priorities should remain as "FACTO", "VENDOME", "CRACKSHOT" and "ODYSSEUS" respectively. In view of the situation at Algiers it was decided that the "ORKLA" should be sent there for drydocking.

Mr. Ramsdale stated that no reply had yet been received from Oran regarding the reason for docking the "CHLORIS". (ref. Minute 685).

704. ALGIERS. The "HARROGATE" and "CHARLES SCHLAFFINO" had been docked and the French Warship was now in the No.1 dock, expected to undock about the 3rd October. Commander Rylands reported that it would be necessary thereafter to put in an H.M. ship for 24 hours. It was agreed that the priorities to follow should be: "ELENI","HINDSHOLM","ORKLA".

The Secretary pointed out that whilst the weekly list of French drydocking requests had not yet come to hand, the "DJEBEL AURES" was now reported to be at Casablanca and the Committee agreed that she should be docked there, a signal to be made to Algiers to advise the French accordingly. Secretary.

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Lieut. Commander E. Blair, R.N.R.
Mr. C.W. Kalloch
Mr. W.E.B. Dainton
Mr. G.S. Ramsdale
Captain B.D. Bate
Captain T.L. Kidwell
Mr. W.E. Fereday — Secretary
Miss M.M. Michie — Assistant Secretary

ACTION BY:-

702. GIBRALTAR. Commander Rylands reported that the work to the H.M. ship in the No.1 dock had proved to be of longer duration than had been originally anticipated, but the "STEPHEN F. AUSTIN" should be able to re-dock about the 8th/10th October.

It was agreed that the tankers "MORAY COAST" and "SAN CLAUDIO" should be docked at Gibraltar, the allocation of the particular dock being left to Gibraltar to arrange, and Commander Rylands undertook to make a signal accordingly. — Cmdr. Rylands.

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The "TAR" and "ATLE JARL" had been docked in the No.2 dock. No information was available as to why the "AISNE" had not docked, but the Chairman stated that it was desired to put her in as soon as convenient as she was to be sent to Marseilles as a collier. It was agreed that further priorities should remain as "FACTO", "VENDOME", "CRACKSHOT" and "ODYSSEUS" respectively. In view of the situation at Algiers it was decided that the "ORKLA" should be sent there for drydocking.

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705. CASABLANCA. The "TAUZON" had been docked and the "ROS ERAS" was reported to be in dock. The next priorities were French Warship, "JANINE", French Warship, and the "DJEBEL AURES" was added to the list in accordance with Minute 704.

706. FERRYVILLE. Commander Rylands reported that the "WILLIAM B. TRAVIS" was now expected to complete on the 6th October. The "P.L.M. 14" and the "ORANGELEAF" had been stemmed to follow.

707. TARANTO. Advice from C.S. Taranto showed that the "FORT CARIBOU" and "SANTA CHIARA" were expected to come out from the No.1 dock on the 9th October, when the "FORT CARIBOU" would be re-docked with the "SFINGE" for 20 days. The "FORT DE DOUAMONT" was now understood to be in the No.12 dock for four days, and the "CHISWICK" in the No.13 dock, expected to undock on the 30th September. The "BARON BELLHAVEN" was deleted from the list as vessel was to proceed to the Middle East, where she would drydock, and there were no further bids at the moment for cleaning and painting.

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The "HAI LEE" had been drydocked, and the "ARSTEEL" and "BARLEELEH" were at Taranto to be drydocked for cleaning and painting. It was reported that it would be necessary to drydock the "LITTLE CATO" for extensive repairs to rudder, vessel probably needing a second docking, dependent upon Surveyor's examination in dock, and vessel was now placed on the docking list accordingly.

"SAINT ANDREW". This Hospital Ship was reported damaged by near miss from a mine and would require to be drydocked for examination, as the rudder and propeller might be slightly damaged. The Chairman suggested that the above water repairs could probably be carried out at Marseilles where repair shops and workmen were ample, and the Committee decided that the vessel should be drydocked at Taranto for under water repairs only, to enable her to proceed to Marseilles to repair afloat, provided she could be accepted at the latter port.

"JONATHAN WORTH". Mr. Halloch stated that this vessel had been ashore on entering Bari, sustaining considerable damage, and might need docking, but a further report was awaited.

708. YUGO-SLAV VESSELS. Ref. 692. The "BAKAR" was now understood to be in dock at Brindisi, and the other vessels would be taken in hand as they became available.

709. NAPLES. The "STAFFORDSHIRE" had been docked, the "PATRICK HENRY" was now in dock and expected to come out on the 30th September, and would be followed by the "SAMSTEEL". It was stated that FOWIT had agreed to lay the "BERKEL" off service for drydocking, and this Admiralty collier would be put in after the "SAMSTEEL".

"VILLE D'ORAN". After discussion on the position and availability of this vessel, it was decided that she should drydock at Naples on her second trip, as it was not considered that the wear down of the tail shaft made an immediate docking essential whilst the longer notice would facilitate the co-ordination of the vessel's programme, in view of the continued necessity for her to have a quick turn-round. It was therefore decided that upon the undocking of the "BERKEL", the two floating cranes should be put in for 12 days, and the "VILLE D'ORAN" docked thereafter.

The Committee noted a signal from FOWIT which pointed out that the "FANNY BRUNNER" was now on passage to Cagliari but still required drydocking, and could be accepted at Naples any time after 3rd October. It was decided to request P.3.T.O. Med. to order her back to Naples on completion of the voyage Cagliari/ Bastia to enable docking to be carried out. Lt.Cmdr. Blair.

It was considered that the "ACILLA", "VIOLETTE", "FANNY BRUNNER" and "TUNISINO" could be drydocked in the No.2 dock Naples as convenient when available.

It was also decided that the tankers "EMPIRE FAY" and "EMPIRE GAWAIN" should be drydocked in the No.2 dock as convenient when they become released. It was agreed that the water boat "EMPIRE COPPICE" upon relief should be sent to Leghorn for docking. Capt. Bate.

"GIBRALTA". (vide Minute 693). It was reported that this vessel had been damaged by underwater explosion and towed into Marseilles anchorage. She had a large hole in the starboard side in way of No.2 hold, and would probably require some longitudinal stiffening before being able to leave. The question of drydocking was therefore left for a later discussion.

710. LEGHORN. It was understood that the "WELSH COAST" could be drydocked at Leghorn when the drydock was ready, which Commander Rylands stated was expected to be

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workmen were ample, and the Committee decided that the vessel should be drydocked at Taranto for under water repairs only, to enable her to proceed to Marseilles to repair afloat, provided she could be accepted at the latter port.

"JONATHAN WORTH". Mr. Halloch stated that this vessel had been ashore on entering Bari, sustaining considerable damage, and might need docking, but a further report was awaited.

708. YUGO-SLAV VESSELS. Ref. 692. The "BAGAR" was now understood to be in dock at Brindisi, and the other vessels would be taken in hand as they became available.

709. NAPLES. The "STAFFORDSHIRE" had been docked, the "PATRICK HENRY" was now in dock and expected to come out on the 30th September, and would be followed by the "SAMSTEEL". It was stated that FOWIT had agreed to lay the "BERKEL" off service for drydocking, and this Admiralty collier would be put in after the "SAMSTEEL".

"VILLE D'ORAN". After discussion on the position and availability of this vessel, it was decided that she should drydock at Naples on her second trip, as it was not considered that the wear down of the tail shaft made an immediate docking essential whilst the longer notice would facilitate the co-ordination of the vessel's programme, in view of the continued necessity for her to have a quick turn-round. It was therefore decided that upon the undocking of the "BERKEL", the two floating cranes should be put in for 12 days, and the "VILLE D'ORAN" docked thereafter.

The Committee noted a signal from FOWIT which pointed out that the "FANNY BRUNNER" was now on passage to Cagliari but still required drydocking, and could be accepted at Naples any time after 3rd October. It was decided to request P.S.T.O. Med. to order her back to Naples on completion of the voyage Cagliari/Bastia to enable docking to be carried out. Lt.Cmdr. Blair.

It was considered that the "ACILL", "VIOLETTE", "FANNY BRUNNER" and "TUNISINO" could be drydocked in the No.2 dock Naples as convenient when available.

It was also decided that the tankers "EMPIRE FAY" and "EMPIRE GAWAIN" should be drydocked in the No.2 dock as convenient when they become released. It was agreed that the water boat "EMPIRE COPPICE" upon relief should be sent to Leghorn for docking. Capt. Bate.

"BORLANA". (vide Minute 693). It was reported that this vessel had been damaged by underwater explosion and towed into Marseilles anchorage. She had a large hole in the starboard side in way of No.2 hold, and would probably require some longitudinal stiffening before being able to leave. The question of drydocking was therefore left for a later discussion.

710. LEGHORN. It was understood that the "WELSH COAST" could be drydocked at Leghorn when the drydock was ready, which Commander Rylands stated was expected to be about middle October. In accordance with Minute 709, the "EMPIRE COPPICE" was now listed for docking at this port.

711. "NORDNES". The Committee discussed a signal from M.W.T., M.E. which asked if this vessel could be drydocked in the Central Mediterranean before loading phosphate Bone/Australia. The vessel was due Augusta on the 2nd October and would probably discharge grain at Castellamare. It was decided that she could be accepted for docking in the Central Mediterranean and it would be examined later whether this should be carried out at Naples or Taranto. A reply to be made accordingly. Mr. Deinton.

712. "EMPIRE CANDIDA". Lt.Commander Blair stated that this crane ship, presently at Bari, should be drydocked if required to move to another port, but it was/

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/was decided to leave this question until such necessity arose.

713. PALERMO. Commander Rylands reported that the U.S. Navy had accepted the "MANNINGTON" for repairs at Palermo (ref. Minute 695).

714. MALTA. Ref. 676. Commander Rylands reported that the "GLENGARRY" was expected to drydock on the 30th September.

715. "EMPIRE RAVEN". Ref. 700. It was reported that it had been arranged for this refrigerated vessel at Taranto to be laid off for two months for repairs, as the next programme could be dealt with for this period without her use, and it would be a reasonable certainty that the ship could remain in service thereafter for 6/7 months. It was not considered feasible to supply steam from another vessel, as the "EMPIRE RAVEN" required to be worked from both sides to be economically used.

716. REPAIRS IN SOUTH FRANCE. Ref. 698. Mr. Kelloch stated that he had replied to his representative at Marseilles as follows:-

"..... Marseilles is on the same basis as all other ports in the Mediterranean and is to function, from the point of view of repair facilities, in exactly the same way as Algiers has been functioning, that is, the facilities of the port are at the disposal of the Commander in Chief of the Allied Forces, and ship repairs are handled in accordance with his instructions based upon recommendations made by his advisory board, namely MEDEO. In other words, priority for ship repairs is decided by the Commander in Chief here".

The Chairman stated that it had been reported to him that the French Authorities at Marseilles were pressing for the repair work to be passed through the Marine Nationale, but he felt that until the procedure was laid down officially by the French Government, the M.W.T. and W.S.A. could continue to employ any ship repair firm they pleased.

717. VESSELS IN SOUTH FRANCE. Ref. 701. The attached report from Mr. Maclellan, M.W.T. Surveyor, was considered.

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NAPLES,
25th September, 1944.

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On instructions from Mediterranean Shipping Board, I proceeded to Marseilles on the 14th September, 1944, for the purpose of making an examination and reporting on the condition of French and other ships found after the occupation of Southern France.

The following information regarding the ships found in Marseilles harbour, Toulon, Cassis, Port de Bouc and Etang de Berre area is considered fairly accurate, and the vessels listed as being at those ports were sighted. The remaining information regarding ships found in other harbours was obtained from the French Navy, who also supplied the plan of Marseilles harbour, showing the approximate position of each ship.

At the time of my visit to Marseilles Harbour on 15th September, harbour had been opened for use and several vessels were being berthed ready for discharge.

(1) MARSEILLES

1. "CAP CORSE" (French)
Vessel being broken up to clear entrance to Vieux Port.

2. "THERESITE II" (French)
Vessel broken up to clear entrance.

3. "DJEBEL DIRA" (French)
Vessel lying on side. Converted by Germans to a mine layer. Salvage difficult.

4. "CEPET" (Navy Tug) (French)
Fully submerged.

5. "CYRNOS" (French)
Vessel lying on side. Used by Germans as Petrol carrier.

6. "GEORGIOS" (Greek)
Broken midships. Salvage difficult.

7. "PRADO" (French)
On even keel. Sunk in shallow water. Extent of damage unknown.

8. "EDEA" (Fruit ship) (French)
Listed badly in shallow water. Stated 1650 tons sand in holds.
Extent of damage unknown.

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8a. "GENEROSO" (Swiss)
Undamaged. Note: Whilst being towed from wharf on 19.9.44 vessel sunk on account of mine exploding.

9. "ALBULLA" (Swiss)
Sunk in shallow water on even Keel. Extent of damage unknown.

10. "PROVENCE I" (F...) for...

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from the French Navy, who also supplied the plan of Marseilles harbour, showing the approximate position of each ship.

At the time of my visit to Marseilles Harbour on 13th September, harbour had been opened for use and several vessels were being berthed ready for discharge:

(1) MARSEILLES

1. "CAP CORSE" (French)
Vessel being broken up to clear entrance to Vieux Port.

2. "THERESITHE II" (French)
Vessel broken up to clear entrance.

3. "KERKEL DIRA" (French)
Vessel lying on side. Converted by Germans to a mine layer. Salvage difficult.

4. "CERES" (Navy Tug) (French)
Fully submerged.

5. "CYRNOS" (French)
Vessel lying on side. Used by Germans as Petrol carrier.

6. "GEORGIOS" (Greek)
Broken midships. Salvage difficult.

7. "PRADO" (French)
On even keel. Sunk in shallow water. Extent of damage unknown.

8. "HYEA" (Fruit ship) (French)
Listed badly in shallow water. Stated 1650 tons sand in holds.
Extent of damage unknown.

3212

8a. "GENEROSO" (Swiss)
Undamaged. Note: Whilst being towed from wharf on 19.9.44 vessel sunk on account of mine exploding.

9. "ALMULLA" (Swiss)
Sunk in shallow water on even keel. Extent of damage unknown.

10. "PROVENCAL I" (Tug) 600 HP. Diesel (French)
Sunk on even keel, damage slight, salvage easy.

11. "LA CORSE" (Coaster) (French)
Sunk. Damage slight. Salvage easy.

12. "J. COURTES" (Tug) 280 HP. (French)
Easy salvage.

13. "PASCOLI" (Italian)
Lying on side. Extent of damage unknown.

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14. "ATLANTA" (Schooner) (Italian)
Sunk Aground, with list. Extent of damage unknown.

15. "SAN PEDRO" (French)
Lying on side, apparently scuttled. Salvage may be easy.

16. "ALFERE"(Cable ship) (French)
Converted to Petrol carrier by Germans. Submerged.

17. "IMPETUEUSE" (French Gunboat)
Completely submerged.

18. "PROVENCAL NO. 7" (Tug) (French)
Sunk

18a. "ALERTE" (Fire Boat) (French)
Undamaged.

19. "ARGINO" (Italian ?)
Fully submerged. No information extent damage.

20. "ISABEL AMOUR" (French)
Even keel, completely submerged. Sand ballast in holds.

21. "CAP NOIR" (Trawler) (French)
Completely submerged. Converted by Germans to petrol carrier.

DRY DOCK BASIN

22. ""KABYLE" (French)
Lying on side blocking entrance. Extent of damage unknown.

23. "MARSIGLI" (Italian or French)
Formerly French Naval Tug. Listed and nearly submerged.

24. "GOLIATH" (French Naval Tug)
Submerged and heavily listed.

25. "RANCE" (French Navy Tanker)
Lying in No. 1 Drydock on side.

26. "G. B. GREVY" (French)
Upright but badly damaged by explosion and fire.

27. "CANARI" (Fruit carrier) (French)
Lying on side totally submerged. Extent of damage unknown.

28. "G.G. JONIART" (French)
Upright, superstructure above water. Extent of damage unknown.

29. "MARECHAL LYAUTEY" (French)
Lying on side, partly submerged.

30. "MARTIGUES" (French self-propelled fuel barge)

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17. "LEPEVREUSE" (French Gunboat)
Completely submerged.

18. "PROVENCAL NO. 7" (Tug) (French)
Sunk

19. "ALERTE" (Fire Boat) (French)
Undamaged.

19. "ALCIMO" (Italian ?)
Fully submerged. No information extent damage.

20. "PIERRE AMOUR" (French)
Even Keel, completely submerged. Sand ballast in holds.

21. "CAP NOIR" (Chandler) (French)
Completely submerged. Converted by Germans to petrol carrier.

NEW DOCK BASIN

22. ""VAUBAN" (French)
Lying on side blocking entrance. Extent of damage unknown.

23. "MARSEILLE" (Italian or French)
Formerly French Naval Tug. Listed and nearly submerged.

24. "GOLIATH" (French Naval Tug)
Submerged and heavily listed.

25. "FRANCE" (French Navy Tanker)
Lying in No. 1 Drydock on side.

26. "C.G. CHEVE" (French)
Upright but badly damaged by explosion and fire.

27. "CAMARA" (Fruit carrier) (French)
Lying on side totally submerged. Extent of damage unknown.

28. "C.G. JONNART" (French)
Upright, superstructure above water. Extent of damage unknown.

29. "MARECHAL LYAUTEY" (French)
Lying on side, partly submerged.

30. "PARTICULES" (French self-propelled fuel barge)
Badly damaged.

31. "ATAR" (French) 500-ton self-propelled fuel barge.
Sunk. Explosion Engine-room.

32. ""CHENONCEAUX" (French)
On side, almost completely submerged.

33. "MARIETTE PACHA" (French)
On side, completely submerged.

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34. "CIVILIA" (French)
Upright, nearly submerged and burnt. 3250 tons sand and gravel ballast in holds. (16e

35. "CLASCHE" ? (Italian cable ship)
Listed upp. 20° and partly submerged. Converted by Germans to Petrol carrier.

36. "EL MANSOUR" (French)
On side. 1600 tons sand in holds. Badly burnt out.

37. "DUNKE" (French)
On side, extent of damage unknown, probably scuttled.

37a. "FRUGONA" (Italian) ?
Completely submerged on even keel.

37c. "ALICE" (unknown)
Sunk on even keel, particulars of damage unknown.

"A" - N.W. entrance block ships (all French)

38. "PLUVIOSE" (Tanker)
39. "ST. GERLIE" (old Freighter)
40 "TAO" (French naval tanker)
41 "LUNOLE" (Freighter)
42 "MASSILIA" (Liner) Sunk across previous four.
Anticipate that all the above will be a total loss.
Entrance has been partly cleared and now possible for Liberty ships to pass.

43. "SETTEVILLE" (French collier)
Sunk. No particulars.

"B" N.W. entrance blockships

44. "MARGUERITE JELAY" (French Tanker)
Torpedoed 1942. Hull damage extensive, not yet repaired.

45. "AQUILEJA" (Italian Hospital ship)
Extent of damage unknown.

46. "MEDJERDA" (French)
Loaded 2-3000 tons cement and gravel. Sunk on even keel.

47. "CAPITAINE DAUTANI" (French tanker)
Torpedoed 1941. Loaded with 1550 tons sand and gravel.

48. "CHATEAU LAROCE" (French)
Loaded 500 tons sand and gravel. Sunk upright, possibility of salvage good.

Anticipate that the above with exception of No. 48 will be total loss.
Entrance is completely blocked and no attempt has yet been made to clear.

PASS DE SALVATI AREA

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37. "DOMINE" (French)
Cargo, extent of damage unknown, probably scuttled.

37a. "NEREIDA" (Italian) ?
Completely submerged on even keel.

37b. "ALICE" (unknown)
Sunk on even keel, particulars of damage unknown.

"A" - U.K. entrance blockships (old French)

38. "PENTHOSE" (Tanker)
39. "ST. CYRILLE" (old Freighter)
40 "[illegible]" (French naval tanker)
41 "[illegible]" (Dumbitor)
42 "MANCHETA" (Liner) Sunk across previous four.
Anticipate that all the above will be a total loss.
Entrance has been partly cleared and now possible for Liberty ships to pass.

43. "[illegible]" (French collier)
Sunk. No particulars.

"B" U.K. entrance blockships

44. "MARGUERITE EMILY" (French Tanker)
Torpedoed 1942. Hull damage extensive, not yet repaired.

45. "AMULEDA" (Italian Hospital ship)
Extent of damage unknown.

46. "MEDJERDA" (French)
Loaded 2-3000 tons cement and gravel. Sunk on even keel.

47. "CAPITAINE DAMIANI" (French tanker)
Torpedoed 1941. Loaded with 1550 tons sand and gravel.

48. "CHANZAN LARCOR" (French)
Loaded 500 tons sand and gravel. Sunk upright, possibility of salvage good.

Anticipate that the above with exception of No. 48 will be total loss.
Entrance is completely blocked and no attempt has yet been made to clear.

PASS DE SALSATY AREA

49. "KONISTRA" (Greek)
Upright. Extent of damage unknown.

50. "LAITA" (old trawler) (French)
Appears to be total loss.

51. "ENSEIGNE GABOLDE" (old Gunboat)
Total loss

52. "FLATON" (French)
Upright, apparently slightly damaged.

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53. VESSEL UNDER BRIDGE ISLAND IN MARSEILLES DOCK
"[illegible]" (Twin Cutter) (French).
Sunk. No information.

PORT OF NICE

54. "OCEANE" (French)
Badly damaged and sunk in harbour.

55. "PAULAS" (Tanker) (French)
Torpedoed June 1944 in bay. Not yet salved. No further information.

56. "CAP BLANC" (Wine carrier) (French)
Torpedoed June 1944. Condition unknown.

HARBOUR OF TOULON

57. "SURCOUF" (French)
Previously sunk by aerial bombing and refloated by Italians. Vessel kept afloat by salvage pumps but submerged when pumps stopped during battle of Toulon. Should be an easy salvage but extent of damage in Eng-room unknown.

58. "CAPITAINE FAUCHE" (Cable.) (French)
Sunk in shallow water, large hole port side. Engine-room and accommodation completely burnt out.

59. "NOTRE DAME" (Passenger ship) (French)
At Naval Yard N.Y.
Severely damaged by bombs, probably total loss.

60. "AMIRAL LEVEQUE" (French)
Badly damaged March 1944 by aerial bombing. Easy salvage but extensive refit required.

61. "KAIROUAN" (French)
Launched not completed. Sunk as block ship at harbour entrance.

PORT OF LA CIOTAT

62. "SIDI ATHSA" (French)
Sunk on even keel as blockship with 1000 tons of sand. Extent of damage unknown. Appears an easy salvage.

63. "ALCYON II" (Trawler) (French)
Sunk at entrance to drydock, lying on side.

64. "G.G. CHANZY" (French)
Lying in drydock, holed in way of engine room and No. 2 hold starboard side. Account of bombs placed by Germans. Starboard turbine and auxiliaries damaged. Anticipated that repairs to hull could be completed in two weeks and a further 6 weeks to repair turbine and complete the fitting out as a Hospital Ship. Vessel can however not leave drydock and harbour until mines and obstructions are removed. It is estimated that clearance will take four months from time work is started.

PORT OF CASSIS

65. "PRESIDENT DAL PIAZ" (French)

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57. "[redacted]" (French)
Previously sunk by aerial bombing and refloated by Italians. Vessel kept afloat by salvage pumps but submerged when pumps stopped during battle of Toulon. Should be of easy salvage but extent of damage in engine-room unknown.

58. "[redacted]" (Collier) (French)
Sunk in shallow water, large hole port side. Engine-room and accommodation completely burnt out.

59. "[redacted]" (Passenger ship) (French)
At Naval Yard U.T.
Severely damaged by bombs, probably total loss.

60. "[redacted]" (French)
Badly damaged March 1944 by aerial bombing. Easy salvage but extensive refit required.

61. "[redacted]" (French)
Levanchod not completed. Sunk as block ship at harbour entrance.

P O R T D E B A C I O I A T

62. "[redacted]" (French)
Sunk on even keel as blockship with 1000 tons of sand. Extent of damage unknown. Appears an easy salvage.

63. "[redacted]" (Trawler) (French)
Sunk at entrance to dry dock, lying on side.

64. "[redacted]" (French)
Lying in drydock, holed in way of engine room and No. 2 hold starboard side. Account of bombs placed by Germans. Starboard turbine and auxiliaries damaged. Anticipated that repairs to hull could be completed in two weeks and a further 6 weeks to repair turbine and complete the fitting out as a Hospital Ship. Vessel can however not leave drydock and harbour until mines and obstructions are removed. It is estimated that clearance will take four months from time work is started.

P O R T O F C A S S I S

65. "[redacted]" (French)
Torpedoed 29th June 1944. Sank across entrance on rocky bottom, apparently stripped and lying on side, salvage difficult.

66. "[redacted]" (French)
Sunk across entrance, holed on port-side, back appears broken. Salvage appears easy.

67.

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ETANG DE BERRE AREA

67. "PROVIDENCE" (French)
Aground since 5th March 1944. Lying on rocky bottom, pierced by rock at one place. All double bottom tanks full, several open to the sea. Two holds have been flooded to keep vessel stationary.
Brackets being fitted to ship's side and pontoons being placed alongside to give vessel extra buoyancy.
Estimated it will take one month to refloat and Captain prepares to take vessel to North Africa or Italy for repairs, without temporary repairs being effected at Marseilles.

REMARKS
Light draft 15' 0. ford. 25' p. aft. Originally 14 knots now 12 knots. Boilers in poor condition. Twin screw reciprocating engines. Fitted out for carrying 1st, 2nd and 3rd Class 769 passengers, 4th Class 806 passengers. Estimated that on short trips 2,000 persons could be carried. Cargo 2,000 tons in 4 hatches. Was to be scrapped before the war. Departure for drydock depends on repairs to bridges leading to Port de Bouc Harbour.

MARTIGUES & ARONTE AREA

68. "JEAN LABORDE" (French)
Afloat. Engines seriously damaged and on fire for 3 days.

69. "VILLE D'ALGER" (French)
70. Aground on even keel. Hull damaged by explosion and interior completely burnt out.

70. "MARECHAL PETAIN" (French)
Launched at La Ciotat June 1944. Machinery and boilers not installed. At least one year to complete. Launching cradle still attached.

71. "DAUPHINE" (French)
Afloat. Hull undamaged but all cylinders broken, repairs to be attempted at Marseilles (Polar Atlas Engine).

PORT DE BOUC HARBOUR

72. "LANGUEDOC" (Norwegian Tanker)
Sunk on even keel. Engine-room and accommodation burn out. Further damage unknown.

73. "VENDEMIAIRE" (French Tanker)
Scuttled by opening sea cocks. Explosion in engine-room and fire in accomodation. Salvage appears easy.

74. "ENSEIGNE BALLANDE" (French Gunboat)
Badly damaged. Probably total loss.

PORT SAINT-LOUIS AREA

75. "PORT DE BOUC" (French Coastal Tanker)
Sunk apparently by opening sea valve. Salvage should be easy.

76. "ETAMPES" (French Navy Oil Barge)
Being refloated.

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REMARKS
Light draft 15' 0. ford. 23' p. aft. Originally 14 knots now 12 knots. Boilers in poor condition. Twin screw reciprocating engines. Fitted out for carrying 1st, 2nd and 3rd Class 769 passengers, 4th Class 806 passengers. Estimated that on short trips 2,000 persons could be carried. Cargo 2,000 tons in 4 hatches. Was to be scrapped before the war. Departure for drydock depends on repairs to bridges leading to Port de Bouc Harbour.

M A R T I G U E H O G A R O N N E A R E A

68. "JEAN LAMORDE" (French)
Afloat. Engines seriously damaged and on fire for 5 days.

69. "VILLE D'ALGER" (French)
Aground on even keel. Hull damaged by explosion and interior completely burnt out.

70. "MARECHAL PETAIN" (French)
Launched at La Ciotat June 1944. Machinery and boilers not installed. At least one year to complete. Launching cradle still attached.

71. "DAUPHINE" (French)
Afloat. Hull undamaged but all cylinders broken, repairs to be attempted at Marseilles (Polar Atlas Engine).

P O R T D E B O U C H A R B O U R

72. "LANGUEER" (Norwegian Tanker)
Sank on even keel. Engine-room and accommodation burn out. Further damage unknown.

73. "VENDEMAIRE" (French Tanker)
Scuttled by opening sea cocks. Explosion in engine-room and fire in accommodation. Salvage appears easy.

74. "TRENCHE BALLADE" (French Gunboat)
Badly damaged. Probably total loss.

P O R T S A I N T - L O U I S A R E A

75. "PORT DE BOUC" (French Coastal Tanker)
Sank apparently by opening sea valve. Salvage should be easy.

76. "NORMANDIE" (French Navy Oil Barge)
Being refloated.

77. "PORT SAINT LOUIS" (French Coastal Tanker 1600 tons)
Sank even keel in about 24'0. 400 tons gravel on board.

78. "AUVERGNE" (French)
Sank alongside quay. No information extent damage.

79. "BOURGES" (French Collier)
Sank alongside quay. No information extent damage.

S E T E A R E A

80. "VILLE DE BASTIA" (French)
Afloat, minor repairs except machine gun holes. Coming to Marseilles for repairs.

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80. "EL DJEZAIR" (French Passenger)
Sunk and burnt out. Probably total loss.

81. "CEIS" (French)
Sunk by bomb, steam ashore. Refloating commenced.

PORT VENDRES AREA

82. "FRANCAISE II" (French Tanker)
Sunk by bombs in engine room and bunkers.

83. "ROSAIRE" (French Tanker, small)
Sunk on own keel, fully submerged.

84. "MARSEILLAIS 24" (French tug)
Sunk. No information.

Further investigation regarding damage to the above named vessels is still being carried out, and it is hoped that complete details of damage to each vessel will be available shortly.

REPAIR FACILITIES for the MAINTENANCE of MERCHANT SHIPPING at MARSEILLES and VICINITY

REPAIRS

From information received from the Marine Nationale and an examination of several of the larger repair shops it was found that very little damage has been done to buildings, machines and other equipment. It is reasonable to believe that ship repair facilities at this port are similar if not greater, to those available before the war.

MATERIAL

Large stocks of repair material of every description are available and it is not anticipated that further supplies will be required for some time to come; there may however be a demand for electrodes at an early date should the volume of hull repairs be extensive.

LABOUR

As far as can be ascertained from discussion with Marine National and Directors of repair yard there are between 5,000 and 7,000 skilled workers available and the hope was expressed that damaged ships would be diverted to the port to assist in reducing the unemployment.

DRYDOCKS
MARSEILLES

All graving docks have been badly damaged and the entrance to "Bassin de Radoub" has been blocked by a sunken vessel. In addition there are three vessels sunk inside the basin as follows - one in centre, one across entrance Nos. 5 and 6 docks, and one inside No. 1 dock.

I understand that the intentions are to dam the entrance to the basin, pump it out to enable the 4 above mentioned vessels to be lifted and to carry out repairs to drydock walls and the caissons.

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24. "MARSEILLAIS 21" (French tug)
Sunk. No information.

Further investigation regarding damage to the above named vessels is still being carried out, and it is hoped that complete details of damage to each vessel will be available shortly.

REPAIR FACILITIES for the MAINTENANCE of
MERCHANT SHIPPING at MARSEILLES and MIDDLE

REPAIRS

From information received from the Marine Nationale and an examination of several of the larger repair shops it was found that very little damage has been done to buildings, machines and other equipment. It is reasonable to believe that ship repair facilities at this port are similar if not greater, to those available before the war.

MATERIAL

Large stocks of repair material of every description are available and it is not anticipated that further supplies will be required for some time to come; there may however be a demand for electrodes at an early date should the volume of hull repairs be extensive.

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MARSEILLES

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I understand that the intentions are to dam the entrance to the basin, pump it out to enable the 4 above mentioned vessels to be lifted and to carry out repairs to drydock walls and the caissons.

It is anticipated that repairs to No. 2 dock will be fairly simple and that it will be first in service, followed shortly thereafter by Nos. 5 and 6 docks.

Signed: D. MACFARLANE,
M.W.T. SURVEYOR,
25.9.1944.

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DRYDOCKING LIST

29TH SEPTEMBER

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
ALGIERS.	HARROGATE	DOCKED			
	CDRS.SCHLATTINO	DOCKED			
	ELENI	At Algiers			Routine cleaning & repairs to s
	DJEBEL AURES	At Casablanca		Oct.1943	4/5 days
	HINDSHOLM	At Crotone loading for Bone	4th Oct.	Apr.1944	Reduced spe
ORAN.	FAR	DOCKED			
	ATLE JARL	DOCKED			
	AISNE	At Oran	ready	July 1942	2 days
	FACTO	was due at Oran 28th Sept.		Mar.1944	
	VENDOME	at Algiers. Available Oran end Sept.		Oct.1943	Cleaning & painti
	CRACKSHOT	discharging S.France	2nd Oct.	Mar.1944	Reduced speed. Could dock at Al
	ODYSSEUS	discharging S.France	2nd Oct.	Feb.1944	" " " " "
	OMALA	loading Cagliari/N.Africa	5th Oct.	Jan.1944	Speed reduced from 7½ to 5 knot
CASABLANCA.	FAUZON	DOCKED			
	ROS ERAS	IN DOCK			
	JANINE	At Oran	early Oct.	Oct.1943	Rudder repairs after grounding
GIBRALTAR.	STEPHEN F.AUSTIN	At Gibraltar			to re
	FULGOR	At Gibraltar			Ital.Tanker. Requires new stern tube, tail
	MOLLY COAST	At Gibraltar		Jan.1944	Tanker.Cleaning & Painting
	S/N CLAUDIO	At Gibraltar		Sept.1943	Tanker.Cleaning & Painting & exam shaft.
BIZERTA.	P.L.M.14	At Bizerta	5th Oct.		Self-operating collier.Very dirty.M
	ORANGELEAF	at Algiers - should leave abt. 5th Oct.	7/8th Oct.		Tanker.Cleaning & Pain
TARANTO. Cleaning & Painting.	FORT CARLTON	DOCKED			
	CHISWICK	IN DOCK			
	FORT DE DOUAUMONT	IN DOCK			
(NOTE:	BARON BELHAVEN goes Middle East)				
For repairs.	HAI LEE	DOCKED			
	SFINGE	At Taranto			(Italian). Fairly exte
	AMSTEL	At Taranto		Sept.1943.	Speed reduced from 8¼ to 6 k. Botto plates to weld at rud

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D R Y D O C K I N G L I S T

29TH SEPTEMBER, 1944.

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
	DOCKED				
FFIRD	DOCKED				
	At Algiers			Routine cleaning & repairs to sea valves.3 days.	(MWTR BID)
ES	At Casablanca		Oct.1943	4/5 days	(FRENCH BID)
	At Crotone loading for Bone	4th Oct.	Apr.1944	Reduced speed.	(PSTO BID)
	DOCKED				
	DOCKED				
	At Oran	ready	July 1942	2 days	(FRENCH BID)
	due at Oran 28th Sept.		Mar.1944		(PSTO BID)
	t Algiers.Available Oran 2nd Sept.		Oct.1943	Cleaning & painting. (2 days)	(FRENCH BID
	discharging S.France	2nd Oct.	Mar.1944	Reduced speed. Could dock at Algiers.	(PSTO BID)
	discharging S.France	2nd Oct.	Feb.1944	" " " " " "	" "
	ding Cagliari/N.Africa	5th Oct.	Jan.1944	Speed reduced from 7½ to 5 knots	" "
	DOCKED				
	IN DOCK				
	At Oran	early Oct.	Oct.1943	Rudder repairs after grounding	(FRENCH BID)
AUSTIN	At Gibraltar			to re-dock.	
	At Gibraltar			Ital.Tanker. Requires new stern tube, tail end & propeller.	
T	At Gibraltar		Jan.1944	Tanker.Cleaning & Painting	(MWTR BID)
O	At Gibraltar		Sept.1943	Tanker.Cleaning & Painting & examination of tail end shaft.	(MWTR BID)
	At Bizerta	5th Oct.		Self-operating collier.Very dirty.Max.speed 3½ k.	(MWTR BID)
	at Algiers - should leave abt. 5th Oct.	7/8th Oct.		Tanker.Cleaning & Painting	(MWTR BID)
ON	DOCKED				
	IN DOCK				
	IN DOCK				
	goes Middle East)				
	DOCKED				
	At Taranto			(Italian). Fairly extensive minor repairs.	
	At Taranto		Sept.1943.	Speed reduced from 8¼ to 6 k. Bottom & rudder examination, plates to weld at rudder.	

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PORT	VESSEL	POSITION	HEADINGS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TARANTO For Repairs Contd.	PAHLEHLEH	At Taranto		Dec.1943.	Foul, & repairs to shell plating. S 8½ to 7 k.
	EMPIRE CATO	At Taranto			Rudder & stern frame damage
BRINDISI.	BAKAR	IN DOCK			
	LJUBLJANA	At Brindisi	early Oct.		(Yugo-Slav). En
	CETINA	At Brindisi(?)			(Yugo-Slav).Speed reduced from 12 t propeller. Before casting, measur obtained from sister ship MAKARSKA
	MORAVA	Shuttling			(Yugo-Slav)
NAPLES.	STAFFORDSHIRE	DOCKED			
	PATRICK HENRY	IN DOCK			
	SAHSTEEL	At Naples		Nov.1943	Foul.Speed reduced from 12 to 9 k.
	MENKEL	At Naples		Oct.1943	(Admty.collier) -Speed reduced to 7
	ACILLA	At Naples	ready	Nov.1943	(Ital.Refrig.Coaster).Foul.Speed r Repairing refrigerating installat October.
	VIOLETTE	At Naples	abt.ready		(Italian - to be allocated to MEDE & examination of hull.
	FANNY BRUNNER	On passage Naples/Cagliari/Bastia Returns Naples		Mar.1943	(Italian) Speed reduced from 10½ t
	EMPIRE FAY	At Marseilles	when relieved abt.10th Oct.	Jan.1944	Tanker. Reduced speed.
	EMPIRE COPPICE	At Piombino	when relieved latest 18th Oct.	15 mths.out of d/d.	Waterboat. Reduced speed.
	EMPIRE GAZAIN	At Toulon	when relieved	Dec.1943	Tanker. Reduced speed.
	TUNISINO	At Algiers loading for Naples		Nov.1943	Foul. Speed reduced from 8½ to 6½
LEGHORN.	WELSH COAST	At Leghorn			Tanker.
MALTA.	GIAMPAOLO	At Malta	ready	May 1943	(Italian).Speed reduced from 7½ to
New bid:	VILLE D'ORAN.	due Algiers 30th September.			Personnel ship. Wear down of tail Availability of vessel dependent upon av Due Naples 6th Oct., thence available Or or if necessary Taranto about 8th Oct., Naples 13th/14th Oct. (I

MORDNES due Augusta 2nd Oct., dgges.Castellamare.
out of d/d 10 mths. Requires drydocking
before ldg.phosphate Bone/Austmlia. (MRT BID)

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29TH SEPTEMBER, 1944.

L:	POSITION.	HEADINGS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
ELEH	At Taranto		Dec.1943.	Foul, & repairs to shell plating. Speed reduced from 8½ to 7 k. (M/TR BID)
E CATO	At Taranto			Rudder & stern frame damage.
	IN DOCK.			(Yugo-Slav). Engine Repairs.
JAN.	At Brindisi	early Oct.		(Yugo-Slav). Speed reduced from 12 to 8½ k. Requires new
A	At Brindisi(?)			propeller. Before casting, measurements must be obtained from sister ship MAKARSKA. (Yugo-Slav)
A	Shuttling			
OLDSHIRE	DOCKED			
CK HENRY	IN DOCK			
EEL	At Naples		Nov.1943	Foul. Speed reduced from 12 to 9 k. (PSTO BID)
L	At Naples		Oct.1943	(Admty.collier) Speed reduced to 7 k. (M/TR BID)
A	At Naples	ready	Nov.1943	(Ital.Refrig.Coaster). Foul. Speed reduced to 5 k. Repairing refrigerating installation until about 12th October. (PSTO BID)
ETTE	At Naples	abt.ready		(Italian - to be allocated to MEDBO). Cleaning & Painting & examination of hull. (M/TR BID)
Y BRUNNER	On passage Naples/Cagliari/Bastia Returns Naples	Mar.1943		(Italian) Speed reduced from 10½ to 7 k. (PSTO BID)
RE FAY	At Marseilles	when relieved abt.10th Oct.	Jan.1944	Tanker. Reduced speed. (M/TR BID)
RE COPPICE	At Piombino	when relieved latest 18th Oct.	15 mths.out of d/d.	Waterboat. Reduced speed. (M/TR BID)
			Dec.1943	Tanker. Reduced speed. (M/TR BID)
RE GAWAIN	At Toulon	when relieved	Nov.1943	Foul. Speed reduced from 8½ to 6½ k. (PSTO BID)
SIND	At Algiers loading for Naples			Tanker. (M/TR BID)
H COAST	At Leghorn			
PAOLO	At Malta	ready	May 1943	(Italian). Speed reduced from 7½ to 5 k.
E D'ORAN.	due Algiers 30th September.			Personnel ship. Wear down of tail shaft. Availability of vessel dependent upon availability of dock. Due Naples 6th Oct., thence available Oran 9th Oct. or if necessary Taranto about 8th Oct., or again available Naples 13th/14th Oct. (M/TR/PSTO BID)
ES	due Augusta 2nd Oct., dggos. Castellammre. out of d/d 10 mths. Requires drydocking before ldg. phosphate Bone/Australia. (M/T BID)			

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SECRET.

16F

DOCKING PROGRAMME.

29TH SEPTEMBER, 1944.

ALGIERS.

No. 1 Dock

French Warship (out abt. 3rd Oct.)
H.M. Ship (24 hours)
ELENI (3 days)
HINDSHOLM (2 days)
OTHIA (2 days)

No. 2 Dock

H.M. Ships
French Warships

ORAN.

No. 1 Dock

JOHN S. COPLEY (out abt. end Oct.)
French Warship (4 days)

No. 2 Dock

AISNE (2 days)
FACTO (2 days)
VENDOME (2 days)
CRACKSHOT (2 days)
ODYSSEUS (2 days)

No. 3 Dock

U.S. Warship

GIBRALTAR.

No. 1 Dock

H.M. Ship (out abt. 8/10th Oct.)
STEPHEN F. AUSTIN & H.M. Ship (to re-dock)
FULGOR (abt. a month) & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

Dockyard Craft

For allocation to a dock.

MORAY COAST
SAN CLAUDIO

CASABLANCA.

3288

No. 1 Dock

ROS ELAS (about out)
French Warship

No. 2 Dock

Local Craft

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No. 1 Dock

French Warship (out abt. 3rd Oct.)
H.M. Ship (24 hours)
ELEMI (3 days)
HINDSHOLM (2 days)
OKALA (2 days)

No. 2 Dock

H.M. Ships
French Warships

O R A N.

No. 1 Dock

JOHN S. COPLEY (out abt. 2nd Oct.)
French Warship (4 days)

No. 2 Dock

AISNE (2 days)
FACTC (2 days)
VENDOME (2 days)
CRACKSHOT (2 days)
ODYSSEUS (2 days)

No. 3 Dock

U.S. Warship

G I B R A L T A R.

No. 1 Dock

H.M. Ship (out abt. 8/10th Oct.)
STEPHEN F. AUSTIN & H.M. Ship (to re-dock)
TULCOR (abt. a month) & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

Dockyard Craft

For allocation to a dock.

MORAY COAST
SAN CLAUDIO

C A S A B L A N C A.

3208

No. 1 Dock

ROS EMAS (about out)
French Warship
JANINE
French Warship
DJEBEL AURES

No. 2 Dock

Local Craft

F E R R Y V I L L E.

WM. B. TRAVIS (out 6th Oct.)

Stemmed: P.L.M. 14
ORANGELEAF

T A R A N T O /

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T A R A N T O.

No. 1 Dock

FORT CARIBOU, SANTA CHIARA & warships (out 9th Oct.)
FORT CARIBOU, SPINGE & another (20 days)

No. 2 Dock

Italian Warship (out 9th Oct.)

No. 12 Dock

FORT DE DOULMONT & H.M. Ship (4 days)

No. 13 Dock

CHISWICK (out 30th Sept.)

No. 10 Dock

Warship

No. 23 Dock

Warship

Merchant Ships at or for TARANTO for docking. in order of priority.

For cleaning & Painting.

For Repairs.

ANSTEL
PAHLEHLEH
EMPIRE CATO
ST. ANDREW

B R I N D I S I.

As arranged by C.S. Taranto
BAKER (about out)
LJUBLJANA
CETINA
MDR.V.

N A P L E S.

No. 1 Dock

PATRICK HENRY (out 30th Sept.)
SAMSTEEL (2 days)
DENGEL (2 days)
Two floating cranes (12 days)
VILLE D'ORAN

No. 2 Dock

For docking when available:-
ACILLA
VIOLETTE
FANNY BRUNNER
EMPIRE FAY
EMPIRE GAWAIN
TUNISIND

L E G H O R N.

For docking when drydock ready:-
WELSH COAST
EMPIRE COPPICE

P A L E R M O.

U.S. Warships

M E S S I N A.

FORT DE BOUILLONT & H.M. Ship (4 days)

No. 10 Dock

Warship

For cleaning & Painting.

CHESWICK (out 30th Sept.)

No. 23 Dock

Warship

Merchant Ships at or for TARANTO for docking. In order of priority.

For Repairs.

ABSTHL
PAHLEVILEH
EMPIRE CATO
ST. ANDREW

B R I N D I S I.

As arranged by C.S. Taranto
BAKAR (about out)
LJUBLJANA
CETINA
NERAVA

N A P L E S.

No. 1 Dock

PATRICK HENRY (out 30th Sept.)
SABSTHL (2 days)
BENGEL (2 days)
Two floating cranes (12 days)
VILLE D'ORAN

No. 2 Dock

For docking when available:-
ACHILLE
VIOLETTE
FANNY BRUNNER
EMPIRE FAY
EMPIRE GAWAIN
TUNISINO

L E G H O R N.

For docking when drydock ready:-
WELSH COAST
EMPIRE COPPICE

P A L E R M O.

U.S. Warships

M E S S I N A.

R.N. Ships

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SECRET

15

TROOP OR MERCHANT SHIP POSITION FOR MEETING AT 1600 HRS ON 29th SEPTEMBER 1944

SIGNAL NEW

Dates anticipated or actual

Operationally immobilised	Work Commenced	Drydocking In	Drydocking Out	Completion for return to service	Completion of temporary repair to proceed to other repair port. On passage	Completion of temporary repair to proceed to other repair port. In tow
A	B	C	D	E	F	G
Vessel	Initial Dates	Main Defects		Final Dates	Remarks	

ALGIERS - 25.9.44

HARROGATE	A) B) 5/9 C 20/9	Alterations to store fittings, fumigation & minor repairs.	D 22/9 E 25/9	Completed.
EMPIRE CAVALIER	A) B) 6/9	Hull and machinery repairs.	E 14/9	Completed.
ELENI	A) B) 7/9	General repairs.	E Inn.	Awaiting Routine D/D
SAMSELVAN	A) B) 19/9	Scrubbing	E 25/9	Completed.
ZAAN	A) B) C) 16/9	Routine D/D & winch repairs.	D 16/9 E 30/9	
KNOLL	A) B) C) 18/9	Routine D/D, boiler cleaning and minor repairs.	D) E) 20/9	

BORGHOLM	FORT KULLYSPELL	TUNISINO	SAN VERONICO	Minor repairs since 18.9.44.
FORT LA BAYE	JAN LIEVENS	OCEAN GALLANT		
FORT CROUARD	SANBRE	BANFF PARK		
FORT ROUILLE	SAMUNDORO	EMPIRE EMERALD		

ORAN - 26.9.44

SAMITE	Arr. 19/6 E 7/8 C 4/8	Torpedo damage in way of No. 2 Hold.	D 26/8 E 24/9	Completed.
CHLORIS	C 17/9	Routine D/D.	D 19/9 E 21/9	Completed. Vessel loading.
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 Holds & very extensive damage in way of Nos. 2 & 3 bulkheads.	D 31/10 E 14/11	Bottom of vessel badly damaged & lifted across ship.

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Dates

ALGIERS - 25.9.44.

HARROGATE	A) B) C) 3/9 20/9	Alterations to store fittings, fumigation & minor repairs.	D 22/9 Completed. E 23/9
EATING CAVALIER	A) B) 8/9	Hull and machinery repairs.	E 14/9 Completed.
ELBEN	A) B) 7/9	General repairs.	E Ind. Awaiting Routine D/D
SANSINENA	A) B) 19/9	Scrubbing	E 25/9 Completed.
ZAAN	A) B) C) 16/9	Routine D/D & winch repairs.	D 18/9 E 30/9
KNOLL	A) B) C) 18/9	Routine D/D, boiler clearing and minor repairs.	D) E) 20/9

BORGHOLM, FORT LA BASE, FORT GROUARD, FORT ROUILLE, FORT MULLYSPELL, JAN LIEVENS, SAMSOE, SAMSNORO, TUNISIO, OCEAN GALLANT, BANFF BANK, EMPIRE EMERALD, SAN VERONICO } Minor repairs since 18.9.44.

GRAN - 26.9.44.

SAMITE	Arr. 19/6 B 7/8 C 4/5	Torpedo damage in way of No.2 Hold.	D 26/9 Completed. E 24/9
CHLORIS	C 17/9	Routine D/D.	D 19/9 Completed. Vessel E 21/9 loading.
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos.2 & 3 Holds & very extensive damage in way of Nos.2 & 3 bulkheads.	D 31/10 Bottom of vessel E 14/11 badly damaged & lifted across ship.
FAR	A) B) C) 21/9	Very extensive winch repairs required.	D 23/9 E 29/9
ATLE JARL	C 25/9	Stern tube to re-weed. Extensive minor repairs.	D 27/9 E 30/9

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN (Cont'd)				
GAANDEROOM	PROTEE	EDWARD KAVANAGH	CITTA DI ALESSANDRIA	Minor repairs since 19.9.44.
PELORUS	VILLE D'ORAN	AVON COAST		
QUEBEC	GREENVILLE BODGE	CHLORIS	LEVI WOODBURY	
PORT GRAHAME	CRACKSHOT	ROGER WILLIAMS	CARLETON MOUNT	
			EMPIRE SPENCER	
ROME - 26.9.44.				
EMPIRE DUCHESS	E 16/9	Engine defects	E 22/9	Completed.
FORT FRONTENAC	TRICOLOR	GAPHIRE		Minor repairs since 12/9/44.
EMPIRE SPEY	HARDINGHAM	GUDVIN		
JAS. W. CARVON (U.S.)	FAIRWATER			
CONSTANTE C.	TRICOLOR	CUDDENHALL		Minor repairs since 19/9/44.
HARDINGHAM	FAIRWATER	OCEAN WAYFARER		
PHILIPPEVILLE & BOUGIE - Nothing to report.				
TARANTO - 26.9.44. (Including w/e 19/9/44)				
FORT CARIBOU	A 5/2 C 2/7 C 16/9	Foules wreck at Pari & went aground. Port side of ship set inboard 6" to 1' from fwd. and engine room aft bottom set up on port side, small holes in tunnel rum in 4 places. Crack on port side at fwd. end of No.5 Hold, 10' long from turn of bilge upwards, skegg broken.	D 8/7 D 8/10 E Ind.	D/D for part send- permanent repairs. Further D/D required for completion.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 31/10	Repairs in hand afloat to bridge poop etc. Progress satisfactory.
SPINGE	A 25/5 B 24/8 C 10/10	Fairly extensive repairs following salvage.	D E 30/10	Repairs to machinery and boilers in hand. Awaiting D/D.
PRINCIPESSA GIOVANNA	A 15/8 B 16/8 C 12/9	Repairs to boilers forced draught fans; hospital wards. Routine D/D.	D 18/9 E 20/9	Completed.
SANTA	A 20/7	Hull repairs and	D 8/10	

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EGYPT - 26.9.44.

EMPIRE DUCHESS — B 16/9 Engine defects — E 22/9 Completed.

FORT FRONTENAC, EMPIRE KEY, JAS. W. CANNON (U.S.), TRICOLOR, HARDINGHAM, FAIRWATER, SAPPHIRE, GOVIN — Minor repairs since 12/9/44.

COSTANTE C., HARDINGHAM, TRICOLOR, FAIRWATER, SIMMERDALE, OCEAN WAYFARER — Minor repairs since 19/9/44.

PHILIPPEVILLE & BOUGIE - Nothing to report.

TARANTO - 26.9.44 (Including w/e 19/9/44.)

FORT CARIBOU — A 5/2, C 2/7, C 18/8 — Fouled wreck at Bari & went aground. Port side of ship set inboard 6" to 1' from fwd. end engine room aft bottom set up on port side, small holes in tunnel run in 4 places. Crack on port side at fwd. end of No.5 Hold, 10' long from turn of bilge upwards, skegg broken. — D 8/7, D 8/10, E Ind. — D/D for port semi-permanent repairs. Further D/D required for completion.

WEST — A 3/12/43, B 19/7 — Superstructure damaged by blast and fire. — E 31/10 — Repairs in hand afloat to bridge poop etc. Progress satisfactory.

SPRINGE — A 25/5, B 24/8, C 10/10 — Fairly extensive repairs following salvage. — D, E 30/10 — Repairs to machinery and boilers in hand. Awaiting D/D.

PRINCIPESSA GIOVANNA — A 15/8, B 16/8, C 12/9 — Repairs to boilers forced draught fans; hospital wards. Routine D/D. — D 18/9, E 20/9 — Completed.

SANTA CHIARA — A 20/7, B 20/8, C 18/9 — Hull repairs and routine D/D. — D 8/10, E 9/10

FORT DOUAUMONT — A 28/8, B 5/9, C 29/9 — Repairs to boilers, condenser etc. Routine D/D. — D 4/10, E 6/10 — Awaiting D/D.

FORT LA PRAIRIE — C 8/9 — Routine D/D & minor repairs. — D 12/9, E 15/9 — Completed.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd).				
OCEAN RIDER	A 4/9 B 8/9 C 24/9	Routine D/D.	D 28/9 E 30/9	
FAIR HEAD	A 17/9 B) C)18/9	Repairs to propeller and routine D/D.	D 29/9 E 22/9	Completed.
FORT CAPLTON	A 12/9 C 21/9	Routine D/D.	D 25/9 E 26/9	Completed.
TOSCANA	A) B)21/9	Repairs to boilers & circulating pump.	E 30/9	Repairs to boilers & auxiliaries proceeding satisfactorily.
CHESWICK	C 27/9	Routine D/D.	D 1/10 E 2/10	
NAKARSHAR (Brindisi)	A 17/9 C 19/9	Routine D/D & minor repairs.	D 24/9 E 25/9	Completed.
EMPIRE CATO	A 22/9 B 26/9 C 29/9	Repairs to rudder.	D) E)Ind.	Awaiting D/D.
BAKAR (Brindisi)	A 20/9 B) C)22/9	Routine D/D.	D 28/9 E 30/9	
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Ind.	To undock while repairs are effected.
CORCREST (Brindisi)	A 17/9 B 18/9	Boiler repairs.	E 27/9	Progress satisfactory.
AMSTEL		Awaiting D/D.		

TARANTO: BIRPALYCUS, EMPIRE ADUR, P.L.M.21, TAURA, THISTLEMOOR, OCEAN GLORY, EMPIRE SPARTAN, TAMCEDU, SOMERSETSHIRE, DON, VALEMETTA

PARI: EMPIRE SPUR, MENDSHORN, COULENG, FORT KOOTENAY, J. GROUTE, MARICOT, ST. ANDREW, BRITISH GRATITUDE, FORT BUFALO

BRINDISI: AFRICAN PRINCE, MOTEA, ASKELADDEN, EMPIRE GLORY, MENDSHOLM, CERION, EMPIRE USK, FORT CAPOT RIVER, LINGS

Minor repairs since 15/9/44

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	B) C) 18/9	Routine D/D.	E 24/9	
PORT CARLTON	A 12/9 C 21/9	Routine D/D.	D 25/9 E 26/9	Completed.
"CESCAFE	A) B) 21/9	Repairs to boilers & circulating pump.	E 30/9	Repairs to boilers & auxiliaries proceeding satisfactorily.
CUTSWEDK	C 27/9	Routine D/D.	D 1/10 E 2/10	
MAJARDAH (Brindisi)	A 17/9 C 19/9	Routine D/D & minor repairs.	D 24/9 E 25/9	Completed.
EMPIRE CAIRO	A 22/9 E 26/9 C 29 /9	Repairs to rudder.	D) E) Ind.	Awaiting D/D.
FANAR (Brindisi)	A 20/9 B) C) 22/9	Routine D/D.	D 28/9 E 30/9	
CENTAUR (Brindisi)	A 25/9	To dock for removal of propeller.	E Ind.	To undock while repairs are effected.
CONCREST (Brindisi)	A 17/9 B 18/9	Boiler repairs.	E 27/9	Progress satisfactory.
AMSTEL		Awaiting D/D.		

TARANTO: HARPALYCUS, TAURA, EMPIRE SPARTAN, DON, EMPIRE ADUR, THESTREUTIS, SANCHEU, LUDINETTA, P.L.M.21, OCEAN GLORY, SOMERSETSHIRE

BARI: EMPIRE STOUR, FORT KOOTENAY, ST. ANDREW, HINDOSTAN, J. GROUTE, BRITISH GRATITUDE, COULIER, MARIGOT, FORT BUFFALO

Minor repairs since 13/9/44

BRINDISI: AFRICAN PRINCE, EMPIRE GLORY, EMPIRE USK, NOTEA, HINDOSTAN, FORT CAPOT RIVER, ASKELADDEN, CERICO, LINGE

Minor repairs since 19/9/44

BARI: LEINSTER, ST. ANDREW, GUDRUN, FORT LA COCHE, FORT BENEDICTE, FORT MARIE, DARIEN II

BRINDISI: LINGE: FORT CAPOT RIVER: FORT STAGER: INGERTRE

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
AUGUSTA - 25.8.44.				
MARY (CLAIRE	A) B) 24/9	Roller steering & minor repairs.	B 29/9	
EMPIRE ELAINE:	OCEAN VIRGUE:	Minor repairs since 12/9/44.		
Minor repairs since 19/9/44 - No information.				
RIVIERA - 27.9.44.				
WILLIAM B. TRAVIS (U.S.)	A 9/43 C 11/9 C 2/9	Large hole No.2 Hold in shell plating. Keel & bottom plating both sides cracked; vessel's back broken.	D 25/9 D Not stiffened for stated E Dat. 23/9	To be temporarily stiffened for passage to U.S.A.
LIGG (Norw)	A 9/9 B 20/9	Repairs to boilers and auxiliary machinery.	B 30/9	Completion delayed by naval priorities.
F.A.M. 11 UGO FIORELLI	EMPIRE ELAIN ACANTHA	Minor repairs since 19/9/44.		
GIBRALTAR - 26.8.44. (Includes w/s 29.8.44).				
CAETA	A 8/1 C 17/2 C 8/8	Damaged stern tube, tail shaft and engine repairs.	E Early October)	To complete engine repairs. Delay due to machining of condenser door.
STEPHEN F. AUSTIN (U.S.)	C 15/9	Enemy action damage to No. 2 Hold, Temp. repair to proceed to U.K.	E 20/9 F 25/10	Awaiting re-docking.
TAIGETE (T)	A 24/6 F 6/7	Repairs to engine pumps and valve extension rods.	E Ind.	Dockyard work stopped owing to labour shortage.
ALGOR (T)	A 30/11 C 16/10	Requires new stern tube, propeller & tail end shaft.	D) E) Ind.	Awaiting D/D to fit new stern tube & propeller. New propeller boss arrived from U.K. & machining in hand. Final machining of stern tube not possible till ship docks.
CADMUS	A 12/ B 24/9	Crack in furnace to weld. Repairs to internal feed pipes.	E 22/9	Completed.
TOLMIAN	A 6/6	Repairs to water tube	E 22/9	Completed.

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WILLIAM B. TRAVIS (U.S.)	A 9/9 C 21/9 C 2/9	Large hole No.2 Hold fr. shell plating, fwd & bottom plating both sides crushed; vessel's back broken.	D 23/9 D Est. 28/9	To be temporarily stiffened for stated passage to U.S.A.
LICE (Norw)	A 9/9 E 10/9	Repairs to boilers and auxiliary machinery.	E 30/9	Completion delayed by naval priorities.
F.J.L. 11, USS EISENHART	TUTIE BAIRN ATLANTA	} Minor repairs since 19/8/44.		

GIBRALTAR - 26.9.44. (Including s/s 29.9.44.).

CADIZ	A 9/1 C 15/2 C 6/3	Damaged stern tube, tail shaft and engine repairs.	D Early (probable)	To complete engine repairs. Delay due to machining of container door.
STEPHEN F. AUSTIN (U.S.)	C 15/9	Stern section damage to No. 2 Hold. Temp. repairs to proceed to U.S.A.	D 20/9 T 25/10	Awaiting re-docking.
TARONTE (T)	A 2/6 F 6/7	Repairs to cargo pumps and valve extension rods.	E Ind.	Dockyard work stopped owing to labour shortage.
RULGOR (T)	A 30/11 C 16/12	Requires new stern tube, propeller & tail end shaft.	D) T) Ind.	Awaiting D/D to fit new stern tube & propeller. New propeller boss arrived from U.K. & machining in hand. Final machining of stern tube not possible till ship docks.
CADIZ(2)	A 12/9 B 14/9	Crack in furnace to welf. Repairs to internal feed pipes.	E 23/9	Completed.
JONATHAN EDWARDS	A 8/9 B 9/9	Repairs to water tube boilers.	E 26/9	Completed.
JEAN L.D.	B 9/9	Engine repairs.	E 17/9	Completed.
RAVENSPOINT ALETTA	SAN TIRSO SILVERCUAVA	} Minor repairs since 5/9/44.		
ALETTA	RAVENSPOINT	Minor repairs since 12/9/44.		

Minor repairs since /9/44. - No information.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MARSEILLES - 19.9.44.				
HENRY W. LONGFELLOW		Feed pump repairs.		Completed.
SALLEVEN		Hull & cargo gear damage.		Completed.
OCEAN PRIDE		Repairs to fan engine.		Completed.
EMPIRE VALOUR		Hull damage.		To be repaired when operations permit.
EMPIRE FAUN		- do -		To be repaired when vessel enters port.
- 25.9.44.				
EMPIRE FAUN		Collision damage repairs.		Completed.
OCEAN PRIDE.		Winch & deck repairs.		In hand.
PORT DEASELAND		- do -		- do -
COTTON VALLEY		Repairs to electric motors.		- do -
SANDAK		Pump repairs.		- do -
VAN NORTHORST		Dynamo and deck repairs.		- do -
EMPIRE LORENZO		Repairs to heavy derrick blocks.		- do -
MORIALTA		Supposed mine damage, starb'd side No.2 Hold.		
NAPLES - 28/9/44.				
OCTANE	A) B)15/9 C)	Routine D/D & general engine room & deck repairs.	D 17/9 E 25/9	Completed.
EMPIRE UNICORN	C 17/9	Routine D/D.	D) B) 19/9	Completed.
SALTCREEK	A) B)18/9	Repairs to electric windlass.	E 2/10.	
STAFFORDSHIRE	A) B)26/9 C)	Routine D/D.	D) E) 28/9	Completed.

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Minor repairs since 21/9/44.

SAMFORD	ORPHEUS (Dut).	SAMARKAND
EMPIRE HARMONY	MERCEY HAVE	SAMBLAIR
AERT VAN DER MEER (Du.)	BARENDRECHT (Dut).	SAMCLINE
FERAL	THESEUSHAVEN	SAMATTRIC
	CAPTAIN GLORY	Pol. M.13 (Tr.)

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EMPIRE VALOUR	Hull damage.	To be repaired when operations permit.
EMPIRE FAME	- do -	To be repaired when vessel enters port.

- 25.9.44.

EMPIRE FAME	Collision damage repairs.	Completed.
OCEAN PRIDE.	Winch & deck repairs.	In hand.
FORT BRAESIDE	- do -	- do -
COTTON VALLEY	Repairs to electric motors.	- do -
SAIDAK	Pump repairs.	- do -
VAN NONNHORST	Dynamo and deck repairs.	- do -
EMPIRE LORENZO	Repairs to heavy derrick blocks.	- do -
MORIALTA	Supposed mine damage, starb'd side No.2 Hold.	

NAPLES - 28/9/44.

OCTANE	A) B) 15/9 C)	Routine D/D & general engine room & deck repairs.	D 17/9 E 23/9	Completed.
EMPIRE UNICORN	C 17/9	Routine D/D.	D) E) 19/9	Completed.
SALTCREEK	A) B) 18/9	Repairs to electric windlass.	E 2/10.	
STAFFORDSHIRE	A) B) 26/9 C)	Routine D/D.	D) E) 28/9	Completed.

Minor repairs since 21/9/44.

SANFORD	ORPHEUS (Dut).	SAMARKAND
EMPIRE HARMONY	JERSEY MART	SAMBLADE
AERT VAN DER MEER (Du.)	BARENDRECHT (Dut).	SAMCLADE
PIRAN	THISTLEMOOR	SAMAFRIC
SAMAVON	OCEAN GLORY	P.L.M.13 (Fr.)
SAMCANSA	SAMOLAD	FORT LATOUR
VILLE D'ORAN	EMPIRE SPARTAN	EMPIRE UNICORN
EMPIRE ROSAMUND	OCEAN GYPSY	FORT VENANGO
SAMOA	ALEXANDER ANDRE	EMPIRE PANTHER
BERKEL (Dut).	BELGIAN FISHERMAN	SAMGAUDIE
ICELAND	GANNET	
OCTANE (Fr.)	FORT STURGEON	
FORT BEAUSEJOUR	SAMSONION	
FORT HALL	VOLENDAM (Dut)	

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[redacted]
"29th.September 1944.

14

No.27.

To: THE CHAIRMAN, MEDBO:

From: French Liaison, D.M.W.T.R. NORTH AFRICA.

FRENCH SHIPPING ALLOCATION COMMITTEE,
28th.September 1944.

1. - PROGRAMME FOR COASTERS.- Read and approved.

2. - REPAIR COMMITTEE. Current week's list of bids for Drydocking and repairs was sent to Naples earlier in the week.

3. - "EN MORE COMES" - (para 4.No.26.) This vessel has now received the complete relief crew of Frenchmen. This department is still without information as to whether vessel has or has not been transferred under the agreement of the 1st.March 1944.

4. - EVACUATION OF SULPHUR FROM SICILY. (para 7.No.26.)- The D.M. have been urged to find tonnage for transport of this material, and have been informed that should the works have to stop, the result would be rapid deterioration of the machinery. For the moment the French are unable to place a List "B" vessel on for this matter.

5. - DRILLING EQUIPMENT TRIPOLI/ALGIERS. The Committee were reminded that this material was awaiting shipment at Tripoli. (see para 8.No.25.)

6. - TRANSPORT OF LINSEED FROM ORAN TO LISBON. The French Direction de Commerce Exterieur have informed that they have 4,500 tons of linseed for carriage to LISBON, and that this has been awaiting shipment for some months with the result that it is spoiling. The NAVEM are aware of this programme, and the D.M. ask whether the carriage could be made by Allied vessels proceeding from FNA. to U.K. via Spain or Portugal to load cargo.

7. - TRANSPORT OF 8,000 T. Barley TRIPOLI TO TUNIS. (see para 9 No.20.) The Tripartite Comm. the Combined Food Board and the Allocation Comm. have been advised of the criticial situation of the bread position in Tunisia. - So as to deal with the situation, whilst awaiting wheat imports from the USA. it has been agreed that TUNISIA might receive 3204 immediately and by the 30th.October '44, 14,500 tons of wheat from Morocco and 8,000 tons of barley from TRIPOLI. - List "B" vessels will manage though with great difficulty, to transport the 14,500 tons of wheat from Morocco during the month of October, but the D.M. ask that the transport of the 8,000 tons of barley be made by an Allied vessel.

8. - REFUGEES FROM ALGIERS AND TUNIS TO TRIPOLI AND BENGHAZI. Apart from the 500 refugees at present at FEDALAH (see para 6.No.26)-there are at the moment 450 refugees in Algiers and 400 in Tunis who are destitute and are waiting to proceed to Tripoli and Benghazi. The Refugee Relief Committee ask that these persons, whose situation is critical should be carried to these destinations as soon as possible. - The Committee also asks that

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1. - FROZEN MEAT FOR ALGIERS.- Read and approved.

2. - REPAIR COMMITTEE. Current week's list of bids for Drydocking and repairs was sent to Naples earlier in the week.

3. - "EN AVANT" - (para 4.No.26.) This vessel has now received the complete relief crew of Frenchmen. This department is still without information as to whether vessel has or has not been transferred under the agreement of the 1st.March 1944.

4. - EXPORTATION OF SULPHUR FROM SICILY. (para 7.No.26.)- The DSM. have been urged to find tonnage for transport of this material, and have been informed that should the works have to stop, the result would be rapid deterioration of the machinery. For the moment the French are unable to place a List "B" vessel on for this matter.

5. - DRILLING EQUIPMENT TRIPOLI/ALGIERS. The Committee were reminded that this material was awaiting shipment at Tripoli. (see para 8.No.25.)

6. - TRANSPORT OF LINSEED FROM ORAN TO LISBON. The French Direction de Commerce Exterieur have informed that they have 4,500 tons of linseed for carriage to LISBON, and that this has been awaiting shipment for some months with the result that it is spoiling. The NAMI are aware of this programme, and the DSM. ask whether the carriage could be made by Allied vessels proceeding from FNA. to U.K. via Spain or Portugal to load cargo.

7. - TRANSPORT OF 8,000 T. Barley TRIPOLI TO TUNIS. (see para 3 No.20.) The Tripartite Comm. the Combined Food Board and the Allocation Comm. have been advised of the criticial situation of the bread position in Tunisia. - So as to deal with the situation, whilst awaiting wheat imports from the USA. it has been agreed that TUNISIA might receive 3204 immediately and by the 30th.October '44, 14.500 tons of wheat from Morocco and 8,000 tons of barley from TRIPOLI. - List "B" vessels will manage though with great difficulty, to transport the 14,500 tons of wheat from Morocco during the month of October, but the DSM ask that the transport of the 8.000 tons of barley be made by an Allied vessel.

8. - REFUGEES FROM ALGIERS AND TUNIS TO TRIPOLI AND BENGHAZI. Apart from the 500 refugees at present at BEDAILLAH (see para 6.No.25)-there are at the moment 450 refugees in Algiers and 400 in Tunis who are destitute and are waiting to proceed to Tripoli and Benghazi. The Refugee Relief Committee ask that these persons, whose situation is critical should be carried to these destinations as soon as possible. - The Committee also asks that every opportunity that offers for the transport of 10 /20 persons for Palestine and Cairo should be made use of.

9. - LAYING UP A SMALL BUNKER STOCK AT TUNIS.- The DSM suggest that it would be of interest to rebuild up a small stock of bunker coal at Tunis for vessels under their control. With the approval of the Committee they will approach NAMI, with a view to obtaining about 350 Tons of coal out of the 1.300 tons which the "AMG.LE BORGNE" is to transport from BIZERTA to TUNIS ex the "P.I.M.14". (see para 8. No.16.

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10.-ALLOCATION OF TWO COASTERS, CAUDEBEC" AND AUGUSTIN LE B RGNE" TO SOUTH COAST OF FRANCE.- The DLN: have been advised by their Representative recently returned from Marseilles that it would of great benefit if it were possible to place 2 coasters for use between SETE and MARSEILLES and MARSEILLES and NICE. They would be used for the transport of coal and other goods of 1st.priority intended for NICE which it is impossible to transport overland.- From NICE they could be especially useful for the transport to Marseilles or SETE of cement for reconstructional works on the ports.

11.-ALLOCATION OF TWO COASTERS FOR F.NORTH AFRICA/SOUTH COAST OF FRANCE.- The DLN. ask that the Committe aprove the allocation of 2 coasters on the above traffic for the purpose of supplying vegetables and fruit, also foodstuffs to the civilian populations of the South. On the return voyage these coasters could carry cement of which F.North Africa is in urgent need. The Allied reps. promised to conside the matter.

12.-CENTENES"- (see Repair list.and Drydock list).- The CENTENES which should have been at Oran at the beginning of October to carry out repairs, will be unable to do this because of loss of time in the port of TUNIS. She should now be ready at Oran for the 10th.Oct.

. . .

sgd. P.LE BARS.
French Liaison,
D.M.V.T.R.North Africa.

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POSITION DIST OF ITALIAN ETC. VESSELS. | Nº 8. | 15 SEPTEMBER

VESSEL	FLAG.	TYPE	SIZE G.R.T.	SPEED	SPECIAL FEATURES	A/c	OPERATED	MED
HOSPITAL SHIPS								
PRINCIPESSA GIOVANNA	Br.	s.s.	8955	13	oil fuel	P.S.T.O.	8.2.44.	
TOSCANO	Br.	"	9442	12		P.S.T.O.	8.2.44.	
GERUSALEMME			8051					
SORRENTO	It.	m.v.	243	-	rescue craft			
TEVERE	It.	s.s.	8289					
PASSENGER TYPE								
ABAZZIA	It.	m.v.	391		ferry	Army		
ABAZZIA	It.	s.s.	3706	9	30 pass. 3000 cargo	Br.P.S.T.O.	24.10.43	
ARGENTINA	It.	s.s.	5014	9	524 pass.	P.S.T.O.	3.11.43.	
BAKAR	Y-S	s.s.	344	8	220 pass. 100 cargo	Y-S		
BARLETTA	It.	m.v.	1975	14	about 500 pass.		26.10.43.	
CAMPIDOGLIO	It.	s.s.	3702	7	62 pass.	Br.	P.S.T.O.	17.3.4
CAPO SANDALO	It.	s.s.	137		ferry	-	R.I.N.	
CARLOFORTE	It.				ferry	-	R.I.N.	
CHERSO	It.	s.s.	2200	8	Naval Aux.	-	R.I.N.	26.10.43.
CITTA'DI ALESSANDRIA	It.	m.v.	2498	8	120 pass.	-	Fr.	French. 26/10.
CITTA' DI BARI	It.	m.v.	3339		taken by 15th Army			
EOLO	It.	s.s.	70[illegible]		2 [illegible]ks,- ferrying troops	Br.	P.S.T.O.	30.9
GALLURA	It.	s.s.	26[illegible]				R.I.N.	
GENNARGENTU	It.	s.s.	491				R.I.N.	
KUMANOVO	Y-S	s.s.	1480		Chid Flag 17.10.43.	Y-S.		
LAMPEDUSA	It.	m.v.	405		Tender			
LETIZIA	It.	s.s.	391		Pilot Boat		R.I.N.	
LJUBLJANA	Y-S	s.s.	986		Chgd.flag 15.11.43.		Y-S.	
MESSINA	It.	m.v.	1342	8	ferry A/c Rlygs.		Rlygs.	26.1
PARTENOPE	It.	s.s.	'650	[illegible]	tender.			
PIEMONTE	It.	s.s.	15209	14	EX "Minnedoca"			
POLA	It.	m.v.	451		ferrying troops	Br.	P.S.T.O.	2/
RAMPINO	It.		301		cable ship		R.N.	

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POSITION DIST OF ITALIAN ETC. VESSELS.

FLAG.	TYPE	SIZE G.R.T.	SPEED	SPECIAL FEATURES	A/c OPERATED	NEDBO	EMPLOYMENT
Br.	s.s.	8955	13	oil fuel		P.S.T.O. 8.2.44.	- Operating Adriatic.
Br.	"	9442	12			P.S.T.O. 8.2.44.	- Running Mediterranean.
		8051					- Left L.Marques 8.4.44.
It.	m.v.	243	-	rescue craft			- At Taranto
It.	s.s.	8289					- Sunk Tripoli
It.	m.v.	391		ferry	Army		- In use by Army.
It.	s.s.	3706	9	30 pass. 3000 cargo		Br.P.S.T.O. 24.10.43.	- At Haifa.
It.	s.s.	5014	9	524 pass.		P.S.T.O. 3.11.43.	- Left Naples for Corsica 14/9.
Y-S	s.s.	344	8	220 pass. 100 cargo	Y-S		- Acc.vessel for Partisans.
It.	m.v.	1975	14	about 500 pass.		26.10.43.	-R.I.N. Aux.sunk Bari. 2.12.43.
It.	s.s.	3702	7	62 pass.		Br. P.S.T.O. 17.3.44.	- M.E.
It.	s.s.	137		ferry		- R.I.N.	- Calasetta/Carloforte.
It.				ferry		- R.I.N.	- Calasetta/Port Vesme.
It.	s.s.	2200	8	Naval Aux.		- R.I.N. 26.10.43.	- Retd, to R.I.N. 22.3.44.
It.	m.v.	2498	8	120 pass.		- Fr. French. 26/10.43.	- Left Naples 14/9/44.
It.	m.v.	3339		taken by 15th Army			- Sunk Tripoli.
It.	s.s.	70[illegible]		2 [illegible]ks,- ferrying troops		Br. P.S.T.O. 30.9.43	- In Midle East.
It.	s.s.	26[illegible]				R.I.N.	- Maddalena-Palau service.
It.	s.s.	491				R.I.N.	- Cagliari/Maddalena.
Y-S	s.s.	1480		Chid Flag 17.10.43.	Y-S.		- Deld.to Royalist Malta 21.1.44.
It.	m.v.	405		Tender			- Sunk Palermo.
It.	s.s.	391		Pilot Boat		R.I.N.	- At Bari.
Y-S	s.s.	986		Chgd.flag 15.11.43.		Y-S.	- Used by Ports since 23.10.43.
It.	m.v.	1348	8	ferry A/c Rlygs.		Rlygs. 26.10.43	- Sycily/Italy Service.
It.	s.s.	[illegible]650	[illegible]	tender			- Stationed Naples.
It.	s.s.	15209	14	EX "Minnedoca"			- Sunk Messina.
It.	m.v.	451		ferrying troops	Br.	P.S.T.O. 2/9/43.	- In Me East.
It.		301		cable ship		R.N.	- In use by R.N.

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CONTINUED VESSEL	FLAG	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/C	SERVICE TO MEDPO
	It.	m.v.	24430	17	Trooping		US W.S.A. left Ta
SATURNIA	Y-S	s.s.	982	11	Storeship		Br.M.W.T.
SBRIN	Fr.	m.v.	2444		Naval Aux.		Fr. French
VILLE D'AJACCIO							
TANKERS.							
	It.	s.s.	6348				
ARCOLA	It.	s.s.	140	6			26.10.43
ETERNO	It.	m.v.	10182	8	Twin screw		19.10.43
ANNARELLO	It.	s.s.	2700	11	Oil fuel		
CASSALA	It.	s.s.	10000	11	" "		
CESCO							
	It.	s.s.	8000	10	Oil fuel		
ERRA C.	It.		200				M.W.T.
FRIGIDO	It.	m.v.	9000				
FULGOR	It.	m.v.	200				
IDRIA	It.	s.s.	2000	10		At Brindisi	
ISTRIA	Y-S	s.s.	250		Chgd Flag 15.11.43	M.W.T.	
KORCULA	It.	m.s.	13000				
LAVORO	It.	s.s.	750	8½			
LETE I	It.		300				
METAURO	It.	m.v.	625				11.11.43
NARENTA	It.	s.s.	7000	9½	Oil fuel-twin screw		
NETTUNO	It.	s.s.	8000				
OLTERRA	It.		3300	11			26.10.43
PO	It.	m.v.	1190	5			
POZA RICA	It.		1700				
PRO PATRIA	It.	s.s.	850	9	Oil fuel		
PROMETEO	It.	m.v.	8600	8	Twin screw Left Taranto intow 25/7 Loadin		
RONDINE	It.	m.v.	250	8	on T/C/	Tome Charter 30/11/43.	
ROSA M.	Fr.	s.s.	2500			T/Ch.	
St. BERNARDETTE	It.	m.v.	750	8			
SESIA	Y-S	s.s.	200				
SITNITZA	It.	m.v.	900				
STURIA	It.	s.s.	4672				
TAIGETE							

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FLAG	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/C	SERVICE TO MEDBO	EMPLOYMENT
[illegible]	m.v.	24430	17	Trooping		US W.S.A. left	Taranto Outside Medit. 14/10/43.
U.K-S	s.s.	982	11	Storeship		Br.M.W.T.	- Stationed Bizerte
Fr.	m.v.	2444		Naval Aux.		Fr. French	- On Corsica traffic.
[illegible]							
It.	s.s.	6348					- Allocated Freatown.
It.	s.s.	140	6				- Waterboat-Heel port.
It.	m.v.	10182	8	Twin screw		26.10.43	- Oil fueller Naples.
It.	s.s.	2700	11	Oil fuel		19.10.43	- Sunk Bari 2.12.43.
It.	s.s.	10000	11	" "			- Left Taranto 25.6.Arrd. Naples 29.6.towed here for special service.
It.	s.s.	8000	10	Oil fuel			- At Taranto L.A.S.F.
It.		200					- Waterboat-Heel port.
It.	m.v.	9000				M.W.T.	- At Gibraltar repairing.
It.	m.v.	200					- At Naples waterboat.
It.	s.s.	2000	10				- At Heel-waterboat.
U.K-S	s.s.	250		Chgd Flag 15.11.43	At Brindisi M.W.T.		- Left Gibraltar for U.S.A.
It.	m.s.	13000					- Taranto harbour fuller.
It.	s.s.	750	8½				- At Heel-waterboat.
It.		300					- Sunk Trapani.
It.	m.v.	625					- Heel ports.
It.	s.s.	7000	9½	Oil fuel-twin screw		11.11.43	- At Gibraltar L.A.S.F.
It.	s.s.	8000					- At Augusta waterboat.
It.		3300	11				- Left Oran for U.S.A.
It.	m.v.	1190	5			26.10.43	- At Tripoli waterboat.
It.		1700					- At Civitavecchia.
It.	s.s.	850	9	Oil fuel			- At Maddalena.
It.	m.v.	8600	8	Twin screw Left Taranto intow 25/7 Loading on T/C/	Tome Charter 30/11/43. T/Ch.		- At Bari-harbour fueller.
It.	m.v.	250	8				- Towed to Taranto.
Fr.	s.s.	2500					- At Napales waterboat.
It.	m.v.	750	8				- At Heel waterboat.
U.K-S	s.s.	200					- At Heel waterboat.
It.	m.v.	900					- At Gibraltar repairing.
It.	s.s.	4672					

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CONTINUED

VESSEL	Flag	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/c	SERVICE TO MEDBO	
T. BASENTO	It.	s.s.	100					- A
TARVISIO	It.	s.s.	8200	8	oil fuel		4.12.43.	- P
TIRSO	It.		550	8				- A
UGO FIORELLI	It.	m.v.	2000	10			26.10.43.	- At
ULJERSARA	Y-S		600					- At
URANO	It.	m.v.	8200	9	Twin screw			- At
USTICA	It.		500			U.S.N.	1.8.43.	- At
VITTORIO ZANIBONI	It.	m.v.	2116	11			11.11.43.	- S
MYCIO	It.	m.v.	375	9			11.11.43.	- A
CARGO VESSELS.								
AGOSTINO BERTANI	It.	m.v.	11000		used by R.N. as hulk			- A
ACYLIA	It.	s.s.	354	8	Refrig. 80 tons.	Y-S	R.S.T.O. 2.10.43.	- A
ALBISOLA	It.	s.s.	8000	7			R.S.T.O.	- A
ANDALUSIA	It.	s.s.	4499					- A
ANDREA CONTARINI	It.	s.s.	1800	8			P.S.T.O. 8.8.44.	- L Ex
ANDREA GRITTI	It.	m.v.	10923	13			M.W.T. 26.10.43.	- A
ANNA CAPANO	It.	s.s.	1800	6		Br.	R.N. 17/10.43.	- P
APOLLO	It.	s.s.	5200					- A
APULANIA	It.	s.s.	275	8	Refrig . 80 tons.	U.S.	R.S.T.O. 2.10.43.	- A
ASIA	It.	m.v.	1200				R.S.T.O. 17.11.43.	-Ar
ASSUNZIONE	It.	s.s.	7000					- A
BARI	It.	s.s.	8000		ex. French "Equatum" ex. GK "Tasis"			-
BIRMANIA	It.	m.v.	9000					-
CALLIOPE	GK.	s.s.	180	6	Chgd. Gr. Flag Brindisi 18.3.44.			
CAPO FIGALO	Fr.	s.s.	4200					-
CAPO MELE	It.	s.s.	5700					-
CATANIA	It.	s.s.	9000		ex. Fr. "St.Main" ex. GK. "A.Chandris"			-
CHERCA	It.	s.s.	8640					-
CHIETI	It.	s.s.	8460		ex. Fr. "Arizona"			-

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ag	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/c	SERVICE	TO MEDBO	EMPLOYMENT.
	s.s.	100						- At Heel-waterboat.
	s.s.	8200	8	oil fuel			4.12.43.	- Palermo-Ajaccio(shuttle)
		550	8					- At Napaas - waterboat.
	m.v.	2000	10				26.10.43.	- At Bizerte.
S		600						- At Taranto.
	m.v.	8200	9	Twin screw				- At Taranto L.A.S.F.
		500			U.S.N.		1.8.43.	- At Palermo waterboat.
	m.v.	2116	11				11.11.43.	- Shuttling Adriatic.
	m.v.	375	9				11.11.43.	- At Augusta-waterboat.
	m.v.	11000		used by R.N. as hulk				- At Tripoli sunk.
	s.s.	354	8	Refrig. 80 tons.	Y-S	R.S.T.O.	2.10.43.	- Arrived Naples 14/9.
	s.s.	8000	7			R.S.T.O.		- Arrd.Taranto 11.3.44.requires repairs about 5 months,nowused coal depesit.
	s.s.	4499						- At Taranto.
	s.s.	1800	8			P.S.T.O.	8.8.44.	- Left Cagliari 13/9 to P. Empedocle.
	m.v.	10923	13			M.W.T.	26.10.43.	- Arrived Naples 12/9.
	s.s.	1800	6		Br.	R.N.	17/10.43	- Repalaoing "Blairesk".
	s.s.	5200						- Raised Manfredonia now Taranto. L.A.S.F.
	s.s.	275	8	Refrig . 80 tons.	U.S.F.	S.T.O.	2.10.43	- Arrd. Naples 30/8 repair.
	m.v.	1200				R.S.T.O.	17.11.43	-Arrd.Naples 30/8 repairing.
	s.s.	7000						- At Taranto L.A.S.F.
	s.s.	8000		ex. Frenoh"Equatum" ex. GK"Tasis"				- Sunk Naples.
	m.v.	9000						- At Tripoli-half ship.
	s.s.	180	6	Chgd. Gr. Flag Brindisi 18.3.44.				
	s.s.	4200						- Sunk at Cagliari.
	s.s.	5700						- Loaded part cargo Cagliari for Castellammare.
	s.s.	9000		ex. Fr. "St.Main" ex. GK. "A.Chandris"				- Sunk Naples.
	s.s.	8640						- Arrd. Taranto 31/8.
	s.s.	8460		ex. Fr. "Arizona"				- Sunk Palermo.

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CONTINUED

VESSEL	FLAG	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/c	SERVICE TO MEDITO
COMMERCIO	It.	s.s.	1200			Br.	P.S.T.O. 4.10.43
COSTANTE C.	It.	s.s.	1000				
COSTANZA F.	It.	m.v.	310		Reported chartered Allied 28.1.44.	Br.	R.F.A.
COR JESU	It.	s.s.	6500				
DUBAC	Y-S	s.s.	4880		Chad Flag Taranto 6.11.43.		
EDERA	It.	s.s.	8500	8	2 Dks. Left Gibralta r27/3		U.S. P.S.T.O.
EGLE	It.	s.s.	1800				
ENRICO	It.	s.s.	2870	6	2 Dks.		U.S. P.S.T.O. 21.10.43.
ENTELLA	It.	s.s.	4000				
ESPIGUETTE	Fr.	s.s.	1685		ex. " Sezze "	Fr.	French
ESTEREL	Fr.	m.v.	2500				
EZILDA CROCE	It.	s.s.	1840	8½	2 Dks.		P.S.T.O. 23.10.43.
FANNY BRUNNER	It.	s.s.	3480	7	2 Dks.		U.S. P.S.T.O. 21.10.43
FIRENZE	It.	s.s.	3450	8	Ex. Gk. " Elise "	Br.	P.S.T.O.
PORT DE FRANCE	Fr.	m.v.	7000		ex. It. " Belluno "		
GAETA	It.	s.s.	8500				
GALEB	Y-S	s.s.	623		ex. " Airone "	Y-S	
GALILEA	Ger.	s.s.	7000				
GENEPESCA I	It.	m.v.	1500	10	refrig. 360 tons.		U.S. P.S.T.O. 14.10.43
GENEPESCA II	It.	m.v.	1500		" " "		
GIANPAOLO	It.	s.s.	500	5½		Br.	R.F.A. 23.10.43.
GIACOMO G.	It.	s.s.	7800				
GIOVANNI BATTISTA	It.		9000		ex. " Br. "		
GIULIA	It.	m.v.	9000		refrig.		
GOGGIAM	It.	s.s.	2945				
HERMADA	It.	s.s.	7300				
IMPERATORE	It.	m.v.	1800		oil fuel	U.S.	P.S.T.O. 23.4.43
ISONZ	It.	s.s.	5440				
ITU	It.	s.s.	2350	8			2.11.43
CAPU	It.				ex. Fr. " Osurc "		
LANGA O.	It.	s.s.	1860	8			P.S.T.O.

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AG	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/c	SERVICE TO MEDBO	EMPLOYMENT.
t.	s.s.	1200					- Sunk Cagliari.
t.	s.s.	1000			Br.	P.S.T.O. 4.10.43.	-Left Naples 13/9 to Malta.
t.	m.v.	310		Reported chartered Allied 28.1.44.	Br.	R.F.A.	- Storeship.
t.	s.s.	6500					- Sunk Sardinia.
-S	s.s.	4880		Chad Flag Taranto 5.11.43.			- At Taranto damaged.
t.	s.s.	8500	8	2 Dks. Left Gibralta	r27/3	U.S. P.S.T.O.	-Arrd.Bagnoli 14/9 discharging coal.
.	s.s.	1800					- Sunk Cagliari.
.	s.s.	2870	6	2 Dks.		U.S. P.S.T.O. 21.10.43.	- At Naples store ship.
.	s.s.	4000					- Sunk Cagliari.
.	s.s.	1685		ex. " Sezze "	Fr.	French	- On " B " List.
.	m.v.	2500					- Sunk Trapani.
.	s.s.	1840	8½	2 Dks.		P.S.T.O. 23.10.43.	- Ready sail Naples to Malta, then Crotone.
.	s.s.	3480	7	2 Dks.	U.S.	P.S.T.O. 21.10.43	- Arrd. T.Annunaieta 13/9.
.	s.s.	3450	8	Ex. Gk. " Elise "	Br.	P.S.T.OL	-Changed Flag Malta 8.4.44.
.	m.v.	7000		ex. It. " Belluno "			- Bizerte repairing.
.	s.s.	8500					- Entered Dry-dock 8.8.43.
-S	s.s.	623		ex. " Airone "	Y-S		- To Partisans Bari.
r.	s.s.	7000					- Sunk Tripoli blockship.
.	m.v.	1500	10	refrig. 360 tons.	U.S.	P.S.T.O. 14.10.43	- Corsica service.
.	m.v.	1500		" " "			- Sunk Bari L.A.S.F.
.	s.s.	500	5½		Br.	R.F.A. 23.10.43.	-Allocated RN.
.	s.s.	7800					- Being raised Palermo.
.		9000		ex. " Br. "			- At Tripoli blockship.
.	m.v.	9000		refrig.			- Sunk Tripoli -used as RN hulk.
.	s.s.	2945					-At Bari used as Blockship.
.	s.s.	7300					- Raised Manfredonia.
.	m.v.	1800		oil fuel	U.S.	P.S.T.O. 23.4.44	- Adriatic service.
.	s.s.	5440					- At Casablanca repairing.
.	s.s.	2350	8			2.11.43	- Left Naples 15/9 to Reggio.
.				ex. Fr. " Osuro "			- Sunk Trapani 17.4.43.
.	s.s.	1860	8			P.S.T.O.	- Malta/Naples.

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CONTINUED

VESSEL	FLAG	TYPE	TONS	SPEED	SPECIAL FEATURES	SUNK	DETAILS OF SINKING
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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Type	Tons	Speed	Sailed	Arrived	Employment
M.V.	7350				At Oran L.A.S.F.
M.V.	7350				Sunk Surabaya
M.V.	2500				Once began construction of Oil.
M.V.	8000	6			Loading Liberty ships.
					Discharging Algiers 13.7.44.
S.S.	2500				Sunk Castellamare.
S.S.	5000				Sunk Trapani.
S.S.	7800				Sunk Trapani
S.S.	4000				On 2 ? bags.
S.S.	7800				At Taranto L.A.S.F.
S.S.	5000				Raised Palermo L.A.S.F.
S.S.	5000				Sunk Naples.
M.V.	5000				Sunk Salerno 23.9.43.
S.S.	7500				Sunk at Reggio Calabria.
S.S.	50	9½			Stone carriers at Algiers.
S.S.	550				Stone carriers at Malta.
S.S.	2710	9			At Taranto.
M.V.	8000				Refloated Orbia Gibraltar to Oran.
S.S.	12000				Algiers-Malta-Taranto.
S.S.	1732	8			Sardinia-Corsica trade.
S.S.	900	5			Barletta-Cagliari.
S.S.	2500	6½	Left Cagliari 16.1.44.		At Taranto.
S.S.	7000				Raised Cagliari.
S.S.	8000		ex. Fr. " Tlemcen "		Sunk Catania raised & beached.
			ex. Ita. " Todi "		At palermo - salvable?
S.S.	8350				At Brindisi L.A.S.F.
S.S.	4500				Malta to C.Vecchia.
S.S.	1750			Bn. P.S.T.O. 4.10.43.	At Tripoli-only half ship
M.V.	7000				- Owing to condition not
S.S.	8000		Left Bone 1.10.43. Mine off Tripoli Jan 44.	Struck P.S.T.O. 9.10.43 M.E. MEDBO	in employment.
S.S.	1100	8½			Recovery ship now Bona for Oran.
S.S.	9000				Sunk Cagliari.

ex. Fr. " Bougaroni "
ex. Fr. " Maurice Delcroix "
ex. Fr. " Saint Dolores "

Loading—next type U.N.
U.S. P.S.T.O. 8.12.43.

W.S.A. 5.11.43.

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CONTINUED

VESSEL	FLAG	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/c.	SERVICE TO MEDBD
						U.S.	P.S.T.O. 31.10.43
S.LVORE	It.	m.v.	2550	8			
SANTA CHIARA	It.	s.s.	1700		Left Cagliari 29.5.44. to Antioco.Arrd. Taranto 7.7.44.		P.S.T.O R.I.N.
SENIO	It.	s.s.	1400	5½			
SESTRIERE	It.	m.v.	10000	10	2 Dks.	U.S.	W.S.A. 15.3.44.
SFINGE	It.	s.s.	6000		Left S.Antioco with 4500 tons coal for Gallipoli Arrd. Taranto 24.5.44		
SILENO	It.	s.s.	6000				
SILVANO	It.	s.s.	7000				
SIRIO	It.	s.s.	9000				
SOLIN	Y-S	s.s.	1200				Y-S 8.10.43.
TERESA SCHIAFFINO	It.	s.s.	5189				
TIVOLI	It.	s.s.	2300		ex. Fr. " Lamarsa "		
TRITON MARIS	It.	s.s.	2336	8½			P.W.B. 29.12.43.
ULISSE	It.	s.s.	3800	6½			P.S.T.O. 23.10.43.
VIOLETTE	It.	s.s.	500				
VOLODDA	It.	s.s.	8500		Acting Bari - fuelling berth 11.5.44.		

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S	TYPE	SIZE	SPEED	SPECIAL FEATURES	A/c.	SERVICE TO MEDBD	EMPLOYMENT
.	m.v.	2550	8		U.S.	P.S.T.O. 11.10.43	- Malta- Barletta.
.	s.s.	1700		Left Cagliari 29.5.44. to Antioco.Arrd. Taranto 7.7.44.		P.S.T.O R.I.N.	- Deld. Italians 3.7.44-
.	s.s.	1400	5½				
.	m.v.	10000	10	2 Dks.	U.S.	W.S.A. 25.3.44	- At Leghorn.
.	s.s.	6000		Left S.Antioco with 4500 tons coal for Gallipoli Arrd. Taranto 24.5.44.			
.	s.s.	6000					- Sunk Naples.
.	s.s.	7000					- " "
.	s.s.	9000					- " Tripoli.
S	s.s.	1200				Y-S 8.10.43.	- Trading for Partisans.
.	s.s.	5189					- At Taranto.
.	s.s.	2300		ex. Fr. " Lamarsa "			- Sunk Naples.
.	s.s.	2336	8½			P.W.B. 29.12.43	- Special service at Algiers for Naples.
.	s.s.	3800	6½			P.S.T.O. 23.10.43	- Bona- Algiers.
.	s.s.	500					- At Naples repairing.
.	s.s.	8500		Acting Bari - fuelling berth 11.5.44.			- Waiting Drydock.

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ospital Ship	Outside Mediterranean.	1.	8052	GRT
assenger Type	ditto	1.	24470	"
nkers	ditto	3.	32830	D.W.
rgo ships	ditto	2.	20323	D.W.

Vessels inside Mediterranean.

spital		2.	18397	GRT
ssenger Type		8.	17719	GRT
nkers		7.	38348	D.W.
rgo		12.	28690	D.W.
W.B.		1.	2335	D.W.
.		3.	3100	D.W.
F.A.		2.	810	D.W.
frigerator		2.	160	tons
Ditto		1.	400	tons
ockship Bari		1.	2945	D.W.
ecial service Jetty		2.	12350	D.W.
ised Manfredonia		1.	7300	D.W.
Casablanca		1.	8580	D.W.
Bari oil-fueller berth		1.	8500	D.W.
Gibraltar		5.	44640	D.W.
Ditto		2. Tankers	17000	D.W.
Taranto awaiting repairs		7.	35500	D.W.
Ditto		4. Tankers	16200	D.W.
At Sardinia awaiting repairs		3.	20700	D.W.

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de Mediterranean.	1.	8052	GRT.	
ditto	1.	24470	"	
ditto	3.	32830	D.W.T.	
ditto	2.	20323	D.W.T.	
terranean.				
	2.	18397	GRT.	
	8.	17719	GRT.	
	7.	38348	D.W.T.	
	14.	28690	D.W.T.	
	1.	2335	D.W.T.	
	1.	3100	D.W.T.	
	2.	810	D.W.T.	
	2.	160	tons meat	
	1.	abt 400	tons meat & abt 700 tons stores.	
	1.	2945	D.W.T.	
	2.	12350	D.W.T.(One-Tenker 10.000 DWT).	
tty	1.	7300	D.W.T.	
	1.	8580	D.W.T.	
	1.	8500	D.W.T.	
r berth	5.	44640	D.W.T.	
	2.	Tankers 17000	D.W.T.	
	7.	35500	D.W.T.	
g repairs	4.	Tankers 16200	D.W.T.	
ng repairs	3.	20700	D.W.T.	

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OPTI NO ....

(13)

TOP SECRET

ALLIED FORCE HEADQUARTERS

C-4(Mov & Tn) 5/411-GEN

1 Oct 44

Ref : FREEDOM 445

Subject : C-4 (MOV & TN) WEEKLY
REPORT TO LONDON

15. OVERSEAS, GENERAL.

Appendix "A" to this report shows naval requirements and the status of the programme as at 1 Oct, after receipt of CAL 813. Sources of supply for Dec shipments will be notified as soon as possible by C.C.S. WASHINGTON. All the tonnages are subject to the availability of supplies, particularly for Dec.

16. AVAILABLE SHOWS, MEDITERRANEAN

(a) The leading requirements given to MEDIMAST (before receipt of CAL 813) have revealed from Civ Liq that available stocks are -

		Wheat	Flour	Total
1st 42 days Allied stockpile	(i)	193,000	49,000	250,000
Local stock	(ii)	50,000	Nil	50,000
Available for allocation		165,000	4,000	169,000
TOTALS		250,000	53,000	303,000

(i) = Some 17,000 tons flour and wheat already set up for GREECE

(ii) = Presumed by A.F.H.Q. to be wheat.

(b) Of the above

	Wheat	Flour	Period	To
C.C.S. have allocated	46,000		15 Oct - 15 Dec.	MEDMAST
" " " "	27,000	20,000	Nov.	MEDMAST
A.F.H.Q. has "		34,000	Oct	MEDMAST
TOTALS	73,000	34,000	107,000	

(c) It will be seen that whilst the total lay off (107,000) to MEDMAST is (in Oct)

by cable "U" to this post shown below requirements and the period of the programme as at 1 Oct, after receipt of C&L 813. Sources of supply for Dec shipments will be notified as soon as possible by C.O.S. WASHINGTON. All the figures are subject to the availability of supplies, particularly for Dec.

16. AVAILABILITY, MIDEAST

(a) The loading requirements given to MIDEAST (before receipt of C&L 813) have revealed from them as to what available stocks are :-

	Wheat	Flour	Total
Last 12 days wheat stockpile (i)	105,000	49,000	152,000
Mill working stock (ii)	50,000	Nil	50,000
Available for allocation	105,000	4,000	109,000
TO ALLS	258,000	53,000	311,000

(i) = Some 17,000 tons flour and wheat already set up for loading

(ii) = Presumed by A.F.H.Q. to be wheat.

(b) Of the above

	Wheat	Flour	Period	To
C.C.S. have allocated	46,000		15 Oct - 15 Dec.	S.E.ALLIED
" " " "	27,000	20,000	Nov.	ITALY
A.F.H.Q. has "		14,000	Oct	ITALY
TOTALS	73,000	34,000	107,000	

(c) It will be seen that whilst the total lay off (107,000) to MIDEAST is within their total tonnage available for allocation (109,000), the proportion of flour required for ITALY is such that 30,000 tons would have to be borrowed from the ITALIAN stockpile.

(d) MIDEAST have been instructed to load 14,000 tons flour to ITALY in Oct, replacing 10,000 into the ITALIAN stockpile, but the provision of 20,000 tons flour in Nov. will have to be referred back to WASHINGTON in view of MIDEAST's inability to provide.

/cont'd sheet 2.....

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TOP SECRET

(c) In view of these changes, the loading programme which will now be required of MEDITEL is as follows:-

(i) WHEAT to ITALY from MEDITEL

Convoy	Due [illegible]	Tons [illegible]	To	Remarks
[illegible]	17 Oct	5000	[illegible]	FOR GENOA 2000
[illegible]	24 Oct	6000	"	FOR NAPLES 4000
[illegible]	27 Oct	5000	"	FOR LEGHORN 6000
[illegible]	1 Nov	3000	"	
[illegible]	[illegible] Nov	2000	"	
[illegible]	[illegible]	3000	"	
[illegible]	[illegible]	6500	[illegible]	
[illegible]	15 Nov	6000	[illegible]	
[illegible]	26 Nov	7000	[illegible]	
[illegible]	[illegible]	46,500		

(ii) WHEAT and FLOUR to ITALY from MEDITEL

Convoy	Due [illegible]	Tons [illegible]	To	Remarks
[illegible]	7 Oct	2 5000	LEGHORN	SA WEST 2000
[illegible]	12 Oct	2 2250	NAPLES	FOR NAPLES 2250
[illegible]	17 Oct	2 5000	LEGHORN	FOR LEGHORN 5000
[illegible]	[illegible]	2 2750	NAPLES	1 part accumulated from [illegible] ends.
[illegible]	[illegible]	2 27,000		
[illegible]	"	2 20,000		being refilled back to LEGHORN (see 16)

17. OILS, N. AFRICA

(a) It is understood from WAA and PAIC that WASHINGTON is accepting a demand from the TUNIS authorities in N. AFRICA for 135,000 tons cereals to arrive N. AFRICA by end Dec.

(b) MFA MEDITEL suggest the following programme, shipments from N. AFRICA to be within the 90-3 arrangement and subject to diversion by N. AFRICA to meet operational needs. No N. AFRICA has been asked to confirm ability to meet operational needs. No N. AFRICA has been asked to confirm that the 24,000 tons believed to be in M.10000 (Serial 2 below) is actually what the 24,000 tons believed to be in M.10000 (Serial 2 below) is actually available and that the suggested programme could be handled. The prepayment by N. AFRICA of 10,000 tons to S. AFRICA has been deferred by C.C.S.

Serial	Tons	Type	From	To	Period
1	9000	Barley	BIZERTE	TUNISIA	during Oct.
2	19000	Cereals	(CASABLANCA 24,000) (ORAN 20,000)	TUNISIA	) by end Nov.
3	30000	"	N. AFRICA	MALTA	)
4	22000	"	"	SICILY	) by end Dec.
5	36000	"	"	NAPLES	)

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Convoy	Date	Tons	To	Remarks
[illegible]	7 Oct	2 3000	[illegible]	SS [illegible] 3000
[illegible]	12 Oct	2 2250	ALGIERS	Port Sudan 2250
[illegible]	17 Nov	1 [illegible]	[illegible]	[illegible]
		2 2750	BIZERTA	If part accepted [illegible] permits.
[illegible]	Nov	W 27,000		
	"	E 23,000		being redirected back to MARSEILLES (see 16a)

17. [illegible], N. AFRICA.

(a) It is understood from WAR and NAVY that [illegible] is accepting a demand from the FRENCH authorities in N. AFRICA for 155,000 tons vessels to arrive N. AFRICA by end Dec.

(b) NAVY LIAISON suggest the following programme, shipments from N. AFRICA to be within the [illegible] arrangement and subject to diversion by ARMY to meet operational needs. NO. AFRICA has been asked to confirm that the 24,000 tons believed to be in N. AFRICA (Serial 2 below) is actually available and that the programme could be handled. The repayment by N. AFRICA of 40,000 tons to U.S. NAVY has been deferred by C.C.S.

Serial	Tons	Type	From	To	Period
1	9000	Barley	BIZERTE	TUNISIA	during Oct.
2	10000	C. oils	(BIZERTE 24,000)		
			(N. AFRICA 20,000)	TUNISIA	) by end Nov.
3	32000	"	N. AFRICA	ALGERIA	)
4	22000	"	"	TUNISIA	) by end Dec.
5	30000	"	"	ALGERIA	)
	135000				

(c) It must be emphasised that, to date, no confirmation of this programme has been received from C.C.S. The question of procurement procedure between [illegible] and WASHINGTON is being taken up separately and will be dealt with in the main report.

18. CIVIL SUPS, [illegible].

(a) CUTHAS has started [illegible] civil supplies as follows:-
1 ship every 5 days at [illegible] D + 90 to D + 120
2 ships every 10 days at [illegible] D + 90 to D + 120 incl.
Ships may be diverted from [illegible] to [illegible]. Civil cargo will be cleared currently from ports to warehouses or railheads under control of Civil Affairs or French authorities. Such cargo will not be stored or warehoused under port control.

/contd. sheet 3.....

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13A

18. GIVE DETAILS, IF NECESSARY

(b) About 20 Oct. mechanical facilities for discharging bulk wheat will be repaired and available for operation at M.[illegible]S. It is estimated that between 10 day period 35,000 tons bulk and 3000 bagged wheat can be handled.

19. OTHER REMARKS

ADEN NEW ZEALAND Government has offered a free gift of approx. 700 tons foodstuffs. M.O.W.T. LONDON do not see any difficulty in arranging a lift from NEW ZEALAND and is negotiating on these lines. It is proposed to place this tonnage into STORE in addition to the normal relief programme. It has been agreed that the foodstuffs be dry packed milled for overland transmission.

[signature]
V. [illegible],
for Brigadier,
DQMG. (Mov & Tn).

V./MPS.

Distribution:

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0913

Declassified E.O. 12356 Section 3.3/NND No. 785021

STATEMENT OF CEREAL REQUIREMENTS AND STATUS OF PROCURE
AS AT 1 OCT 44 AFTER RECEIPT OF C.L. 913

Theatre	Requirement	Period	PROVISION			
			Tons	Type	From	Rema
S. FRANCE	46,000	15 Aug - 15 Oct	45,145	Flour	U.S.A.	2 ships in UG
	109,000	15 Oct - 15 Dec	8,000	Wheat	CMF	A.F.H.Q. Stoc
			9,000	Flour	CMF	Repayment
			25,000	Wheat	U.S.A.	during Nov.
			21,000	Wheat	Not allocated	during Dec
			46,000	Wheat	MIDEAST	
			109,000	Wheat and Flour		
ITALY	43,500	Oct	26,400	Wheat	AUSTRALIA	SHERMAN Vict. vessel MAY vessel
			20,000	Barley	IRAQ	
			46,400	Barley and Wheat =		Equals 43,500
	100,000	Nov	27,000	Wheat	MIDEAST) =	43,000 Wheat; 2
			20,000	Barley	IRAQ)	
			20,000	Flour	MIDEAST	
			25,000	Flour	USA)	). 4 ships in S
			7,000	Wheat	USA)	
			99,000	Barley, Wheat & Flour =		TOTALS: 2 95,000 Wheat
	100,000	Dec	20,000	Barley	IRAQ =	16,000 Wheat;
			9,000	Wheat	Not allocated	
			50,000	Wheat	" "	
			22,500	Flour	" "	
			101,500	Barley, Wheat & Flour = 97,500 Wheat TOTALS:		

(a) NOTE: 70,000 wheat/flour Nov requirement and 72,500 wheat/flour Dec requirement, all for north of the P provide against contingencies. If the area is not reached, any unused portion will be transhipped as ha

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STATEMENT OF GENERAL REQUIREMENTS AND STATUS OF PROGRAMME AS AT 1 OCT 44 AFTER RECEIPT OF C.L. 813

TOP SECRET APPENDIX "A"

Period	PROVISION			
	Tons	Type	From	Remarks
15 Aug - 15 Oct	45,645	Flour	U.S.A.	2 ships in UGS 49, 1 in each UKS 52, 53, 55, 56 & 57.
15 Oct - 15 Dec	3,000	Wheat	ORF	A.F.H.Q. Stock.
	9,000	Flour	ORF	Repayment
	25,000	Wheat	U.S.A.	during Nov: 2 ships UGS 60.
	21,000	Wheat	Not allocated	during Dec
	46,000	Wheat	MIDEAST	
	109,000	Wheat and Flour		
Oct	26,400	Wheat	MIDEAST	SUPERB 8000 MA vessel 9200 MA vessel 9200 26400
	20,000	Barley	DMO	In addition, 14,000 tons flour is being landed by MIDEAST for Italy.
	46,400	Barley and Wheat =		Equals 43,500 Wheat
Nov	27,000	Wheat	MIDEAST)	
	20,000	Barley	DMO) =	43,000 Wheat; 25,000 South, 18,000 North.
	20,000	Flour	MIDEAST	20,000 North
	25,000	Flour	USA)	) - 4 ships UKS 59 25,000 North
	7,000	Wheat	USA)	) 7,000 North
	99,000	Barley, Wheat & Flour =		TOTALS: 25,000 South 70,000 North (a) 95,000 Wheat
Dec	20,000	Barley	DMO =	16,000 Wheat; 16,000 South
	9,000	Wheat	Not allocated	9,000 South
	50,000	Wheat	" "	50,000 North
	22,500	Flour	" "	22,500 North
	101,500	Barley, Wheat & Flour =		97,500 Wheat TOTALS: 25,000 South 72,500 North (a)

(a) Flour Nov requirement and 72,500 wheat/flour Dec requirement, all for North of the PISA/RIMINI line are approved to contingencies. If the area is not reached, any unused portion will be warehoused as part of MTO stockpile.

1313

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Appendix 'A' (Cont'd)

Theatre	Requirement	Period	Tons	PROVISION Type	from
GREECE	52,050	Oct	6500	flour	ME STOCKPILE
	52,050	Nov	10436	wheat	
	52,050	Dec		not yet known	
	52,050	Jan			
	52,050	Feb			
JUGOSLAVIA	62,717	Oct		not yet known	ME STOCKPILE
	62,717	Nov			
	62,717	Dec			
	62,717	Jan			
	62,717	Feb			
ALBANIA	833	Oct		not yet known	ME STOCKPILE
	833	Nov			
	833	Dec			
	4,450	Jan			
	4,450	Feb			
AUSTRIA	25,000	Dec		not yet known	bag

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TOP SECRET

Requirement	Period	PROVISION Tons	Type	from	Remarks
		6500	flour	IE	already loaded
52,050	Oct	10436	wheat	STOCKPILE	
52,050	Nov				
52,050	Dec	not yet known			
52,050	Jan				
52,050	Feb				
62,717	Oct			IE STOCKPILE	
62,717	Nov				
62,717	Dec	not yet known			
62,717	Jan				
62,717	Feb				
833	Oct			IE STOCKPILE	
833	Nov				
833	Dec	not yet known			
4,450	Jan				
4,450	Feb				
25,000	Dec	not yet known			bagged wheat for stockpile

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SUMMARY OF TANKER TONNAGE POSITION IN SEC. AN MEDITERRANEAN THEATER

AS AT 1200 HOURS 30 SEPTEMBER 1944

24196

	CLEAN No. of Vessels	CLEAN Cargo Capacity (barrels)	DIRTY No. of Vessels	DIRTY Cargo Capacity (barrels)	No. Ves
A. On Ocean Service					
1. With Cargo	26	2,430,000	7	508,000	3
2. In Ballast	9	917,000	1	62,000	1
3. In Drydock or repairing	—	———	—	———	
B. On Coastal Service (including shuttle or lightening duties but excluding C.D.E.)					
1. Working	16	352,000	—	———	1
2. Drydock or repairs.	7	79,000	2	76,000	
C. Water Carriers	23	263,000	—	———	2
D. Harbour Fuellers	3(+)	72,000	6	182,000	
E. On Operational Service (including M.F.A.)	16	261,000	11	540,000	2

(+) 1 Vessel RONDINE 68,000 barrels used as floating storage.

SECRET

0918

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

AS AT 1200 HOURS 30 SEPTEMBER 1944

SECRET

	CLEAN		DIRTY		TOTAL	
	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)
	26	2,430,000	7	508,000	33	2,998,000
	9	917,000	1	62,000	10	979,000
iring	—	———	—	———		———
cluding dutics						
	16	352,000	—	———	16	352,000
	7	79,000	2	76,000	9	155,000
	23	263,000	—	———	23	263,000
	3(+)	72,000	6	182,000	9	254,000
	16	261,000	11	540,000	27	801,000

00 barrels used as floating storage.

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SECRET

SECRET

(12)

NORTH AFRICAN ECONOMIC CO-ORDINATING
(MEDITERRANEAN SUPPLY BOARD)

No. 6. MINUTES OF MEETING HELD AT 1100 HRS ON 25th SEPTEMBER, 1943.

Present:

Mr. James M. Henderson (D.M.W.T.T. U.K.) - CHAIRMAN

Lt.-Col. T.L. Triffitt (War Dept.)
Lt.-Col. W.T. Macleod (War Dept.)
Major A. Leumler (CASSE Est. Corps.)
Cmdr. T.G. Garrard, RN (S.E.C.O.)
Mr. C.F. Calvett, MBE (B.T.O.)
Mr. R.A. Macdonell (W.S.A. U.K.)
Mr. W.S. Thomas (Coal Division Naval)
M. Robert (D.M.W.T.)

Mrs. F. MacFarlane (Secretary)

ACTION BY:

29. MEDITERRANEAN.

With reference to Minute No.17 of the 4th meeting, the Chairman reported that he had attended the recent meeting in Caserta and that Oran had been allocated first priority on the North African coast, and that the dredger "AFRICATUR" should arrive at Algiers in about a month's time to dredge the quai de Dieppe.

30. PORT EQUIPMENT.

The Chairman stated that within the next few days a co-ordinated list of port equipment requirements, being chiefly cargo-handling gear, for all ports along the coast should be received from NAMTC.

31. COAL RECEPTION.

The Chairman reported that, as mentioned in recent INPEC Minutes, the M.W.T. had accepted 3-port discharge in Tunisia but the W.S.A. had only agreed to Bizerte/La Goulette. It was pointed out by Mr. Thomas that Tunis/La Goulette had always been considered as a one-port discharge, and the time taken to move a ship was amply regained by the more rapid discharge at Tunis. There was also the difficulty of moving coal by rail.

32. FRENCH SHIPPING.

M. Robert put forward a bid from the Marine Marchande for two small ships of about 2000 tons to carry a cargo of foodstuffs etc. to Southern France, thereafter remaining to operate along the coast of France for the movement of local coal, cement, etc. The Chairman explained that these two ships could be chosen from among the French "B" list counters but that he could not say, without reference to INPEC, whether the time had yet come for the commencement of such trading.

Mr. Henderson

Mr. Thomas pointed out that he did not always find it an easy matter to find tonnage for his coastwise requirements and that there was therefore no apparent surplus of "B" list counters.

In view of the lack of suitable "port" counters, Cmdr. Garrard enquired if it were possible to bid for space on the French "B" list counters, and, on receiving an affirmative reply, said he would do so through the Chairman.

Cmdr. Garrard

33. WELFARE SUPPLIES TO SOUTHERN FRANCE.

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Mr. James H. Henderson (U.K.W.T.A. - Chairman)

Lt.-Col. [illegible] Griffith (Can. Mn.)
Lt.-Col. W. J. Macleod (Fr. Mn.
Major A. Neuner (SACMED Sgt. Maj.)
Cmdr. T. L. Garrard, RCN (U.S.N.C.)

Lt. C.F. Calcutt, R.N. (U.K.C.)
Mr. R.A. Maxwell (W.S.A. - U.S.)
Mr. W.D. Thomas (Coal Division (AWS)
M. Hebert (France)

Mrs. F. McFarlane (Secretary)

ACTION BY:

29. DELIVERY.

With reference to Minute No.17 of the 44th meeting, the Chairman reported that he had attended the recent meeting in Caserta and that Sfax had been allocated first priority on the North African coast, and that the dredger "AFRICAIN" should arrive at Algiers in about a month's time to dredge the Quai de Dierge.

30. PORT EQUIPMENT.

The Chairman stated that within the next few days a co-ordinated list of port equipment requirements, being chiefly cargo-handling gear, for all ports along the coast should be received from NATOUSA.

31. COAL RECEPTION.

The Chairman reported that, as mentioned in recent ICEDO Minutes, the U.K.W.T. had accepted 3-port discharge in Tunisia but the W.S.A. had only agreed to Bizerte/La Goulette. It was pointed out by Mr. Thomas that Tunis/La Goulette had always been considered as a 2-port discharge, as the time taken to move a ship was amply retained by the more rapid discharge at Tunis. There was also the difficulty of moving coal by rail.

32. FRENCH SHIPPING.

M. Hebert put forward a bid from the Marine Marchande for two small ships of about 2000 tons to carry a cargo of foodstuffs etc. to Southern France, thereafter remaining to operate along the coast of France for the movement of local coal, cement, etc. The Chairman explained that these two ships could be chosen from among the French "B" List coasters but that he could not say, without reference to NATO, whether the time had yet come for the commencement of such trading.

Mr. Henderson

Mr. Thomas pointed out that he did not always find it an easy matter to find tonnage for his coastwise requirements and that there was therefore no apparent surplus of "B" list coasters.

In view of the lack of suitable "pool" coasters, Cmdr. Garrard enquired if it were possible to bid for space on the French "B" List coasters, and, on receiving an affirmative reply, said he would do so through the Chairman.

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Cmdr. Garrard

33. WELFARE SHIPMENTS TO SOUTHERN FRANCE.

The Chairman reported that he had been approached a fortnight previously by the Marine Marchande on behalf of the French Welfare Organisation for permission to ship small lots of 10-15 tons of welfare goods to France from time to time. When in reply he had been told verbally that there would be no objection to the nature of the goods, and Lt. Calcutt suggested that thereafter the bids should be put to SHAEV.

Col. Macleod pointed out that all shipments to Southern France had to be approved by NOS NATOUSA. The Chairman said he would write to U.K.W.T.A. HQ., requesting that he ask NATOUSA through AFHQ to confirm to Col. Macleod that these

/small...

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small ships to were agreed and request be be given open authority to ship them as they come along. Col. MacLeod mentioned that if authority had to be given in each case, the instructions should be passed not only to him but also to the bidding authority, which, the Chairman thought, would probably be NATO on behalf of the French.

ACTION BY: Mr.Henderson

3. CONVOY SAILINGS.

Cmdr. Gerrard instanced cases of what appeared to have been the wrong routing of "LITTLE JANE" to Algiers instead of Oran and the "OCEAN GALLANT" to Oran instead of Algiers, which latter was even more serious. The Chairman stated that he had taken up in Naples last week this question of routing, especially cases of vessels bound for U.S. and yet despatched primarily in MKS convoys. He understood the question was being fully investigated by Cmdr. Davies and hoped that similar instances would not recur.

4. COASTER PROGRAMME.

Cmdr. Gerrard also drew attention to 4 days' delay to the "AUDUM" due to her cargo not being ready. Col. MacLeod explained that this vessel was to pick up olive oil at Algiers and flour at Mostaganem for the South of France (see Minute No.22 of 4th meeting), but when she was ready to commence loading the oil it was found that it had not yet been controlled. It was agreed that it was essential for the authority bidding for shipping space to see that the proposed cargo was ready in time; it should either be ready when the bid was made, or a definite date of readiness should be given. In the case of civilian cargoes of this kind, the authority would probably be AFHQ, who would go through G-5, and Mr. Thomas promised to ask Major Ford to get in touch with Lt.-Col. MacLeod.

Mr.Thomas

Note: The next meeting will be held at 1100 hours on Monday, October 2nd, 1944.

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SECRET

30 Sep 44 (11)

To : Chairman AMLSO.

From : Chairman, MEDBO Tonnage Allocation Sub-Committee.

Report on proceedings of Tonnage Allocation Sub-Committee Meeting No.1 held on 24 Sep 44.

Chairman : Maj V. KING.

Present :

Lt Comd G.B. STURT, RNVR	P.S.T.O. Rep
Maj G.B. GODFREY	G-4 Mov & Tn
Capt H.T. McCORE, U.S.N.	"
J Comd L.E.C. MORRIS	"
Mr A.R. CASSEVILLE	W.S.A. Rep
Mr R.D. HEARD	M.W.T.A. Rep
Miss A.N. SIMON	Secretary

1. TERMS OF REFERENCE.

The meeting was called to examine the programme due to be presented to the P.O.M. Conference in its relation to the availability of shipping in the MEDITERRANEAN. The Committee had been charged with the responsibility of -

(a) advising the Chairman of the P.O.M. Conference in advance of the availability of shipping;
(b) stating what balance of tonnage, if any, was disclosed by their examination, in view of the immediate demands which would be made on the MEDITERRANEAN theatre from MIDEAST;
(c) examining and reporting on the advisability of fulfilling the programme by means of set services on different routes inside the MEDITERRANEAN.

2. PROGRAMME.

(a) Bids made for delivery 16 - 27 Oct were tabled as shown on Summary sheets 1 and 2 attached. Detailed analysis of these tonnages were available for reference. The ACC bids excluded 6500 tons which were expected to be covered by the estimated lift of 6500 tons provided by ACC schooners. It was agreed that future summaries should include separate tonnages for petrol, SARDINIAN coal, and phosphate rock.

(b) Sea Transport Shipping

PSTO Rep estimated that the main Br tonnages could be most economically covered as follows :-

N. AFRICA - NAPLES 2 MT short loaders

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Chairman : Maj [illegible]

Present :	Lt Comd G.B. STURT, RNVR	P.S.T.O. Rep
	Maj G.S. GODFREY	Col Hqs & Tn
	Capt H.T. McCORE, U.S.N.	"
	J Comd I.E.C. MORRIS	"
	Mr A.R. CASSEVILLE	W.S.A. Rep
	Mr R.B. HEARD	M.W.T.S. Rep
	Miss A.N. SIMON	Secretary

1. [illegible]

The meeting was called to examine the programme due to be presented to the [illegible] Conference in its relation to the availability of shipping in the MEDITERRANEAN. The Committee had been charged with the responsibility of :-

(a) advising the Chairman of the P.O.M. Conference in advance of the availability of shipping;
(b) stating what balance of tonnage, if any, was disclosed by their examination, in view of the immediate demands which would be made on the MEDITERRANEAN theatre from MIDEAST;
(c) examining and reporting on the advisability of fulfilling the programme by means of set services on different routes inside the MEDITERRANEAN.

2. [illegible]

(a) Bids made for delivery 18 - 27 Oct were tabled as shown on summary sheets 1 and 2 attached. Detailed analysis of these tonnages were available for reference. The ACC bids excluded 6500 tons which were expected to be covered by the estimated lift of 6500 tons provided by ACC schooners. It was agreed that future summaries should include separate tonnages for petrol, SARDINIAN coal, and phosphate rock.

(b) Sea Transport Shipping

ETO Rep estimated that the main Br tonnages could be most economically covered as follows :-

N. AFRICA - NAPLES	2 MT short loaders 1 Stores
N. AFRICA - HEEL	3 MT long loaders 1 Stores
MIDEAST - NAPLES	1 Stores
MIDEAST - HEEL	4000 tons could be covered in MT and Stores ships presently scheduled and the remainder in 1 MT ship to be allocated.
N. AFRICA - MIDEAST	As opportunity offered
HEEL - ANCONA	By ADRIATIC coaster fleet at present in use.

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(c) MWT-controlled Shipping

MWTA Rep was not prepared to undertake provision of a further large ship for wine from NAPLES to CIVITAVECCHIA. In addition to the lift provided for SARDINIAN coal and phosphates, however, certain other bids could be met by opportunity shipment.

(d) WSA-controlled Shipping.

The AMERICAN tonnages were examined in detail by WSA rep, who anticipated no difficulty in the provision of shipping; 500 tons from NAPLES to MARSEILLES being accepted by PSPO. WSA rep drew attention to the small tonnage, other than coal, programmed from SARDINIA, asking how this was reconciled with a proposed clearance of SARDINIAN depots by 31 Oct. Pending confirmation of (i) the amount of stores to be cleared (ii) the ability of discharging ports to accept, WSA were not prepared to provide the tonnage involved and felt that it should be handled by coaster or schooner.

3. BALANCE OF TONNAGE.

Sir.
From the foregoing discussion it appeared that/tonnage would be available as follows :-

Ocean-going	Nil
Coaster	3000 (Stores)
Schooner	3500 [illegible] unallocated at meeting (See 5(b)).

4. OPERATION OF LST SERVICES.

It was considered that the overall trend of shipping movement within the MEDITERRANEAN now followed fixed routes and could broadly be summarised each ten days as follows :

N. AFRICA - ITALY	20,000
SICILY - ITALY	10,000 (i.e. port clearance capacity)
ITALY - FRANCE	42,000
MIDEAST - ITALY	20,000
MIDEAST - FRANCE	(according to cereal programme)
PEEL - ANCONA	12,000
ITALY coastwise (ACC)	15,000

WSA, PSTO and MWTA reps considered that -

(a) on such a basis, the positioning of ships could be broadly planned so that ships from MIDEAST, on completion of discharge in ITALY, could be reloaded from ITALY to FRANCE and return empty from FRANCE to N. AFRICA, where they would reload to ITALY. In order to obtain the required number of loaders at the heavier loading ports, adjustments could be made (in the above example) by returning the required balance empty from FRANCE to ITALY for reloading. The desired effect would be that, within a period, four ship-voyages might be made including only one empty voyage, and that [illegible]

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from HELL to MIDEAST being accepted by PSTO. WSA rep drew attention to the small tonnage, other than coal, programmed from SARDINIA, asking how this was reconciled with a proposed clearance of SARDINIAN depots by 31 Oct. Pending confirmation of (i) the amount of stores to be cleared (ii) the ability of discharging ports to accept, WSA were not prepared to provide the tonnage involved and felt that it should be handled by coaster or schooner.

3. BALANCE OF 10 DAYS.

From the foregoing discussion it appeared that/tonnage would be available as follows :-

Ocean-going	Nil
Coaster	3000 (Stores)
Schooner	3500 RASC unallocated at meeting (See 5(b)).

4. OPERATION OF SHIP SERVICES.

It was considered that the overall trend of shipping movement within the MEDITERRANEAN now followed fixed routes and could broadly be summarised each ten days as follows :

N. AFRICA - ITALY	20,000
SICILY - ITALY	10,000 (i.e. port clearance capacity)
ITALY - FRANCE	42,000
MIDEAST - ITALY	20,000
MIDEAST - FRANCE	(according to cereal programme)
HEEL - ANCONA	12,000
ITALY coastwise (ACC)	15,000

WSA, PSTO and NWTA reps considered that -

(a) on such a basis, the positioning of ships could be broadly planned so that ships from MIDEAST, on completion of discharge in ITALY, could be reloaded from ITALY to FRANCE and return empty from FRANCE to N. AFRICA, where they would reload to ITALY. In order to obtain the required number of loaders at the heavier loading ports, adjustments could be made (in the above example) by returning the required balance empty from FRANCE to ITALY for reloading. The desired effect would be that, within a period, four ship-voyages might be made including only one empty voyage and that incurring a minimum of empty sailing time.

(b) the first stage of such a movement might be made in the period under review, and in each succeeding ten days, (as the remaining stages of the movement were effected,) adjustments might be made to meet changed requirements, if any.

(c) in each 10 days, three demands on coaster and schooner tonnage could be presumed constant, i.e. (i) 12000 tons HEEL to fwd E. ITALIAN ports (ii) 3000 tons civil supplies N. AFRICA - FRANCE (iii) ACC coastwise requirements. The present allocation of coaster and schooner tonnage to these routes should continue to be allotted.

Contd. Sheet 3.

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 39

SUMMARY OF MAINTENANCE TONNAGES BED FOR PERIOD MAS 65 - UGS 56

TO		FROM M.E.	ALGIERS	BONE	BIZERTE	SICILY	MALTA	SAID BEDA	CORSICA	PUGLIE PORTS	ORAN	FRANCE	NAPLES	PORTO EMPEDOCL
BEDA	BR	5951	611	6971	347	930	100	2100						
	USA										3789			
NAPLES	BR	8262½	4218	2197		9506	10	5150	830	17500				
	USA					500		100	1200		2151	100		
N. AFRICA	BR.	966				10	50				100		71	300
"													100	
MIDEAST	BR.		390	685		2								
"	USA										100		100	
SICILY	BR.		145					4600			200		227	
											(USA)			
CORSICA	BR.		11											
CORSICA	USA							1000			50		80	
SARDINIA	BR.		35										130	
MALTA	BR.		201											
CIVITAVECCHIA	BR.							800						
TOTALS =		15179	5611	9853	347	10748	160	13750	2030	17500	6390	100	708	300

GRAND TOTAL BED FOR SH

x = CROTONE 750
GALLIPOLI 180

(A) = CROTONE

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MOVEMENTS MEETING NO. 39

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD KMS 65 - UGS 56

	FROM ALGIERS	BONE	PHILIPPEVILLE	SICILY	MALTA	SARDINIA	CORSICA	PUGLIE PORTS	ORAN	FRANCE	NAPLES	PORTO E PEDOCLE	NEGL	PONTIGNI-LEGNI	ARCHIE	TOTAL
1	611	6971	347	930	100	2100			3789					725		17735 3789
2½	4218	2197		9506 300	10	5150 100	880 1200	17500	2151	100					1200	48923 3851
6				10	50				100		71 100	300				1497 100
	390	685		2					100		100		500			1077 700
	145 11					4600			200 (USA)		227		x930	1825		7927 11
						1000			50		80					1130
	35										130		750 (A)	1250		2165
	201												500			701
						800							3000			3800
7?	5611	9853	347	10748	160	13750	2080	17500	6390	100	708	300	5680	3000	1200	93406

GRAND TOTAL BID FOR SHIPMENT =

x = CROTONE 750
GALLIPOLI 180

(A) = CROTONE

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 39.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD KMS 65 - UGS 56

TO		FROM										
		MARSEILLES	EGNE	MIDEAST	PEEL	SYRACUSE	NAPLES	ORAN	SARDINIA	CORSICA	MARG
ANCONA	BR	350	1927	8044	11970	3163					
LEGHORN	BR			1076	944			450 (USA)			
VENICE	BR				8000						
FRANCE	BR	3900					120				
"	USA						6478	15118	200	1290	
CIVITANOVA/ PESCARA RANGE	BR										
S. BENEDETTO TRONTO											
CASTELLAMMARE DI STABIA											
TOTALS =		4250	1927	9090	20914	3163	6498	15568	1200	1290	20

GRAND TOTAL BID FOR SHIP

Sh

Gr

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ORITY OF MOVEMENTS MEETING NO. 39.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD MS 65 - UGS 56

FROM											TOTAL
ALGIERS	BONE	MIDEAST	HEEL	SYRACUSE	BIZERTE	ORAN	SARDINIA	CORSICA	MARGHERITA	CATANIA	
350	1927	8014	11970	3168							25429
		1076	924			450 (USA)					2470
			8000								8000
3900					20						3920
					6473	15118	200	1290			23086
									200		200
										200	200
						1000					1000
4250	1927	9090	20914	3168	6493	15568	1200	1290	200	200	
											64305
											93406
											64305
											157,711

GRAND TOTAL BID FOR SHIPMENT =

Sheet 1. 93406
" 2. 64305

GRAND TOTAL. = 157,711

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1113

5. RECOMMENDATIONS.

The Committee -

(a) considered that the requirements could be met by the shipping resources at present available, with the exception of some 22,000 tons. As the bulk of the LCC bids were made from the small ports of Brittany for which schooners were ideally suitable, the Committee recommended to SHAEF's consideration that the portion of the 1,000 schooner fleet surplus to service requirements be allotted to the Schooner Control Committee against the LCC programme, and that the administrative problems consequent upon such a proposal be pursued with Director of Supplies and Transport.

(b) required that the LCC bids should also show details of what was proposed to be lifted in LCC schooners.

(c) recommended that sundry small items bid for movement along unfrequented routes be shipped in stores ships to central transhipment points (e.g. Paris) whence they could be shipped by coaster to their destination, or by schooners if coaster tonnage were not available.

(d) endorsed the recommendations in para. 4(c) above.

/Kings Navy.

V. KING, Rear-Admiral,
Chairman.

VK/rac.

0931

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AP 603

JC/bar

(10)

ALLIED FORCE HEADQUARTERS
APO 512

: SECRET :
: Auth: SAC, MT :
: Initials: [illegible] :
: 26 September 1944 :

AG 400/007 GDS-O

26 September 1944

SUBJECT: Maintenance in Italy. Period - January 1945.

TO : Commander-in-Chief,
Allied Armies in Italy.
Commanding Generals,
Mediterranean Allied Air Forces, APO 650.
Mediterranean Allied Air Forces (Movement), APO 650.
Mediterranean Allied Air Forces (Rear), APO 650.
(FOR: Senior Equipment Staff Officer).
Army Air Force Service Command, MTO, APO 528.
SOS NATOUSA, APO 750.
Commanding Officers,
214 Group.
218 Group.

1. Reference is made to paragraph 3, AFHQ Administrative Memorandum Number 37, dated 5 September 1944.

2. The tonnage allocation meeting for January 1945 was held at this headquarters on 23 September 1944, and allocations which were approved are shown in Appendices "A" and "B". These allocations represent the maximum port capacities which it is anticipated will be available to each user for the import of normal maintenance requirements.

3. The extent to which the NAPLES group of ports and HEEL ports may be required for outloadings has been taken into account in assessing the port capacities.

4. The allocations to the United States Army and British Army include provision for cased vehicles but do not include Transportation Stores which are shown separately as a common user item.

By command of General WILSON:

3191

H. V. ROBERTS,
Colonel, AGD,
Adjutant General.

2 Incls
Incl 1 - Appendix "A", Maint Reqmts in ITALY (West Coast), Jan 1945
Incl 2 - Appendix "B", Maint Reqmts in ITALY (East Coast), Jan 1945

DISTRIBUTION: "Special"

[redacted]S. SECRET

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MAINTENANCE REQUIREMENTS IN ITALY - JANUARY 1945

WEST COAST

(107)

ALL IN DWLT

Serial	Item	WEST COAST			Remarks
		NAPLES Group of Ports	Ports North of NAPLES	Total	
(a)	(b)	(c)	(d)	(e)	(f)
	Port acceptance capacity	250,000	300,000	550,000	
1.	MAIN USERS U.S. Army Ground Forces	30,000	120,000	150,000	Columns (c) & (d) - Incl items common to Army, Air, & Ground Forces
2.	British Army	54,100	25,100	79,200	Columns (c) & (d) - Incl items common to Br Army & RAF
3.	U.S. & British Air Forces	22,500	40,000	62,500	
4.	Civilian Supplies	13,000	48,000	61,000	Column (c) excludes 20,000 bulk wheat to CASTELLAMARE
5.	COMMON USER ITEMS POL (Packed)	1,000	5,000	6,000	
6.	Coal	18,300	86,862	105,162	Column (c) - Does not incl MWT, RN or Sea Tpt coal Column (d) - Incl 20,500 tons for CIVITAVECCHIA
7.	Tn Stores	300	NIL	300	
8.	TOTAL	139,200	324,962	464,162	

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Appendix "A" to ltr AFHQ, AG 400/007 GDS-O, dated 26 September 1944.

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MAINTENANCE REQUIREMENTS IN ITALY - JANUARY 1945

EAST COAST

ALL IN DWLT

Serial	Item	EAST COAST			Remarks
		HEEL Ports	Ports North of HEEL	Total	
(a)	(b)	(c)	(d)	(e)	(f)
	Port acceptance capacity	180,000	300,000	480,000	
1.	MAIN USERS U.S. Army Ground Forces	24,000	NIL	24,000	Column (c) incl items common to Army, Air & Ground Forces
2.	British Army	26,800	80,700	107,500	Columns (c) & (d) incl items common to Br Army & RAF
3.	U.S. and British Air Forces	70,500	25,500	96,000	
4.	Civilian Supplies	15,000	21,000	36,000	Column (c) - Excl 6,000 at CROTONE & REGGIO
5.	S.O.M.T.O.	6,000	NIL	6,000	
6.	COMMON USER ITEMS POL (Packed)	7,000	15,000	22,000	
7.	Coal	18,300	62,800	81,100	Columns (c) & (d) Do not incl MT, RN or Sea Tpt coal
8.	Tn Stores	300	7,000	7,300	
9.	TOTAL	167,900	212,000	379,900	

Appendix "B" to ltr AFHQ, [illegible] 400/007 GDS-O, dated 26 September 1944.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. H. Q. SHIPPING ITINERARY & DIVERSIONS W/E

To N. .T.O. MEDITERRANEAN 21 Sept. 1944.

Reference for H.M.S. ..... issued Signal "North African & S. France Port Strength" for 1st, 11th & 21st of each month. Ref.NASAB 609

"GOOD ROAD" Steam Ships	CASA.	ORAN	ALGIERS	BIZERTA	SOUTH FRANCE	TOTAL	
A. No. of vessels at anchor discharging	XIII	XIII	XIII	XIII	XIII	39	XIII.
B. " " " discharging	1	4	5	XII	XII	29	1
C. " " " awaiting convoy or orders	2	5	XII	XII	XII	6	XII.
D. No. of vessels working to load	XII	2	4	3	XII	XII	XII.
E. No. of vessels loading	2	18	9	3	XII	XII	XII.
F. No. of vessels loaded awaiting convoy or orders	5	2	14	5	XII	XII	XII.
TOTAL	10	29	32	11	XII.	68	1

G. No. of vessels held at GIBRALTAR for North African Ports

Evacuation of situation in South France Ports has been and is under closest investigation by MEDHQ TOTAL 1

0935

Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. U. O. SHIPPING INFORMATION & DIVERSION ROOM

22 Sept. 1944

...ded:

...s issued Signal "North African & N. France Port State" for 1st, 11th & 21st of each month
Ref: NASAB 605

SHIP	CARG.	ORD	MACHINES	AMM	VEHICLES	SOUTH FRANCE	ITA.	TOTAL
...s Liberty	MIL	Mun	MIL	MIL	MIL	33	MIL	33
...ship	3	4	5	MIL	3L	29	1	40
...ship	2	3	MIL	M E	MIL	6	MIL	11
...ng Ro	MIL	2	4	3	MIL	MIL	MIL	9
...ship	2	16	9	3	MIL	MIL	MIL	32
...ian Liberty	5	2	14	5	MIL	MIL	MIL	26
	10	29	32	11	MIL	68	1	151

G. No. of vessels held at GIBRALTAR for North African Ports — NIL

TOTAL 151

Examination of situation in South France Ports has been and is under closest investigation by MEDIC

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Declassified E.O. 12356 Section 3.3/NND No. 785021

No. D.O. SUPPLY INTELLIGENCE & DIVERSIONS from 21st Sept. 1944

To:- H. Q. A. H. GIBRALTAR

Pictures for H.A.S...s. Agreed Signal, "Italian Sicilian Port State" for the 1st, 11th & 21st of each month
Ref. H.A.S...s. 665

"OCEAN GOING" Store Ships	NAPLES	TARANTO	MESSINA	BARI	AUGUSTA	PALERMO	AUGUSTA	PIOMBINO	LEGHORN	TOTAL
A. No. of vessels awaiting Orders	9	1	NIL	NIL	3	NIL	NIL	NIL	3	16
B. " " " Discharging	20	6	3	13	4	3	NIL	NIL	11	56
C. " " " ready available cargo or orders	2	NIL	NIL	1	1	NIL	1	NIL	2	7
D. No. of vessels sailing to Local	8	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	8
E. No. of vessels loading	6	NIL	2	NIL	NIL	NIL	NIL	1	NIL	9
F. No. of vessels loaded awaiting convoy or orders	25	2	NIL	1	NIL	NIL	NIL	NIL	NIL	26
TOTAL	68	9	5	13	8	1	1	1	16	122

G. No. of vessels held at GIBRALTAR for Italian & Sicilian Ports NIL

Total 676 despatched accordingly. 122

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MED. D.C. SITREP ETHELRED 2 DEPARTURE 0004 21st Sept. 1943

Ref Map

Agreed Signal, "Italian out Sicilian Port State" for the 1st, 11th & 21st of each month
Ref. Med/S...b. 665

	ATHELRED	TARAPAC	ANTENOR	BARF	ARETA	PALERO	AGAMEA	PIONEER	LEMNOS	TOTAL
[illegible]	9	3	NIL	NIL	3	NIL	NIL	NIL	3	16
	20	6	3	11	4	1	NIL	NIL	11	56
[illegible]	2	NIL	NIL	1	1	NIL	1	NIL	2	7
[illegible]	8	NIL	NIL	[illegible]	[illegible]	NIL	NIL	NIL	[illegible]	8
	8	NIL	2	[illegible]	[illegible]	NIL	NIL	1	[illegible]	9
[illegible]	23	2	NIL	1	NIL	NIL	NIL	NIL	NIL	26
	68	9	5	15	8	1	1	1	16	122

G. No. of vessels held at GIBRALTAR for Italian & Sicilian Ports NIL

Total 676 despatched heretofore. 122

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Declassified E.O. 12356 Section 3.3/NND No. 785021

INTERNATIONAL SHIPPING BOARD.

A.P.O.

Telephone : Freedom 657.

30th September, 1944.

To :- Headquarters Allied Control Commission,
Transportation Sub-Commission,
APO 394.

From:- Secretary,
ISSB.

In accordance with your request received through G-4, Div. S.Tn, I attach herewith, copy of the Agenda for the last ISSB Meeting together with copy of Minutes of the previous Meeting and will continue to do this in future. The Board, however, will be pleased to see a representative from you at each Meeting as referred to in my letter of the 12th instant.

Walter Treadaway
Secretary,
ISSB.

WTW/EEH.

3188

S/13

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TOP SECRET

AGENDA

EIGHTIETH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 26TH SEPTEMBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 79 DATED 19TH SEPTEMBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 28 dated 20th September, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 44 dated 22nd September, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 26 dated 21st September, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Special Report dated 23rd September, 1944. (Limited distribution). Please sign attached receipt

Monthly Report for August, 1944 from C-S. Signed, 3 Oct 44

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 24. Nothing to report.

7. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 24th September, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 5 dated 18th September, 1944.

9. MEDDO TONNAGE ALLOCATION SUB-COMMITTEE.

MEDDO Instruction forming this Committee.

10. PORT STATE.

"North African Port State" and "Italian & Sicilian Port State" for the 11th September, 1944 on which NASB 673 has been despatched.

11. OTHER MATTERS.

(2) (3) (4) (5) (6) (7) (8) (9).

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2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 28 dated 20th September, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 44 dated 22nd September, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 26 dated 21st September, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Special Report dated 23rd September, 1944. (Limited distribution).

Monthly Report for August, 1944 from C-5.

Please sign attached receipt
Signed, 3 Oct 44

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 24. Nothing to report.

7. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 24th September, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 5 dated 10th September, 1944.

9. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE.

MEDBO Instruction forming this Committee.

10. PORT STATE.

"North African Port State" and "Italian & Sicilian Port State" for the 11th September, 1944 on which NASAB 673 has been despatched.

11. OTHER MATTERS.

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(Walter E. Foreday).
Secretary, MEDBO.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(9) 45.

COPY NO .....

TOP SECRET

Subject : G-4 MOV & TN WEEKLY REPORT TO MEDITO.

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/411/GEN

23 Sep 44

Tel: Freedom 443

8. ITALIAN CIVIL LG, GENERAL.

(a) It will be remembered that LAC 607 demanded for each Nov & Dec:

75,000 tons NORTH of PISA - RIMINI line.
25,000 " SOUTH of " " "

COS have not at this stage, approved the figure of 75,000 tons per month North of the line, and shipments additional to those advised in C.L 766 (see table below) will only be considered by them after establishment of requirement on entry into that territory. The excess of these 35,000 and 37,500 tons over the 25,000 "South" figure, will, according to COS, provide stockpile against possible requirements for the "North".

(b) The WASHINGTON suggestion that, by reduction of ration card holders, requirements for the "South" should approximate 10,000 tons and for the "North" 50,000 tons per month, has been found impracticable.

(c) AFHQ has explained the reasons for requirement of 75,000 tons for the "North" and G-5 Rep is at present in WASHINGTON with this object. As an emergency measure, 14,000 tons flour are being shipped from MIDEAST stockpile to the "North" for Oct arrival in anticipation of the liberation of that area.

(d) The present pcsn is:-

	1	2	3	4
Month	Originally requested by AFHQ	Advised by COS in C.L 766	Advised by LONDON (see note(ii))	AFHQ's re-stated requirements. (see note(iii))
Oct	43,500	43,500 wheat (US) 20,000 barley(IRAQ) see note (i)	26,400 wheat (US) 20,000 barley(IRAQ)	Arrangements in Cols 3. accepted.
Nov	100,000	15,000 wheat (ME) 20,000 barley(IRAQ)	27,000 wheat (ME) 20,000 barley(IRAQ)	100,000
Dec	100,000	17,500 wheat(US)	29,000 wheat (US)	100,000

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Declassified E.O. 12356 Section 3.3/NND No. 785021

a. ITALIAN CEREALS, GENERAL.

(a) It will be remembered that LAC 647 demanded for each Nov & Dec:

75,000 tons NORTH of PISA - RIMINI line.
25,000 " SOUTH of " " "

COS have not at this stage, approved the figure of 75,000 tons per month North of the line, and shipments additional to those advised in C.L 766 (see table below) will only be considered by them after establishment of requirement on entry into this territory. The excess of these 25,000 and 37,500 tons over the 25,000 "South" figure, will, according to COS, provide stockpile against possible requirements for the "North".

(b) The WASHINGTON suggestion that, by reduction of ration card holders, requirements for the "South" should approximate 10,000 tons and for the "North" 90,000 tons per month, has been found impracticable.

(c) AFHQ has restated the reasons for requirement of 75,000 tons for the "North" and G-5 Rep is at present in WASHINGTON with this object. As an emergency measure, 14,000 tons flour are being shipped from MIDEAST stockpile to the "North" for Oct arrival in anticipation of the liberation of that area.

(d) The present posn is:-

	1	2	3	4
Month	Originally requested by AFHQ	Advised by COS in C.L 766	Advised by LONDON (see note(ii))	AFHQ's re-stated requirements. (see note(iii))
Oct	43,500	43,500 wheat (US) 20,000 barley (IRAQ) see note (i)	26,400 wheat (US) 20,000 barley (IRAQ)	Arrangements in Cols 3. accepted.
Nov	100,000	15,000 wheat (US) 20,000 barley (IRAQ)	27,000 wheat (US) 20,000 barley (IRAQ)	100,000
Dec	100,000	17,500 wheat (US) 20,000 barley (IRAQ)	29,000 wheat (US) 26,000 barley (IRAQ)	100,000

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Note (i) These figures from COS have not taken into account the withdrawal of the "OLIVEBANK" and "BARDISTON".

(ii) This is the posn as shown in para 1 of Weekly Report No.1 (New Series). AFHQ programme, pending clarification, continues to be based on this info

(iii) AFHQ has restated requirements for the area North of

/Cont'd Sheet 2.

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Sub-para (iii) Cont'd.

the PISA - RIMINI line as under. The figures represent an equivalent of 75,000 tons wheat each month.

Month	Flour 90% extraction	Bagged Wheat	TOTAL
	METRIC TONS		
Nov	45,000	25,000	70,000
Dec	22,500	50,000	72,500
	67,500	75,000	142,500

9. ITALIAN SUGAR REQUIREMENTS, NOV.

Procurement responsibility has been defined by COS as under:-

REGION	Tons demanded L/C 607	Tons approved	Procurement responsibility	SOURCE
NOV				
North of PISA - RIMINI	2,700	2,700	UK	not yet known
South " " "	2,050	2,000	UK	" " "
SICILY	500	500	UK	" " "
SARDINIA	200	200	UK	" " "
NOV TOTAL	5,400	5,400		
DEC				
South of PISA - RIMINI	2,000	2,000	USA	" " "
SICILY	500	500	USA	" "
SARDINIA	200	200	US.	" " "
DEC TOTAL	2,700	2,700		

Procurement action is being taken.

10. TRANS-U.S. TRAFFIC

(a) Requirements for the South of FRANCE for the period 15 Aug - 15 Oct are being covered by direct shipment of all commodities from US. Requirements for the period 15 Oct - 15 Dec are 109,700 tons cereals. This tonnage was to be supplied as follows:-

(i) 60,000 tons from MIDDLE EAST.
(ii) 49,600 " " U. KINGDOM (repayment of loan to FRENCH)

(b)

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	METRIC TONS		
Nov	45,000	25,000	70,000
Dec	22,500	50,000	72,500
	67,500	75,000	142,500

9. ITALIAN SUGAR REQUIREMENTS, NOV.

Procurement responsibility has been defined by COS as under:-

REGION	Tons demanded BIG 607	Tons Approved	Procurement responsibility	SOURCE
NOV				
North of PISA - RIMINI	2,700	2,700	UK	not yet known
South " "	2,000	2,000	UK	" " "
SICILY	500	500	UK	" " "
SARDINIA	200	200	UK	" " "
NOV TOTAL	5,400	5,400		
DEC				
South of PISA - RIMINI	2,000	2,000	USA	" " "
SICILY	500	500	USA	" " "
SARDINIA	200	200	USA	" " "
DEC TOTAL	4,700	2,700		

Procurement action is being taken.

10. WHEELS, S. FRANCE

(a) Requirements for the South of FRANCE for the period 15 Aug - 15 Oct are being covered by direct shipment of all commodities from USA. Requirements for the period 15 Oct - 15 Dec are 109,000 tons cereals. This tonnage was to be supplied as follows:-

(i) 60,000 tons from MIDDLE ST.
(ii) 49,000 " " N. AFRICA (repayment of loan to FRENCH)

(b) N. AFRICA has been able to provide only 9,000 tons towards its commitment of 49,000 tons and 14,000 tons from the MIDDLE ST has been [illegible] against the Oct requirements North of the PISA - RIMINI line (see 8c).

(c) There is, therefore, available for the South of RIMINI 46,000 tons from MIDDLE ST and 9,000 tons on N. AFRICA making a total of 55,000 tons against the full requirement of 109,000 tons. G-5 Rep is now in WASHINGTON presenting the problem of the deficient 54,000 tons and exploring the possibility of a doubtful 40,000 tons alleged to be unallocated in MIDDLE ST.

/Cont'd on Sheet 3

Declassified E.O. 12356 Section 3.3/NND No. 785021

11. GREECE & NORTH AFRICA.

(a). To meet an imminent wheat shortage in TUNISIA, NAIFEX requested the diversion, to TUNISIA, of the "JAMES HARROD" and "CODELS", at present set up for ITALY with an alternative suggestion that the wheat held in CHANNEL AREA for the South of FRANCE be despatched to TUNISIA.

(b). AFHQ has not agreed the diversion of the ships but has released 14,500 tons at CHANNEL AREA for use in TUNISIA on the understanding that this, having been diverted from Southern FRANCE stockpile, is subject to further discussion, and decision of COS.

(c). The status of repayment of the FRENCH loan is as follows:-

	Expected date of repayment.
4500 Flour	Sep
4500 Flour	Oct
14500 wheat	Sep (now diverted TUNISIA)
7200 Wheat	Oct (not firm)
18300 Wheat	Not set up.
49000 wheat/flour	

12 CIVIL SUPP. BALKANS

(a). Requirements for the first two months of the occupation are to be found from MIDEAST stockpile and it is confirmed, with certain small exceptions, that the necessary tonnage is in fact on the ground available for shipment as soon as required. A bid has been made on COS for the third month's requirements which will be shipped direct to the BALKANS from producer countries and on receipt of confirmation of supply responsibility, this HQ will arrange to call fwd in most suitable shiploads. This commitment on the COS which is considerably late may involve certain difficulties in the provision of ships. BALKAN requirements for Dec, Jan and Feb have been demanded as under:- (not metric tons).

COMMODITY	GREECE	JUGO-SLAVIA	ALBANIA
Grain	52,050	62,717	Doc. 831(i)
Other supp excl coal	25,888	26,999	2566
	77,938	89,716	3,399

Note (i). Grain for ALBANIA for each Jan and Feb is 4450 tons. ALBANIA total for those months because 7016.

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TUNISIA.

(b). AFHQ has not rejected the diversion of the ships but has reiterated 14,500 tons at G 5 PELIJA for use in TUNISIA on the understanding that this, having been diverted from Southern FRANCE stockpile, is subject to further discussion, and decision of COS.

(c). The status of repayment of the FRENCH loan is as follows:-

	Expected date of consignment.
4500 Flour	Sep
4500 Flour	Oct
14500 Wheat	Sep (now diverted TUNISIA)
7500 Wheat	Oct (not firm)
19000 Wheat	Not set up.
49000 Wheat/Flour	

12 CIVIL SUPS, BALKANS

(a). Requirements for the first two months of the occupation are to be found from MIDEAST stockpile and it is confirmed, with certain small exceptions, that the necessary tonnage is in fact on the ground available for shipment as soon as required. A bid has been made on COS for the third month's requirements which will be shipped direct to the BALKANS from producer countries and on receipt of confirmation of supply responsibility, this HQ will arrange to call fwd in most suitable shiploads. This commitment on the COS which is considerably late may involve certain difficulties in the provision of ships. BALKAN requirements for Dec, Jan and Feb have been demanded as under:- (net metric tons).

COMMODITY	GREECE	JUGO-SLAVIA	ALBANIA
Grain	52,650	62,717	Note (i)
Other supps excl coal	25,288	26,999	2566
	77,938	89,716	3,399

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Note (i). Grain for ALBANIA for each Jan and Feb is 4150 tons. ALBANIA total for these months accords 7016.

(b). 18,000 tons coal for the BALKANS for the first month are to be provided from the stocks in MIDEAST and 20,000 tons from extra shipments which are now being arranged from the INDIAN OCEAN. Demands for second and third month's coal requirements have only just been submitted and it is a matter of doubt whether they can be provided. In case of need, AFHQ will be obliged to divert to the BALKANS from one or other of the remaining MEDITERRANEAN programmes.

/Cont'd on Sheet 4.

Declassified E.O. 12356 Section 3.3/NND No. 785021

13 CHIOS ID ADJACENT ISLANDS

(a) OCS WASHINGTON have expressed concern on the food situation in CHIOS and adjacent islands and a suggestion has been made that at least token food shipments be made from ISMIR and CESME.

(b) OCS have been informed that Civil relief requirements for this area will be dealt with in accordance with plans made by GREENGARD. MIDEAST have been authorised to call on the MIDEAST unique pool to implement this plan and they are responsible for the first 30 day's relief shipments.

(c) This can be done within GREEK relief planning and MIDEAST BULGUR stockpile is available towards relief shipments.

(d) Shipment by caique from MIDEAST is, however, impracticable and it is therefore proposed to form a relief base at ISMIR under control of UNRRA from which distribution to the islands will be undertaken. The stocking of the relief base at ISMIR can be carried out:

(i) by direct shipment in TURKISH vessels from MIDEAST to ISMIR,

(ii) by shipment to ISKENDERUN or MERSIN and onwards by rail,

(iii) by rail from MIDEAST to ISMIR.

(e) U.N.R.R.A. HQ has been invited to comment on the possibilities of the above. It is understood that Br. controlled tonnage is not at present acceptable to FOLEP as an alternative to TURKISH bottoms for voyages to ISMIR and U.N.R.R.A. has been requested to investigate whether suitable TURKISH vessels can immediately be made available.

14 U.N.R.R.A. EUROPE.

It is understood that shipments from USA are to be expected for the maintenance of the UNRRA camp at FONTAINEBLEAU. FAO's views on the berthing, discharge and tpt commitment are being sought.

V. KING MAJOR,
for Brigadier,
D.A.M.G. (Mov & Tn)

VK/tpl

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this area will be despatched in accordance with plans made by SHAEF. MIDEAST have been authorised to call on the MIDEAST clique pool to implement this plan and they are responsible for the first 30 days' relief shipments.

(c) This is to be done within GREEK relief planning and MIDEAST military stockpile is available towards relief shipments.

(b) Shipment by clique from MIDEAST is, however, impracticable and it is therefore proposed to form a relief base at ISMIR under control of UNRRA, from which distribution to the islands will be undertaken. The stocking of the relief base at ISMIR can be carried out:

(i) by direct shipment in TURKISH vessels from MIDEAST to ISMIR,
(ii) by shipment to ISKENDERUN or MERSIN and onwards by rail,
(iii) by rail from MIDEAST to ISMIR.

(c) M.A. MEDITERRA has been invited to comment on the possibilities of the above. It is understood that Br. controlled tonnage is not at present acceptable to POLEM as an alternative to TURKISH bottoms for voyages to ISMIR and M.A. MEDITERRA has been requested to investigate whether suitable TURKISH vessels can immediately be made available.

14 UNRRA, N. AFRICA.

It is understood that shipments from USA are to be expected for the maintenance of the UNRRA camp at PHILIPPEVILLE. MEDOV's views on the berthing, discharge and tpt commitment are being sought.

V. KING, MAJOR,
for Brigadier,
D.A.A.G. (Mov & Tn)

VK/ebl

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(913)

SECRET

ALLIED FORCE HEADQUARTERS

Subject:- MEDITERRANEAN SHIPPING BOARD
COAL ALLOCATION COMMITTEE.

G-4(Mov & Tn) 5/379-GEN

20 Sep 44.

Tele: FREEDOM 852.

Minutes of Coal Meeting No.29
held at 1015 hrs 20 Sep 44 in
G-4(Mov & Tn) Conference Room,
A.F.H.Q.

In the Chair :	Lt. Col. M.J. SMITH.	G-4(Mov & Tn).
Present :	Lieut E. PAOLUCCI	A/F.A.O.
	Lt. Col. [illegible]	[illegible]
	Mr. MILLIGAN	U.S.A.
	Mr. LEWIS.	W.S.A.
	Maj. J. MITCHELL.	Q.M. (Coal Sec).
	J. Comd. L.R.O. DAVIS.	Secretary.

219. NI and NWT Coal Berths, ALGIERS.

(See Minutes 186, 190, 196 to 203)
Infn still awaited from Mov., A. AFHQ, as to whether spare parts were available locally.

220. Coal Berths at NAPLES.

Infn still awaited from Mov., A. AFHQ as to the reasons for the delay in the discharge of certain colliers.

221. Coal Berth CIVITAVECCHIA. (See Minute 21).

No reply has yet been received from S.O.S. MEDUSA.

222. Coal for FLEET. (See Minute 217).

W.S.A. Rep stated that they were now agreeable to a 3 port discharge, if necessary.

223. Coal Mines - South of NAPLES. (See Minute 216).

Q.M. Rep stated that no infn had been received from their rep in NAPLES. The Chairman requested that all available infn be signalled at the earliest opportunity.

ACTION: Q.M.

224. Colliers Due.

(a) The Chairman pointed out that owing to the simultaneous arrival of 10 colliers on 1 Oct in the Central Mediterranean, it had been necessary to ask FLEET to accept two for discharge, and for these to be replaced by FLEET about mid-Oct.

3184

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held at 1015 hrs 20 Sept 44 in
C-in-C(Mov & Tn) Conference Room,
.....A.F.H.Q.....

In the Chair	: Lt. Col. M.T. SHEA.	C-in-C(Mov & Tn).
Present	: Lieut E. [illegible]	S/Ldr.R.A.F.
	Lt. Col. H. [illegible]	[illegible] R.A.F.
	Mr. MACCOLL	W.S.C.
	Mr. LEWIS.	W.S.C.
	Maj. J. [illegible]	Q.M. (Coal Sec).
	T. Capt. E.E.C. [illegible]	Secretary.

219. N and NW Coal Berths, [illegible].

(See Minutes 196, 199, 196 to 203)
Info still awaited from Mov., N. [illegible] as to whether spare parts were available locally.

220. Coal Berths at [illegible].

Info still awaited from Mov., N. [illegible] as to the reasons for the delay in the discharge of certain colliers.

221. Coal Berth at [illegible] (See Minute 212).

No reply has yet been received from S.O.S. NATOUSA.

222. Coal for [illegible] (See Minute 217).

A.D.A. Rep stated that they were now agreeable to a 5 port discharge, if necessary.

223. Coal Mines - South of [illegible]. (See Minute 216).

U.K. Rep stated that no info had been received from their rep in [illegible]. The Chairman requested that all available info be signalled at the earliest opportunity.

ACTION: U.K.

224. Colliers Due.

(a) The Chairman pointed out that owing to the simultaneous arrival of 10 colliers on 2 Oct in the Central Mediterranean, it had been necessary to ask [illegible] to accept two for discharge, and for these to be replaced by [illegible] about mid-Oct.

3184

(b) Provisional ports of discharge for colliers arriving in M.T.S. 65, U.C.S. 55, U.S.S. 54 and U.K.S. 54 are as under :

[illegible] SCOTT	S. AFRICA	U.K.S. 55	PALERMO
[illegible] STATION	U.S.A.	U.S.S. 53	NAPLES.
FORT [illegible] (2 Tugs)	"	"	TARANTO
[illegible] STATION	S. AFRICA	U.K.S. 65	MIDEAST
[illegible]	"	"	MIDEAST
JOHN [illegible]	"	U.K.S. 55	BARI/ANCONA.
[illegible] DE [illegible]	"	U.K.S. 63	ORAN
FORT [illegible] HOPE	U.S.A.	U.C.S. 54	BIZERTA/LA GOULETTE/ TUNIS.
FORT [illegible]	"	"	ALGIERS.
FORT [illegible]	"	"	CATANIA.

/Contd above

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224. Colliers Due (Contd).

HORACE MANN	U.S.A.	U.G.S. 54	NAPLES/ANZIO
JOEL T. BOONE	"	"	BONE
FORT CHILKAT (2 ships)	"	"	TARANTO
BENJAMIN DREW	"	"	NAPLES
CLEAF HOLME	U.KINGDOM	U.G.S. 54	NAPLES.
FREDERICK L. HAM	"		Due AUGUST approx 7 Oct.

(c) The Committee examined the att statement of Sep., Oct., and Nov arrivals. Alterations and additions were considered and had been incorporated.

225. Clearance of Coal - Quai DUNKERQUE.

G.M. rep raised the question of the clearance of coal from the Quai DUNKERQUE, as the stockpile on the quay appeared to be delaying the discharge of colliers. It was agreed that G.M. should send an agreed signal to ANDUK requesting clarification on the ownership of the coal on this quay.

226. Next Meeting.

The next meeting would be held at 1015 hrs on 27 Sep 44.

L.E.O. MORRIS, J. Gnrl.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

LEOM/BMC

Distribution:

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Under Secretary of State for War, War Office (attention DF MOV Q(D)9)
Mov., H.Q., A.F.H.Q. (6)
G.S.O., M.M.F.
C.O.T.
MEDIST (MMOV 2) (4)
All Present (4)

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E

MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

COLLIERS DUE NORTH AFRICA : POSITION AS AT 20 SEP

NAME	DRAFT	FROM	CONVOY	DUE DESTINATION	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	UNA
FORT HUDSON REE	27'0"	USA	UGS 54	29 Sep	High & Low V Run of Mine	Army	9010 3500	9010	
JOHN W GRIFFITHS	27'7"	"	" "	30 "	Run of mine		7945 tons 1600 lbs		
FORT PITT	28'	"	" "	1 Oct	Low V R of M	"			
JULIET EST		S AFRICA	GUS 53	2 "		"	7505	7505	
FELT DE FLASTROP	26'5"	INDIA	MKS 63	6 "	2102 High Vol 5974 Low Vol		8500		850
" " "									
FORT PITT		BIZERTA		10 "		---	4000		

COLLIERS DUE ITALY & SICILY : POSITION AS AT 20 SEP

NAME	DRAFT	FROM	CONVOY	DUE DESTINATION	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES
FORT PEE (2 Tugs)		USA	UGS 53	24 Sep			8500			
JOHN H HAVILAND		S AFRICA	GUS 53	25 "		Army	7262		3262	
CLEE HILTON		USA	UGS 53	25 "		"	8009			8009
[illegible]LE	29'0"	S AFRICA	MKS 63	3 Oct		"	9194			
FORT ERIE	24'9"	USA	UGS 54	3 "		"	6836			
JACQUE MARIE	28'4"	"	UGS 54	4 "	R of Mine	"	8500			8500
SIR CHARLES (2 Tugs)	26'6"	"	UGS 54	4 "			8500			
BENJAMIN CHEW	28'6"	"	UGS 54	4 "	R of Mine		8500			8500
JOHN H HAVILAND		S AFRICA	BARI	10 "			4000	4000		

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SECRET

COLLIERS DUE NORTH AFRICA : POSITION AS AT 20 SEP

APPENDIX 'A'

DRAFT	FROM	CONVOY	DUE DESTINATION	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	BIZERTA	L G TUNIS	BONE
27'0"	U.K.	UGS 54	29 Sep	High & Low V Ram of Mine	Army	9010	9010				
27'7"	"	" "	30 "	Ram of Mine		3500					8500
28'	"	" "	1 Oct	Low V R of M	"	(7943 tons (1900 lbs			3943		
	S AFRICA	GUS 53	2 "		"	7505	7505				
26'5"	ENDLA	MKS 63	6 "	2102 High Vol 5974 Low Vol		8500		8500			
	BIZERTA		10 "		---	4000				4000	

COLLIERS DUE ITALY & SICILY : POSITION AS AT 20 SEP

APPENDIX 'B'

DRAFT	FROM	CONVOY	DUE DESTINATION	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	TARANTO	PALERMO	CATANIA
	U.K.	UGS 53	24 Sep			8500				8500		
	S AFRICA	GUS 53	25 "		Army	7262		5262				
	U.K.	UGS 53	25 "		"	8009			8009			
29'0"	S AFRICA	MKS 63	3 Oct		"	9194					9194	
24'9"	U.K.	UGS 54	3 "		"	6036						6036
20'4"	"	UGS 54	4 "	R of Mine	"	8500			8500			
26'6"	"	UGS 54	4 "			8500				8500		
23'6"	"	UGS 54	4 "	R of Mine		8500			8500			
	S AFRICA	ENDL	10 "			4000	4000					

APPENDIX 'C' / Sheet 2

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MEDITERRANEAN SHIPPING BOARD
NAVAL REQUISITION COMMITTEE

SARDINIAN COAL PROGRAMME - SEP : POSITION AS AT 20 SEP 44

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
HALLESK	SARDINIAN	2nd week SEP	1400	WEST SICILY
DAGO II	"	" " "	2300	EAST ITALY
EMPIRE MELODY	"	3rd " "	3600	WEST ITALY
EMPIRE CANTON	"	" " ""	3600	EAST ITALY
EDERA	"	4th " "	7000	WEST ITALY
BARON YARDBROUGH	"	" " "	4300	EAST SICILY
EMPIRE DEVON	"	3rd " "	4200	WEST ITALY
HESELK	""	" " "	2300	WEST SICILY
ELICOS	"	4th " "	800	EAST ITALY

NAVAL COLLIERS

SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELMA CARA HEIKEL ASTEL GORCHESTER	Under operational orders			
SOUTHGATE	KMS 59	7645 NC	UK	AJACCIO - op orders
VAN OSTADE	KMS 62	9700 Welsh	UK	NAPLES for O/R
STAD ARNHEM	KMS 62	5000 NC	UK	TARANTO
NICHOLAS MICHALOS	KMS 62	7000 NC	UK	TARANTO for orders POTALI
WISLA	KMS 63	3796 Welsh	UK	BIZERTA
K HADJEPATERA	KMS 63	5099 Welsh	UK	TARANTO
EOLEAS	KMS 63	3270 Welsh	UK	BRINDISI

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BOARD

E

APPENDIX 'C'

SARDINIAN COAL PROGRAMME - SEP : POSITION AS AT 20 SEP 44

TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTILLATION	REMARKS
SARDINIAN	2nd week SEP	4450	WEST SICILY	CATANIA
"	" " "	2600	EAST ITALY	BARLETTA
"	3rd " "	3600	WEST ITALY	PAGNOLI
"	" " "	3600	EAST ITALY	BARLETTA
"	4th " "	7000	WEST ITALY	PAGNOLI
"	" " "	4000	EAST SICILY	CATANIA
"	3rd " "	4200	WEST ITALY	PAGNOLI
"	" " "	2300	WEST SICILY	PALERMO
"	4th " "	800	EAST ITALY	BARI

APPENDIX 'D

NAVAL COLLIERS

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
Under operational orders				
KMS 59	7645 NC	UK	AJACCIO - op orders	MAT
KMS 62	2700 Welsh	UK	NAPLES for O/R	"
KMS 62	5000 NC	UK	TARANTO	"
KMS 62	7000 NC	UK	TARANTO for orders FUTALI	"
KMS 63	3796 Welsh	UK	BIZERTE	"
KMS 63	5099 Welsh	UK	TARANTO	"
KMS 63	3270 Welsh	UK	BRINDISI	"

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MEDITERRANEAN SHIPPING BOARD
COAL SECTION COMMITTEE

OCTOBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
VERNON L KELLOG		S AFRICA				8500
JOHN M LANGER		" "				8500
SHELF BOMBE		" "	GUS 54	7 Oct		8500
OCEAN PRIDE		USA				8500
SALEEBY		"				8500
FORT PERLEY		"				8500
OCEAN VISCOUNT		"				8500
COUVERT FLYER		"				8500
FREDERICK L DAY		S AFRICA	UKS 64	12 Oct		8500
JOHN C STENNIS			GUS 54	7 "		8682
EL ESCORIAL			GUS 55	17 "		9456
CARNELL		S AFRICA				9127
LESLIE M SHAW	28'	USA	UGS 55	12 Oct		8500
RAYMOND T RENO	29'4"	"	UGS 55	"		8500
CHARLES J POLICE	29'0"	"	UGS 55	"		8500
BEN HILLMAN	28'10"	"	UGS 55	"		8500
EXCALIBUR NEREUS	25'9"	"	UGS 55	"		8500

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ANNEXE 'E'

OCTOBER ARRIVALS

	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
	S AFRICA				8500	
	" "				8500	
	" "	CUB 54	7 Oct		8500	RATES
	USA				8500	
	"				8500	
	"				8500	
	"				8500	
	"				8500	
	S AFRICA	MKS 64	12 Oct		8500	
		CUB 54	7 "		8602	
		CUS 55	17 "		9450	
	S AFRICA				9127	
	USA	UGS 55	12 Oct		8500	
	"	UGS 55	"		8500	
	"	UGS 55	"		8500	
	"	UGS 55	"		8500	
	"	UGS 55	"		8500	

S E C R E T.

(8)

MEDITERRANEAN SHIPPING BOARD.

No. 44.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 22ND SEPTEMBER, 1944.

Present: Mr. J. Gibson Graham, Chairman
Commander H.I.G. Rylands, R.N.
Lieut. Commander E. Blair, R.N.R.
Mr. C.W. Kalloch
Mr. E.L. Davidson
Mr. C.S. Ramsdale
Captain B.D. Bate
Captain T.L. Midwell
Mr. A.C. Hogarth
Mr. W.E. Feredday, Secretary

ACTION BY:-

684. GIBRALTAR. Commander Rylands reported that it had been necessary to undock the "STEPHEN F. AUSTIN" from the No.1 dock to put in an H.M. ship of high priority for four days, after which the former vessel would be re-docked.

Mr. Ramsdale stated that no reply had yet been received from Gibraltar as to when the "TULGOR" would be ready for docking.

Captain Bate referred to signals exchanged between C in C Med. and FOGMA on the subject of docking the "MORAY COAST", FOGMA having stated that this tanker had been docked at Oran end January 1944 and did not yet require further drydocking unless she needed to proceed in ocean going convoy. The Committee decided that a bid should be made for a drydock for the vessel and Commander Rylands agreed to ascertain from Gibraltar as to when she could be put in.

Cmdr. Rylands.

685. ORAN. Mr. Davidson reported that the "JOHN S. COPLEY" would be about two months in the No.1 dock, as her damage had been found to be greater than anticipated.

It was decided to call for a report as to why the "CHLORIS" had been docked at Oran, no bid having been received.

Mr. Ramsdale.

No information was yet to hand as to whether the "AISNE" had docked. The next priorities were "FAR", "ATLE JARL" and "TACTO" respectively, but in view of the fact that the "ATLE JARL" had arrived at Algiers it was agreed that she should dock there and the vessel was accordingly deleted from the Oran programme.

With regard to the "VENDOME" (vide Minute 672), a signal had been received from Algiers confirming the last official list of French requests which asked for this vessel to be docked at Oran, and this was now accepted by the Committee.

The "VENDOME", "CRACKSHOT" and "ODYSSEUS" were placed on the programme for the No.2 dock for docking as they arrive. Arising out of a subsequent discussion on the situation at Algiers, it was decided that the "OKLA", now loading at Cagliari for Algiers, should be sent to Oran for docking, and vessel was added to the list accordingly.

Commander Rylands informed the Committee of the possibility of a requirement to move the No.3 dock Oran to another theatre before the end of this year.

686. ALGIERS. Whilst the report from Algiers mentioned only the "ZAAN" and "CAROLL" as having docked, it was thought that the "HAMBURGATE" was by now in the No.1 dock, and probably about ready to come out, if not already undocked. The next priority was the "CHARLES SCHLAFLAND", after which Commander Rylands stated it

21/44

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mr. C.S. Ramsdale
Captain B.D. Bate
Captain T.L. Kidwell
Mr. A.C. Hogarth
Mr. W.E. Foreday , Secretary

ACTION BY:-

684. GIBRALTAR. Commander Rylands reported that it had been necessary to undock the "STEPHEN F. AUSTIN" from the No.1 dock to put in an H.M. ship of high priority for four days, after which the former vessel would be re-docked.

Mr. Ramsdale stated that no reply had yet been received from Gibraltar as to when the "TUAGOR" would be ready for docking.

Captain Bate referred to signals exchanged between C in C Med. and FOGM on the subject of docking the "MORAY COAST", FOGM having stated that this tanker had been docked at Oran end January 1944 and did not yet require further drydocking unless she needed to proceed in ocean going convoy. The Committee decided that a bid should be made for a drydock for the vessel and Commander Rylands agreed to ascertain from Gibraltar as to when she could be put in.

Cmdr. Rylands.

685. ORAN. Mr. Davidson reported that the "JOHN S. COPLEY" would be about two months in the No.1 dock, as her damage had been found to be greater than anticipated.

It was decided to call for a report as to why the "CHLORIS" had been docked at Oran, no bid having been received. Mr. Ramsdale.

No information was yet to hand as to whether the "AISNE" had docked. The next priorities were "TAR", "ATLE JARL" and "FACTO" respectively, but in view of the fact that the "ATLE JARL" had arrived at Algiers it was agreed that she should dock there and the vessel was accordingly deleted from the Oran programme.

With regard to the "VENDOME" (vide Minute 672), a signal had been received from Algiers confirming the last official list of French requests which asked for this vessel to be docked at Oran, and this was now accepted by the Committee.

The "VENDOME", "CRACKSHOT" and "ODYSSEUS" were placed on the programme for the No.2 dock for docking as they arrive. Arising out of a subsequent discussion on the situation at Algiers, it was decided that the "OMALA", now loading at Cagliari for Algiers, should be sent to Oran for docking, and vessel was added to the list accordingly.

Commander Rylands informed the Committee of the possibility of a requirement to move the No.3 dock Oran to another theatre before the end of this year.

686. ALGIERS. Whilst the report from Algiers mentioned only the "ZAAN" and "GOOLL" as having docked, it was thought that the "HARROGATE" was by now in the No.1 dock, and probably about ready to come out, if not already undocked. The next priority was the "CHARLES SCHLAFFAND", after which Commander Rylands stated it would be necessary to dock a French warship for five days. It was agreed that thereafter the "ATLE JARL" should be put in, to be followed by the "ELENI" and "DJEBEL AURES" respectively, whilst the "HINGHOLM" was also placed at the end of the list although this vessel was not expected to be ready until about the 4th October.

687. "ATLE JARL". Since the Meeting it transpired that the "ATLE JARL" had already sailed for Oran, and vessel should therefore take her original place in the No.2 dock there, viz: after the "TAR".

688. CASABLANCA. A French warship was now in the No.1 dock and about due to come out, the "PANZON" being listed for the next priority. With regard to the "JANINE" (vide Minute 672), in view of the signal from Algiers referred to in/

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/in Minute 685 it was agreed that this vessel should be docked at Casablanca in accordance with the last official French request.

689. FREMVILLE. Mr. Davidson reported that the "WILLIAM B. TRAVIS" was expected to unlock on the 27th September, and Commander Rylands confirmed that the "P.L.M.14" would then be put in. He stated that advice had now been received that the "ORANGEMAN", previously temporarily deleted from the list (vide Minute 622), would now be ready to leave Algiers about the beginning of October, and the Committee agreed that she should be programmed for docking after the "P.L.M.14".

690. TARANTO. With reference to Minute 673, Mr. Ramsdale reported that the M.W.T. Surveyor at Taranto had confirmed that the "FORT CARILLON" could operate in any theatre without restriction.

No up to date report had been received from Taranto and no date was yet known for the undocking of the H.M. ships from the No.12 dock, but meantime the "FORT CARLTON" was left as the next priority for this dock.

It was understood that the "COLIN RIDER" was in the No.13 dock and expected to come out to-day. It was agreed that she should be followed by the "CHERWICK" and "FORT DE DOUMONT" respectively. Mr. Kalloch pointed out that the latter vessel was meanwhile undergoing three weeks' weather repairs.

The only other bid for cleaning and painting was the "BARON TELLHAVEN", expected ready about 10th October. The "CONCREST" had been temporarily withdrawn as the vessel was being delayed by repairs, whilst the "SAMARINDA" and "EMPIRE NOBLE" were deleted from the list as the former was leaving the area whilst the latter was proceeding to the Middle East for docking in accordance with the decision of the last Meeting (reference Minute 673).

It had been understood that the "HAI LEE" was to dock on the 19th September, but no confirmation had yet been received. The "SPINGE", "AMSTEL" and "PAHLEHLEH" remained on the list for drydocking for repairs, and it was also agreed that the "EMPIRE CATO", with rudder damage, should be accepted as a bid for drydocking, subject to Surveyor's report. Mr. Ramsdale.

691. BRINDISI. The "BRUSE JARL" had been docked.

692. YUGO-SLAV VESSELS. Ref. 674. Mr. Hogarth reported that the "MAKARSKA" was in dock at Brindisi, the "BIJAR" was now ready there, and it was hoped that the "LJUBLJANA" would be available for docking about the beginning of October. The "MORAVA" would follow when date of acceptance was advised, whilst the docking of the "CETINA" would be taken in hand when the new propeller had been made.

693. NAPLES. The "OCTANE" and "EMPIRE UNICORN" had been docked and Commander Rylands reported that it was hoped to dock the "STAFFORDSHIRE" to-morrow, which vessel would be followed by the "SAMSTEEL" when she arrived. Mr. Kalloch stated that the "PAT HENRY", now at Leghorn, required docking for cleaning and painting, and it was agreed that she should be docked at Naples after the "SAMSTEEL", or vice versa according to which vessel arrived first.

Commander Rylands stated that it was desired to drydock two floating cranes, one of which required about 10 days work before the weather broke, as it was necessary to make a more permanent job of the repairs already effected, it being feared that otherwise she might sink. It was agreed that these cranes could be docked after the vessels referred to above had been completed.

The "SALAMAND" had been taken off the list as she was proceeding out of the area, and it was decided temporarily to delete the "MORALTA" pending clarification of her position, as a report had just been received that she had

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690. TARANTO. With reference to Minute 673, Mr. Ransdale reported that the M.W.T. Surveyor at Taranto had confirmed that the "FORT CARIBOU" could operate in any theatre without restriction.

No up to date report had been received from Taranto and no date was yet known for the undocking of the H.M. ships from the No.12 dock, but meantime the "FORT CARLTON" was left as the next priority for this dock.

It was understood that the "OCEAN RIDER" was in the No.13 dock and expected to come out to-day. It was agreed that she should be followed by the "CHISWICK" and "FORT DE TROUSDINT" respectively. Mr. Kalloch pointed out that the latter vessel was meanwhile undergoing three weeks' weather repairs.

The only other bid for cleaning and painting was the "BARON BELLHAVEN", expected ready about 10th October. The "CONCHART" had been temporarily withdrawn as the vessel was being delayed by repairs, whilst the "SABRINA" and "EMPIRE NOBLE" were deleted from the list as the former was leaving the area whilst the latter was proceeding to the Middle East for docking in accordance with the decision of the last Meeting (reference Minute 673).

It had been understood that the "HAI LEE" was to dock on the 19th September, but no confirmation had yet been received. The "STINGE", "ASTREL" and "PAHLERMEN" remained on the list for drydocking for repairs, and it was also agreed that the "EMPIRE GAMO", with rudder damage, should be accepted as a bid for drydocking, subject to Surveyor's report. Mr. Ransdale.

691. BRINDISI. The "BRUCE JARL" had been docked.

692. YUGO-SLAV VESSELS. Ref. 674. Mr. Hogarth reported that the "MAKARSKA" was in dock at Brindisi, the "RAVNI" was now ready there, and it was hoped that the "LJUBLJANA" would be available for docking about the beginning of October. The "KORAVA" would follow when date of acceptance was advised, whilst the docking of the "CETINA" would be taken in hand when the new propeller had been made.

693. NAPLES. The "OCTANE" and "EMPIRE UNICORN" had been docked and Commander Rylands reported that it was hoped to dock the "STAFFORDSHIRE" to-morrow, which vessel would be followed by the "SAMSTEEL" when she arrived. Mr. Kalloch stated that the "PAT HENRY", now at Leghorn, required docking for cleaning and painting, and it was agreed that she should be docked at Naples after the "SAMSTEEL", or vice versa according to which vessel arrived first.

Commander Rylands stated that it was desired to drydock two floating cranes, one of which required about 10 days work before the weather broke, as it was necessary to make a more permanent job of the repairs already effected, it being feared that otherwise she might sink. It was agreed that these cranes could be docked after the vessels referred to above had been completed.

The "SAMARKAND" had been taken off the list as she was proceeding out of the area, and it was decided temporarily to delete the "MORALTA" pending clarification of her position, as a report had just been received that she had been damaged by underwater explosion and towed to Marseilles where a survey was being made to ascertain the extent of the damage. The "FANNY BRUNNER" and "ACHILLA" were referred back to be re-bid for drydocking after their repairs had been carried out.

Captain Bate stated that the readiness for docking of the "EMPIRE COPPICE" and "EMPIRE FAY" was dependent upon when their reliefs were available, although he considered that the former should be released within about a week. The Committee decided, however, that these tankers should not be programmed until this question had been arranged. Capt. Bat

The "TUNISINO" was left in abeyance pending her position becoming more defined.

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694. BUNKEL. It was stated that this Admiralty collier required drylocking. The Secretary reported that he had ascertained from the F.L.O. that the vessel was under the operational orders of F.O.W.I.T. and could not be spared; she had been placed on the Taranto programme early in August but the bid had been withdrawn on the 18th August as the vessel was on operational service (vide Minute 606). The Chairman stressed the necessity for the maintenance of Merchant ships to be kept up, and requested an investigation into the condition of the "BUNKEL" in order that a drylocking bid might be considered by this Committee if found to be necessary. Mr. Ramsdale.

695. PALERMO. Ref. 665. Captain Bate reported that the tanker "WASHINGTON" required engine repairs, and Commander Rylands agreed to put in a bid to the U.S. Navy for the work to be carried out at Palermo. The Chairman stated that if accepted, a Surveyor would be sent there to supervise the repairs.

Commander Rylands confirmed to Captain Bate that the "TARVISIO" had been docked at Palermo.

696. "EMPIRE RAVEN". Captain Bate reported that this tanker had been damaged by striking the dock wall at Toulon, and a further report was awaited.

697. REPAIRS TO FRENCH VESSELS. Commander Rylands reported a request from the French Admiralty for repairs to the "CEVENNES" and "VENDOME" to be taken in hand at Oran at the beginning of October, the estimated time being 1½ months for the former and 3 weeks for the latter, and they had requested that the supply of the necessary materials by COMNOB be authorised. The Committee agreed that these vessels were running in essential service and the required authority should therefore be given. Cmdr. Rylands.

698. REPAIRS IN SOUTH FRANCE. Mr. Kelloch read a letter from a W.S.A. representative presently in Marseilles which stated that he had been advised by the Head of the Service de Construction Navale that the same procedure would be adopted as in force at Algiers, and the French would take on themselves to allocate priority for repairs. There were about 7000 repair workmen in the port to do the work, and repair shops, but no drylocks, were available. The Committee agreed that the same situation should obtain in South France as in Algiers, which meant that the work was passed through the French but the allocation of priorities was decided entirely by C in C Med. under recommendations from the NAVBO Repair Committee. Mr. Kelloch stated that he would follow up the matter accordingly with his representative. Mr. Kelloch.

699. "OCEAN GLORY". The Chairman drew attention to a complaint from the Master of this vessel to his Owners that his last drylocking at Taranto had been most unsatisfactory, and Commander Rylands stated that he would pass the details forward to Taranto for explanation. Cmdr. Rylands.

700. "EMPIRE RAVEN". The Chairman referred to reports from Army signals that this small refrigerated vessel could only operate for a further two months. In view of the necessity for a depot refrigerated ship at Taranto, and the lack of a substitute, he stressed that the refrigerating machinery of the "EMPIRE RAVEN" must be kept running, even if it meant bringing another ship alongside to supply steam.

701. VESSELS IN SOUTH FRANCE. Ref. 677. The following signal was received from D.N.W.T.R., Marseilles:-

"[illegible] "BATTLE OF BASTIA" which is undergoing minor

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"BERKEL" in order that a drydocking [illegible] Mr. Ramshaw.
if found to be necessary.

695. PALERMO. Ref. 665. Captain Bate reported that the tanker "LEATHERCOTE" required engine repairs, and Commander Rylands agreed to put in a bill to the U.S. Navy for the work to be carried out at Palermo. The Chairman stated that if accepted, a Surveyor would be sent there to supervise the repairs. Commander Rylands confirmed to Captain Bate that the "TARVISIO" had been docked at Palermo.

696. "EMPIRE FAWN". Captain Bate reported that this tanker had been damaged by striking the dock wall at Toulon, and a further report was awaited.

697. REPAIRS TO FRENCH VESSELS. Commander Rylands reported a request from the French Admiralty for repairs to the "CERVINIA" and "VILLOME" to be taken in hand at Oran at the beginning of October, the estimated time being 1½ months for the former and 3 weeks for the latter, and they had requested that the supply of the necessary materials by COMMOD be authorised. The Committee agreed that these vessels were running in essential service and the required authority should therefore be given. Cmdr. Rylands.

698. REPAIRS IN SOUTH FRANCE. Mr. Kalloch read a letter from a W.S.A. representative presently in Marseilles which stated that he had been advised by the Head of the Service de Construction Navale that the same procedure would be adopted as in force at Algiers, and the French would take on themselves to allocate priority for repairs. There were about 7000 repair workmen in the port to do the work, and repair shops, but no drydocks, were available. The Committee agreed that the same situation should obtain in South France as in Algiers, which meant that the work was passed through the French but the allocation of priorities was decided entirely by C in C Med. under recommendations from the MEDBO Repair Committee. Mr. Kalloch stated that he would follow up the matter accordingly with his representative. Mr. Kalloch.

699. "OCEAN GLORY". The Chairman drew attention to a complaint from the Master of this vessel to his Owners that his last drydocking at Taranto had been most unsatisfactory, and Commander Rylands stated that he would pass the details forward to Taranto for explanation. Cmdr. Rylands.

700. "EMPIRE RAVEN". The Chairman referred to reports from Army signals that this small refrigerated vessel could only operate for a further two months. In view of the necessity for a depot refrigerated ship at Taranto, and the lack of a substitute, he stressed that the refrigerating machinery of the "EMPIRE RAVEN" must be kept running, even if it meant bringing another ship alongside to supply steam.

701. VESSELS IN SOUTH FRANCE. Ref. 677. The following signal was received from D.N.W.T.R., Marseilles:-

"..... apart from "VILLE DE BASTIA" which is undergoing minor repairs, there are no ships in SOUTH FRANCE PORTS available. "PROVIDE and "C.C. CHANEY" could be ready for service in ½ months".

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KING LIST.

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS.
ALGIERS.	ZAAN	DOCKED			
	KNOLL	DOCKED			
	HARROGATE	At Algiers		Oct.1943.	Foul. Speed reduced from 11 to 7
	CHAS. SCHLAFTINO	At Algiers	ready	Feb.1944	4/5 days
	ELENI	At Algiers			Routine cleaning & repairs to sea valv
	DJEBEL AURES	trading Corsica/Algiers		Oct.1943	4/5 days
	HINDSHOLM	due Crotone to load for Bone	4th Oct.	Apr.1944	Reduced Speed.
	ATLE JARL	At Algiers	ready	Feb.1944	
	ORKLA	loading Cagliari/Algiers	30th Sept.	Jan.1944	(Could dock at Oran)
ORAN.	CHLORIS	DOCKED			
	AISNE	At Oran	ready	July 1942	2 days
	FAR	At Oran	ready	Nov.1943	Operational dock
	FACTO	due Oran 26th Sept.		Mar.1944	
	CRACKSHOT	discharging S. France	30th Sept.	Mar.1944	Reduced speed. Could dock at Algi
	ODYSSEUS	discharging S. France	30th Sept.	Feb.1944	" " " " "
	VENDOME	At Algiers.Available Oran end Sept.		Oct.1943	Cleaning & painting.(2 days)
CASABLANCA.	FAUZON	At Algiers		Nov.1943	Cleaning & painting.(2 days)
	JAMINE	At Bone	early Oct.	Oct.1943	Rudder repairs after grounding.
GIBRALTAR.	FULGOR	At Gibraltar			Ital.Tanker.Requires new stern tube, tail
BIZERTA.	P.L.M.14	At Bizerta	end Sept.		Self-operating collier.Very dirty.Max.spee
TARANTO.	OCEAN RIDER	IN DOCK			
Cleaning & Painting.	FORT CARLTON	At Taranto	ready		Operational dock
	CHISWICK	At Taranto	ready		" "
	FORT DE DOUAMONT	At Taranto	ready	Aug.1943	Foul.Speed reduced from 9 to 7½ k.
	BARON BELLHAVEN	At Brindisi for Ancona	abt.10th Oct.	Dec.1943	Foul.Speed reduced from 10 to 9 k.
(NOTE:	EMPIRE NOBLE goes Middle East. SAMARINDA going out of the area. CORCREST delayed by repairs).				
For Repairs.	HAI LEE	At Taranto			Damaged propeller
	SFINGE	At Taranto			(Italian).Fairly extensive mine
	AMSTEL	At Taranto		Sept.1943.	Speed reduced from 8¼ to 6 k. Bottom c ation, plates to weld at rudder.
	EMPIRE GATO sailed 19th Sept.in tow Ancona/Southward				Rudder damage (PSTO BID - Subject Sur

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22 1944.

ING LIST.

POSITION	DINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS.	
DOCKED				
DOCKED				
At Algiers		Oct.1943.	Foul. Speed reduced from 11 to 7 k.	(MWTR BID)
IND At Algiers	ready	Feb.1944	4/5 days	(FRENCH BID)
			Routine cleaning & repairs to sea valves.3 days.	(MWTR BID)
At Algiers			4/5 days	(FRENCH BID)
trading Corsica/Algiers		Oct.1943	Reduced Speed.	(PSTO BID)
e Crotone to load for Bone 4th Oct.		Apr.1944		(PSTO BID)
At Algiers	ready	Feb.1944	(Could dock at Oran)	(PSTO BID)
ding Cagliari/Algiers	30th Sept.	Jan.1944		
DOCKED			2 days	(FRENCH BID)
At Oran	ready	July 1942	Operational docking	(PSTO BID)
At Oran	ready	Nov.1943		(PSTO BID)
e Oran 26th Sept.		Mar.1944		(PSTO BID)
scharging S. France	30th Sept.	Mar.1944	Reduced speed. Could dock at Algiers	" "
scharging S. France	30th Sept.	Feb.1944	" " " " "	
lgiers.Available Oran		Oct.1943	Cleaning & painting.(2 days)	(FRENCH BID)
ord Sept.				
At Algiers		Nov.1943	Cleaning & painting.(2 days)	(FRENCH BID)
At Bone	early Oct.	Oct.1943	Rudder repairs after grounding.	(FRENCH BID)
At Gibraltar			Ital.Tanker.Requires new stern tube, tail end & propeller.	
At Bizerta	end Sept.		Self-operating collier.Very dirty.Max.speed 3½ k.(MWTR BID)	
IN DOCK			Operational docking	(PSTO BID)
At Taranto	ready		"	" "
At Taranto	ready			(WSA BID)
AMDIT At Taranto	ready	Aug.1943	Foul.Speed reduced from 9 to 7½ k.	(LWTS BID)
AVEN At Brindisi for Ancona	abt.10th Oct.	Dec.1943	Foul.Speed reduced from 10 to 9 k.	
E goes Middle East.				
oing out of the area.				
layed by repairs).				
			Damaged propeller blades(MWTS BID)	
At Taranto			(Italian).Fairly extensive minor repairs.	
At Taranto				
At Taranto		Sept.1943.	Speed reduced from 8½ to 6 k. Bottom & rudder examin-	
			ation, plates to weld at rudder.	
			Rudder damage (PSTO BID - Subject Surveyor's Report).	
) sailed 19th Sept. in tow				
Ancona/Southward				

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PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
TARANTO For repairs contd.	FAHLEHLEH	At sea Bari/Ancona		Dec.1943	Foul, & repairs to shell plating. Sp 8½ to 7 k.
BRINDISI.	BRUSE JARL	DOCKED			
	MAKARSKA	IN DOCK			(Yugo-Slav). Speed reduced from 14 t
	BAKAR	At Brindisi	ready		overhaul. 3 days.
	LJUBLJANA	At Monopoli	early Oct.		(Yugo-Slav). Engine
	CETINA	At Monopoli			(Yugo-Slav). Speed reduced from 12 t propeller. Before casting, measureme from sister ship MAKARSKA.
	MORAVA	Shuttling			(Yugo-Slav)
NAPLES.	OCTANE	DOCKED			
	EMPIRE UNICORN	DOCKED		April 1944	Reduced speed
	STAFFORDSHIRE	abt. due Naples 23rd Sept.		Oct.1943	Speed reduced from 11 to 9
	MORLAITA	due Naples shortly		Nov.1943	Foul. Speed reduced from 12 to 9
	SAMSTEAD	In S.France, returns Naples		Mar.1943	(Ital.). Speed reduced from 10½ to extensive repairs.
	FANNY BRUMMIT	At Naples		Nov.1943	(Ital.Refrig.Coaster). Foul. Speed r 20 days refrigerating installation
	ACILIA	At Naples		15 mths.	out of d/d. Tanker. Reduced Speed.
	EMPIRE COPTICE	At Piombino	when relieved	Jan.1944	Tanker. Reduced speed.
	EMPIRE FAY	At Maddalena	when relieved	Nov.1943	Foul. Speed reduced from 8½ to 6½
	TUNISINO	At Algiers loading for Naples			
(NOTE:	SAMARKAND going out of the area).				
MALTA.	GIAMPAOLO	At Malta	about ready	May 1943.	(Ital.). Speed reduced from 7½ t

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22ND SEPTEMBER, 1944.

POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
t sea Bari/Ancona		Dec.1943	Foul, & repairs to shell plating. Speed reduced from 8½ to 7 k.
	DOCKED IN DOCK		
At Brindisi	ready		(Yugo-Slav). Speed reduced from 14 to 8½ k. Rudder overhaul. 3 days.
At Monopoli	early Oct.		(Yugo-Slav). Engine Repairs.
At Monopoli			(Yugo-Slav). Speed reduced from 12 to 8½ k. Requires new propeller. Before casting, measurements must be obtained from sister ship MAKARSKA.
	Shuttling		(Yugo-Slav).
	DOCKED		
ONN	DOCKED	April 1944	Reduced speed. (PSTO BID)
RE	abt. due Naples 23rd Sept.	Oct.1943	Speed reduced from 11 to 9½ k. (PSTO BID)
	due Naples shortly	Nov.1943	Foul. Speed reduced from 12 to 9 k. (PSTO BID)
n S.France, returns Naples		Mar.1943	(Ital.). Speed reduced from 10½ to 7 k. Requires extensive repairs.
ER	At Naples	Nov.1943	(Ital.Refrig.Coaster). Foul. Speed reduced to 5 k. also 20 days refrigerating installation repairs. (PSTO BID)
	At Naples		(MWTR BID)
TCE	At Piombino when relieved	15 mths.out of d/d.	Tanker. Reduced Speed. (MWTR BID)
	At Maddalena when relieved	Jan.1944	Tanker. Reduced speed. (PSTO BID)
t Algiers loading for Naples		Nov.1943	Foul. Speed reduced from 8½ to 6½ k.
oing out of the area).			
	At Malta about ready	May 1943.	(Ital.). Speed reduced from 7½ to 5 k.

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SECRET.

DOCKING PROGRAMME.

22nd SEPTEMBER, 1944.

ALGIERS.

No. 1 Dock

HARROGATE (about out?)
CHARLES SCHLAFFINO (4/5 days)
French Warship (5 days)
ELENI (3 days)
DJEBEL AURES (4/5 days)
HEINSHOLM

No. 2 Dock

H.M. Ships
French Warships

ORAN.

No. 1 Dock

JOHN S. COPLEY (abt. 2 months)

No. 2 Dock

AISNE (2 days)
FAR (2 days)
ATLE JARL (2 days)
FACTO (2 days)
VENDOME (2 days)
CRACKSHOT (2 days)
ODYSSEUS (2 days)
OPKLA (2 days)

No. 3 Dock

U.S. Warships

GIBRALTAR.

No. 1 Dock

H.M. Ship (4 days)
STEPHEN P. AUSTIN & H.M. Ship (to re-dock)
FULGOR (abt. a month)

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

H.M. Ships

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FERRYVILLE.

WM. B. TRAVIS (out 27th Sept.)
ORANGELEAF
P.L.M. 14

CASABLANCA.

No. 1 Dock

No. 2 Dock

Local Craft

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ELENI (3 days)
DJEBEL AURES (4/5 days)
HILDSHOLM

O R A N.

No. 1 Dock

JOHN S. COPLEY (abt. 2 months)

No. 2 Dock

AISNE (2 days)
FAR (2 days)
ATLE JARL (2 days)
FACTO (2 days)
VENDOME (2 days)
CRACKSHOT (2 days)
ODYSSEUS (2 days)
OHKLA (2 days)

No. 3 Dock

U.S. Warships

G I B R A L T A R.

No. 1 Dock

H.M. Ship (4 days)
STEPHEN F. AUSTIN & H.M. Ship (to re-dock)
FULGOR (abt. a month)

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

H.M. Ships

3178

F E R R Y V I L L E.

Wm. B. TRAVIS (out 27th Sept.)
ORANGELEAF
P.L.M. 14

C A S A B L A N C A.

No. 1 Dock:

French Warship (about out)
FAUZON
JANINE

No. 2 Dock

Local Craft

T A R A N T O /

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T A R A N T O.

No. 1 Dock

FORT CARIBOU, SANTA CHIARA & others
(out end Sept.)

No. 12 Dock

H.M. Ships
FORT CARLTON

No. 10 Dock

Warship

No. 2 Dock

Italian Warship

No. 13 Dock

OCEAN RIDER (out 22nd Sept.)
CHISWICK
FORT DE DOUAMONT

No. 23 Dock

Warship

Merchant Ships at or for TARANTO for docking.
In order of priority.

For clean & painting.

BARON BELHAVEN

For repairs.

HAI LEE
SPHINGE
AMSTEL
PAHLEHLEH
EMPIRE CATO (Subject Surveyer's report).

B R I N D I S I.

As arranged by C.S. Taranto
MAKARSKA (in dock)
BAKAR
LJUBLJANA
MORAVA
CETINA

N A P L E S.

STAFFORDSHIRE
SAMSTEEL
PATRICK HENRY
Floating Cranes

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

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REPORT OF MERCHANT SHIP POSITION FOR MEETING AT
1600 HRS. on 22nd SEPTEMBER 1944

SIGNAL KEY

A	B	C	D	E	F	G
Vessel	Dates anticipated or actual: Operationally immobilised / Work Commenced	Drydocking: In	Drydocking: Out	Completion for return to service	Completion of temporary repair to proceed to other repair port: On power	In tow
	Initial Dates	Main Defects		Final Dates	Remarks	

ALGIERS - 18.9.44.

HARROGATE	A) B) 3/9	Alterations to store fittings, fumigation & minor repairs	E 21/9	Fumigated 9/9/44 Routine D/D requested.
EMPIRE CAVALIER	A) B) 8/9	Hull and machinery repairs	E 14/9	
ELENT	A) B) 7/9	General repairs	E Ind.	Routine D/D requested.
SAMSILVAN	A) B) 19/9	Scrubbing	E 23/9	
ZAAN	A) D) C) 16/9	Routine drydocking and winch repairs	D 18/9 E End Sept..	
KNOLL	A) D) C) 18/9	Routine drydocking and windlass repairs	D 20/9 E Est. 24/9	

EMPIRE GRANGE, EMPIRE COPPERFIELD, EMPIRE COLERIDGE, SAMINDORO, DUNERA, PORGHOLM, FORT MULLYSPELL, EMPIRE ROCK, REINA DEL PACIFICO, SAINTEBRA, FORT HALL, EMPIRE ROSALIND, FORT ROUILLE, REAVELEY, CLYDEBANK, BRITISH MERIT) Minor repairs since 12.9.44, FORT LAWRENCE) repairs since 12.9.44, FORT LA BAYE) repairs since 12.9.44, TUNISINO) repairs since 12.9.44

ORAN - 19.9.44.

SAMITE	Arr 19/6 B 7/8	Torpedo damage in way of No. 2 Hold	D 26/8 E 24/9	All repairs completed Redocking not required, No. 2 Double bottom to test & 2 winches ex FORT FIDLER to fit.
FORT GRANGE	B 28/8 C 30/8	Routine drydocking and winch repairs	D 2/9 E 19/9	Previously reported Completed 6/9 - now requires further repairs to winches damaged during loading. Vessel loading.

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	Dates		Dates	
ALGIERS - 10.9.44.				
NARROGATE	A) B) 5/9	Alterations to store fittings, Sublighting & minor repairs	E 24/9	Fumigated 9/9/44 Routine D/D requested.
EMPIRE CAVALIER	A) B) 8/9	Hull and machinery repairs	E 14/9	
KLENI	A) B) 7/9	General repairs	E Ind.	Routine D/D requested.
SAMSYLVAN	A) B) 19/9	Scrubbing	E 23/9	
ZAAN	A) B) C) 16/9	Routine drydocking and winch repairs	D 16/9 E End Sept..	
KNOLL	A) B) C) 18/9	Routine drydocking and windlass repairs	D 20/9 E Est. 24/9	

EMPIRE GRANGE, EMPIRE COPPERFIELD, EMPIRE COLERIDGE, SAMINDORO, DUNERA, BERGHOLM, PORT KILLYSPELL, EMPIRE ROCK, REINA DEL PACIFICO, SANDEBRA, PORT WALL, EMPIRE ROSALIND, PORT ROUILLE, REAVENEY, CLYDEBANK, BRITISH MERIT, FORT LAWRENCE, FORT LA BAYE, TUNISINO } Minor repairs since 12.9.44

ORAN - 19.9.44.

SAMITE	Arr 19/6 B 7/8	Torpedo damage in way of No. 2 Hold	D 26/8 E 24/9	All repairs completed Redocking not required. No. 2 Double bottom to test & 2 winches ex FORT FIDLER to fit.
FORT CRAIGNE	B 28/8 C 30/8	Routine drydocking and winch repairs	D 2/9 E 19/9	Previously reported Completed 6/9 - now requires further repairs to winches damaged during loading. Vessel loading.
CHERTSEY	B 30/8 C 8/9	Routine drydocking. Boiler cleaning. Galley repairs	D 11/9 E 19/9	Previously reported completed 11/9 - now requires further repairs to galley. Vessel loading.
SANDRINA	D) C) 6/9	Routine drydocking and repairs to Main and auxiliary boilers	D 9/9 E 13/9	Completed.
CHLORIS	C 17/9	Routine drydocking	E 21/9	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN (CONT'D)				
JOHN S. COPLEY	C 14/9	Torpedo damage stbd. side Nos. 2 & 3 Holds and very extensive damage in way of Nos. 2 & 3 bulkheads	D 31/10 E 14/11	Bottom of vessel badly damaged and lifted across ship.
VILLE D'ORAN GEORGE DAVIS TRISTAN DALTON BLACK HAWK	MORIARTA NEWTON BAKER FACTO PENDRIS	IMA OUSEL ZAANSTROOM BUTTON GWINNETT	BENJAMIN LATROBE RICHARD RUSH	Minor repairs since 12.9.44
BONE - Signal dated 20.9.44				
EMPIRE DUCHESS	B 16/9	Engine defects	F 21/9	
TARANTO - 13.9.44				
FORT CARIBOU	A 5/2 C 2/7 C 18/9	Fouled wreck at Bari & went aground. Port side of ship set inboard 6" to 1' from fwd. end engine room aft bottom set up on port side, small holes in tunnel & run in 4 places. Crack on port side at fwd. end of No. 5 hold, 10' long from turn of bilge upwards, skegg broken	D 6/7 D 8/10 E Ind.	D/D for part semi-permanent repairs. Further D/D required for completion
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire	E End Oct.	Repairs in hand afloat at Tosi Yard but slow due to pressure of other priority work
SPENGE	A 25/5 B 24/6 C 14/10	Fairly extensive minor repairs following salvage	D) E) 28/10	Repairs afloat recommenced 21/8. Awaiting drydock
PRINCIPESSA GIOVANNA	A 15/6 B 16/8 C 12/9	Repairs to boilers; forced draught fans; hospital wards. Routine drydocking	D) E) 17/9	
SANTA CHIARA	A 20/7 B 20/8 C 18/9	Defects not stated	D 8/10 E 9/10	Repairs afloat in hand. Awaiting drydock
SENIO	A 25/8 C 28/8	Routine drydocking and minor repairs	D 6/9 E 8/9	Completed.

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VITTE D'ORAN	MORETTA	EBRO		
GEORGE DAVIS	NEWTON BAKER	CUSEL	RICHARD RUSH	since 12.9.44
TWIST N DALTON	FACTO	RANSBROOK		
BLACK HAWK	TENDRIS	BUTTON GWINNETT		

BONE - Signal dated 20.9.44

ENTIRE
DUCHESS B 16/9 Engine defects F 21/9

TARANTO - 13.9.44

FORT CARILLON A 5/2 Fouled wreck at Bari & D 6/7 D/D for part semi-permanent
C 2/7 went aground. Port side D 8/10 repairs. Further D/D
C 18/9 of ship set inboard 6" E Ind. required for completion
to 1' from fwd. and engine room aft bottom set up on port side, small holes in tunnel & run in 4 places. Crack on port side at fwd. end of No. 5 hold, 10' long from turn of bilge upwards, skegg broken

VEST A 3/12/43 Superstructure damaged E End Repairs in hand afloat at
B 19/7 by blast and fire Oct. Tosi Yard but slow due to pressure of other priority work

SPINGE A 25/5 Fairly extensive minor D) 28/10 Repairs afloat recommenced
B 24/8 repairs following E) 24/8. Awaiting drydock
C 14/10 salvage

PRINCIPESSA GIOVANNA A 15/6 Repairs to boilers & D)
B 16/8 forced draught fans; E) 17/9
C 12/9 hospital wards. Routine drydocking

SANTA CHIARA A 20/7 Defects not stated D 8/10 Repairs afloat in hand.
B 20/8 E 9/10 Awaiting drydock
C 18/9

SENIO A 25/8 Routine drydocking D 6/9 Completed.
C 28/8 and minor repairs E 8/9

FORT DOUAUMONT A 29/8 Repairs to boilers, condenser etc. Routine drydocking. Awaiting drydock
B 5/9

FORT AKLANIK A 29/8 Defects not stated D 7/9 Completed
C 3/9 E 8/9

LANCANO A 25/8 do. D 9/9 Completed
C 5/9 E 10/9

FORT BEAUSEJOUR A 4/9 Routine drydocking D 18/9 Completed.
C 14/9 E 19/9

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	Dates	Defects	Dates	
PORT LA PRAIRIE	C 8/9	Routine drydocking & minor repairs	D 12/9 E 15/9	
BRUSE JAPL	C 7/9	Defects not stated	D 10/9 E 12/9	Completed
TRITON MARIS	A 28/8	Defects not stated	E 12/9	Completed
OCEAN RIDER	A 4/9 B 5/9 C 17/9	Routine drydocking	D E } 21/9	
PERTUSOLA	A 11/9	Extensive repairs to boilers and complete engine refit	L.A.S.F.	
AMSTEL FORT CARLTON		Awaiting drydock		

TARANTO

BENGLOE	EMPIRE DARWIN	HENRY WILSON(U.S.A.)	STEVENSON TAYLOR	Minor repairs since 7.9.44
CARLTON	EMPIRE RAVEN	HOMER LEA (U.S.A.)	WOOD LANE	
CARCLE	FORT FROBISHER	LIEN LOYD (U.S.A.)		
LOMBARD(U.S.A.)	FORT MASSAC	SAMOUSE		
CLAN MACAULAY				

BARI

LYMAN ABBOTT	GEORGE BERKELEY	FORT KOOTENAY	SANTA ANDREA(Sch.)	
EMPIRE LIONEL	BEATRIS	EMPIRE WORDSWORTH	DARIEN II	

Signal from Taranto dated 18.9.44.

TOSCANA	Repairs to boiler & circulating pump		Time expected to complete - 14 days

AUGUSTA - 18.9.44 (Including w/e 12.9.44)

KISTINA	A B } 8/9	Main engine repairs	E 10/9	Completed.
EMPIRE GLORY	A B } 17/9	Engine defects	E 19/9	Proceeded to Algiers to complete repairs.
CRACKSHOT P.L.M. 21	BURCHOLM ALGONQUIN	SAN ANGELO (Sch.)		Minor repairs since 5.9.44

Minor repairs since 9/9/44 - No information

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OCEAN RIDER	A 4/9 B 5/9 C 17/9	Routine drydocking	D) E) 21/9	
PERTUNCLA	A 11/9	Extensive repairs to boilers and complete engine refit	L.A.S.E.	
AMSTEL FORT CARLTON		Awaiting drydock		

TARANTO

BENCLOE	EMPIRE DARWIN	HENRY WILSON(U.S.A.)	STEPHENSON TAYLOR	Minor repairs since 7.9.44
CARLTON	EMPIRE RAVEN	ROGER LEA (U.S.A.)	WOOD LANE	
CARGILL	FORT FROBISHER	LIEUT BOYD (U.S.A.)		
LOMBARD(U.S.A.)	FORT MASSAC	SAMOUSE		
CLAN MACAULAY				

BARI

LYMAN ABBOTT	GEORGE BERKELEY	FORT NONOTNAI	SANTA ANDREA(Sch.)	Minor repairs since 7.9.44
EMPIRE LIONEL	HERMATRIS	EMPIRE WORDSWORTH	DARLEN II	

Signal from Taranto dated 18.9.44.

TOSCANA	Repairs to boiler & circulating pump	Time expected to complete - 14 days

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AUGUSTA - 18.9.44 (Including w/e 12.9.44)

KISTNA	A)8/9 B)	Main engine repairs	E 10/9	Completed.
EMPIRE CLOUD	A)17/9 B)	Engine defects	E 19/9	Proceeded to Algiers to complete repairs.

CRACKSHOT P.L.M. 21	BORGHOLM ALGONQUIN	SAN ANGELO (Sch.)	Minor repairs since 5.9.44

Minor repairs since 9/9/44 - No information

CATANIA

FORT DREW	Collision damage - fore peak store	Completed

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
BIZERTE - 21.9.44.				
OCTAVE	A 17/9 B)15/9 C)	Routine drydocking & general engineroom & deck repairs	D 17/9 E 23/9	
EMPIRE UNICORN	C 17/9	Routine drydocking	D)19/9 E)	
SALTCREEK	A)10/9 B)	Repairs to electric windlass	E 2/10	
BELGIAN FISHERMAN	AERT. VAN DER MEER	VAN MONTHORST	SYLVIA	
SAGEX	FORT LAUGUR.	OCEAN STRANGER	SAGLEVIE	
FORT STURGEON	PERAK	STANHILL	EMPIRE CLARION	
LANCONIA	EMPIRE UNICORN	CANVASBACK	HMS II	
EMPIRE OUTPOST	VILLE D'ORAN	FORT LEWICK	SAMTEUCH	
VOLENDAM	FORT VENANGO	SAMIRE	SAMSTRAE	
SAMARCAND	ODYSSEUS	EMPIRE SUDDER	SAMCOLICH	
SAMBLADE	ALEXANDER MUIR	DOLTON HALL	LIDO	
SAMCOLNE	FORT KULLYSPELL	SAMSCOT	EMPIRE NIGHTINGALE	
SAMALFRED	SAMSPELGA	FORT COLUMBIA	EMPIRE MIST	
P.L.M.13	FORT DAUPHIN	SIR DANIEL	SAMSURF	
EMPIRE HARMONY	TOBRUK	SAADAT		

- Minor repairs since 14.9.44

BIZERTE - 19/9.44. (Including w/e 12.9.44.)

WILLIAM B. TRAVIS (U.S.)	A 9/9 C11/9 C2/9	Large hole No.2 Hold in shell plating. Keel & bottom plating both sides cracked; vessel's back broken	D 23/9 D not stated E Est. 23/9	To be temporarily stiffened for passage to U.S.A.
EMPIRE BAIRN	A 28/8 B)29/8 C)	Routine drydocking. Boiler clearing & general repairs; fumigation	D 1/9 E 18/9	Completed.
LISS (Nor.)	A 9/9 B 13/9	Repairs to boilers & auxiliary machinery	E 27/9	
BRITISH RESTRAINT	UGO FIORELLI - Minor repairs since 5.9.44			
NARVA (U.S.A.)	LYMAN ABBOTT P.L.M. 8.	MERRIN - Minor repairs since 12.9.44		

MADDALENA - Signal dated 19.9.44

MANNINGTON	Engine defects	Request made for survey by M.W.T. Vessel expected to be

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SALTCREEK	A)18/9 B)	Repairs to electric windlass	E 2/10	

BELGIAN PRINCESS	ADMT.VAN DER MEER	VAN MONTCREST	SAINTE
SASSEN	FORT LAIOUR.	OTTAWA STRAWSER	SALENTIN
FORT STURGEON	MERAK	TRAWELL	EMPIRE CLARION
SANCONIA	EMPIRE UNICORN	SARPEDONIUS	MEER II
EMPIRE OUTPOST	VILLE D'ORAN	FORT LENNOX	SANDRINGH
VOLENDAM	FORT VENANGO	SAONE	SAINTRAE
SELARYAND	ODYSSEUS	EMPIRE SUSSEX	SANCONDA
SIRILADE	ALEXANDRU ADDEE	DOLTAN HILL	LEDO
SANCOLAR	FORT WILLIAMSBELL	SAMLOCH	EMPIRE NIGHTINGALE
SAVILPRIC	SANSPELGA	FORT COLINSELL	EMPIRE MIST
P.L.M.13	FORT DAUPHIN	SAN DARIO	SAMSURF
EMPIRE HARMONY	TOBRUK	SARDAN	

- Minor repairs since 24.9.44

ANTWERP - 19/9.44 (Including w/e 12.9.44)

WILLIAM E. TRAVIS (U.S.)	A 9/43 C11/5 C2/9	Large hole No.2 Hold in shell plating. Keel & bottom plating both sides cracked; vessel's back broken	D 23/5 D not stated E Est. 23/9	To be temporarily stiffened for passage to U.S.A.
EMPIRE BAIRN	A 28/8 B)29/8 C)	Routine drydocking. Boiler cleaning & general repairs; fumigation	D 1/9 E 18/9	Completed.
LIGS (Nor.)	A 9/9 B 13/9	Repairs to boilers & auxiliary machinery	E 27/9	

BRITISH TENTPEGGING — UGO FIORELLI - Minor repairs since 5.9.44

NARVA (U.S.A.) — LYMAN ABBOTT P.L.M. 2, SURIN - Minor repairs since 12.9.44

MADDALENA - Signal dated 18.9.44

MANNINGTON	Engine defects	Request made for survey by M.W.T. Vessel expected to be ready to proceed to appropriate port in 8 days.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS 19.9.44. (Including w/e 12.9.44.)				
MOUNE GRANDA	A 26/8 B 29/8	Boiler cleaning & repairs	E 12/9	Completed
U.S.A. TANKER K.79	A) 29/8 B)	Seized main engine piston to change; electrical defects	E 10/9	Completed
NEA	A 4/9 B 5/9	Jammed steering engine; boiler repairs by ship's staff; minor repairs.	E 19/9	Completed
CANTABRIA	A) 6/9 B)	Boiler & other repairs	E 21/9	Delayed waiting turn for wiping. Total time required 5 days only
GLASGOW	A 10/9 B) Approx C) 26/9	Routine drydocking	D & E Dep. on C	Drydocking delayed owing to higher priorities
ARENA CITY OF DUNKIRK DUNSHIRE	PORT BELL MONTECUCCO SALVORE	CARCHE EMPIRE ZEPHYR SWITZERLAND (A.S.I.S.)	}	Minor repairs since 5.9.44.
ARENA BALTIC PORT BELL	ALVARAZERE SALVORE RELUCCI	BRITTANY COAST (A.S.I.S.) WOODLARK (A.S.I.S.)	}	Minor repairs since 12.9.44.

GIBRALTAR, CASABLANCA - No reports received

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IEM.	A 4/9 B 5/9	Jammed steering engine; boiler repairs by ship's staff; minor repairs.		
CASTANEIT	A) B) 6/9	Boiler & other repairs	B 21/9	Delayed waiting turn for taping. Total time required 5 days only
CLAUDIO	A 10/9 B) Arrow C) 26/9	Routine drydocking	D & E Depot C	Drydocking delayed owing to higher priorities

ARENA, CITY OF DUNDRUM, DUNDRUM — FORT BELL, MONTECUCCO, SALVORE — GARONNE, MAINE ZUIDER, SHEPPERLAND (A.S.I.S.) — Minor repairs since 5.9.44

ARENA, BULLFIO, FORT BELL — ALVALAZERE, SALVORE, REMUCCI — BRITTANY COAST (A.S.I.S.), WOODLARK (A.S.I.S.) — Minor repairs since 12.9.44

GIBRALTAR, CASABLANCA - No reports received

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(7)

c/o. D.M.W.T.R.NORTH AFRICA.
ALGIERS.
22nd.September 1944.

No.26.

To: THE CHAIRMAN, MEDEO.

From: French Liaison; D.M.W.T.R. NORTH AFRICA.

FRENCH SHIPPING ALLOCATION COMMITTEE.
21st.September 1944.

1. -PROGRAMME FOR COASTERS.- Read and approved.

2. -REPAIR COMMITTEE.- Current week's list was too late for despatch as usual to Naples, but a signal was sent confirming the list of the 12th.September as being maintained for this week.(19th.September).

3. -"CAP EL MAIR"-(see para 3. Report No.25)- This vessel was transferred by the Government General of French Equatorial Africa to the control of the Direction de la Marine Marchande at 0 hours 16th.Sept. at Algiers. D.M.W.T.R. North Africa is awaiting advice from London as to the M.W.T. position in this matter.

4. -"MARCHE OVER"-(para 4.Report No.25). Confirmation is still awaited that this vessel is to be transferred to management agreement.

5. -FOR MUTUAL ASSISTANCE.- The D.M. have been approached by the French Mutual Assistance Committee regarding the possibility of despatching on vessels bound for French Metropolitan Ports of small lots(10/15 tons) of foodstuffs andarticles urgently needed for the relief of homeless persons in France. The D.M.W.T.R.N.A. informed the D.M. that this was agreed to, and that it would be necessary for the Committee to contact M.W.T.R. and the STO,. so that these parcels might be included in the general plan of transports on France.

6. -INTER-GOVERNMENTAL REFUGEE COMMITTEE.- The Committee has drawn the attention of this Committee to the precarious position of 550 refugees who arrived in Morocco from Spain some months ago and are temporarily stationed at FEDALA. 150 of these refugees are destined to TRIPOLITANIA and the remainder to CAIRO.- In view of the approaching winter and the very inadequate arrangements for looking after these persons at FEDALA, the Committee (UNRRA) ask that means of transport to the destinations be provided as soon as possible. --- D.M.W.T.R.N.A. informs the D.M. that this has been programmed for in the general Transport Plan.

7.-IMPORTATION OF SULPHUR FROM CATANIA TO ALGERIA.- D.M. have been informed that the importation of Sulphur into Algeria has become of matter of urgency. The needs would be approximately 1000 tons per month for Algeria, 600 tons for the ORAN area, and 360 tons for TUNISIA. It is suggested that vessels proceeding from Sicily would be suitable for this traffic.--- The dept. concerned were advised to contact NAMEI. on this question.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

21st.September 1944.

1. -PROGRAMME FOR CO-STEMS.- Read and approved.

2. -REPAIR COMMITTEE- Current week's list was too late for despatch as usual to Naples, but a signal was sent confirming the list of the 12th.September as being maintained for this week.(19th.September).

3. -"CAP EL HAIK"-(see para 3. Report No.25)- This vessel was transferred by the Government General of French Equatorial Africa to the control of the Direction de la Marine Marchande at 0 hours 16th.Sept. at Algiers. D.M.W.T.R. North Africa is awaiting advice from London as to the M.W.T. position in this matter.

4. -"BRANCHE CASTLE"-(para 4.Report No.25). Confirmation is still awaited that this vessel is to be transferred to Management Agreement.

5. -FRENCH MUTUAL ASSISTANCE.- The D.M. have been approached by the French Mutual Assistance Committee regarding the possibility of despatching on vessels bound for French Metropolitan Ports of small lots(10/15 tons) of foodstuffs andarticles urgently needed for the relief of homeless persons in France. The D.D.T.R.N.A. informed the D.M. that this was agreed to, and that it would be necessary for the Committee to contact NAPLES and the STC, so that these parcels might be included in the general plan of transports on France.

6. -INTER-GOVERNMENTAL REFUGEE COMMITTEE.- The Committee has drawn the attention of this Committee to the precarious position of 550 refugees who arrived in Morocco from Spain some months ago and are temporarily stationed at FEDALA. 150 of these refugees are destined to TRIPOLITANIA and the remainder to CAIRO.- In view of the approaching winter and the very inadequate arrangements for looking after these persons at FEDALA, the Committee (INTER.) ask that means of transport to the destinations be provided as soon as possible. --- D.D.T.R.N.A. informs the D.M. that this has been programmed for in the general Transport Plan.

7. -EXPORTATION OF SULPHUR FROM CATANIA TO ALGERIA.- D.M. have been informed that the importation of Sulphur into Algeria has become of matter of urgency. The needs would be approximately 1000 tons per month for Algeria, 600 for the CCAS area, and 360 tons for TUNISIA. It is suggested that vessels proceeding from Sicily would be suitable for this traffic.--- The dept. concerned were advised to contact NAPLES on this question.

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8. -TRANSPORT OF APPROX.1300 TONS OF COAL-BIZERTA/TUNIS.ex "E.L.H.14".- D.M. informed the D.D.T.R. N.A. that they were unable to supply a vessel for this traffic before the end of the month. They proposed to place the "AUGUSTIN LE BORGNE" at our disposal for this and expected that she would be ready at BIZERTA on about the 1st.Oct. after discharging flour at TUNIS.

sgd. F.F. LE BARS.
French Liaison.
D.D.T.R. North Africa.

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SECRET

MEDITERRANEAN SHIPPING BOARD.

No. 79

MINUTES OF MEETING HELD AT 1100 HOURS ON 19TH SEPTEMBER, 1944.

	Mr. J. Gibson Graham	Chairman
Members:	Commodore D.C. Brock R.N.	P.S.T.O. Med.
	Captain C. Wilson R.N.	N.C.S.O. Med.
	Captain F. Miners, R.N.R.	D.O.H.C., W.Med.
	Commander J.C. Davies R.N.R.	S.O.S. to C in C Med.
	Lt.Cmdr. H.P. Swanton U.S.N.R.	U.S. Navy.
	Brigadier A.T. de Rin Philipe	G-4 Mov & Tn (Br.).
	Colonel J.P.M. Loose	Tn (Br.).
	Lt.Col. J.T. Dresher U.S. Army	G-4 Mov & Tn (Am.).
	Lt.Col. F.J. Hughes U.S. Army	D.D.C.H.C., W.Med.
	Major J. Riddell	C.M. Coal Section.
	Captain N.J. Shaw U.S. Army	Petroleum Section.
	Mr. C.W. Kellock	Reg.Dir., W.S.A. Med.
Present:	Commander J.S. Sharp R.N.R.	N.C.S.O., W.Italy.
	Colonel D.A. Greenhill	G-4 Mov & Tn (Br.).
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R.D. Fairley	D.M.W.T.R.
	Mr. W.E. Feveday	Secretary

ACTION BY:-

1283. The Minutes of Meeting No.78 dated 12th September, 1944 were approved.

1284. PORT STATE. Ref. 1269. The question of improving the "State" was again discussed and Brigadier Philipe gave an illustration of the wrong impression that might be gained in London and Washington in that less ships were shown waiting to discharge or load at the height of the congestion period than were shown in the latest signal when the situation was clearing.

The Board felt that in view of the introduction of Independent Sailings, the ten day signal might now be changed to an area basis instead of individual ports, but all ships in the theatre, including those at sea, would require to be shown. The matter was left for further discussion by G-4 Mov & Tn (Am. & Br.), P.S.T.O. Med., W.S.A., M.W.T.R. Med. in conjunction with Commander Davies. General.

1285. ANCONA. Ref. 1279. With regard to the complaint made by Masters of coasters at the time lost waiting for orders, Colonel Greenhill reported that investigation had shown that in most cases the vessels had been waiting convoy orders, and had not been delayed through non-receipt of orders for next loading port.

1286. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1262. Item 2 on Agenda. Lt.Col. Dresher reported that there had been a Meeting at Civita Vecchia that morning on the subject of the coal discharge facilities there and it was hoped that a report would be available for the next MEDBO Meeting. The Chairman stated that Mr. Fairley, D.M.W.T.R., would proceed with Captain Miners to Civita Vecchia to-morrow to examine the situation in light of the question of the assumption by W.S.A. and M.W.T. of responsibility for this port as it appeared from signals that there was a shortage of facilities. The Board approved and Brigadier Philipe stated that there was to be a Meeting of Transportation at

	Brigadier A.T. de Ste Phillipe	G-4 Mov & Tn (Br.).
	Colonel J.F.M. Lease	Tn (Br.).
	Lt.Col. J.F. Dresher U.S. Army	G-4 Mov & Tn (Am.).
	Lt.Col. E.J. Hughes U.S. Army	D.D.O.S.O., W.Med.
	Major J. Riddell	C.M. Coal Section.
	Captain N.J. Shaw U.S. Army	Petroleum Section.
	Mr. C.W. Kalloch	Reg.Dir., W.S.A. Med.
Present:	Commander J.S. Sharp R.N.R.	N.C.S.O., W.Italy.
	Colonel D.A. Greenhill	G-4 Mov & Tn (Br.).
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R.D. Fairley	D.M.W.T.R.
	Mr. W.E. Teresby	Secretary

ACTION BY:-

1283. The Minutes of Meeting No.76 dated 12th September, 1944 were approved.

1284. PORT STATE. Ref. 1269. The question of improving the "State" was again discussed and Brigadier Philipe gave an illustration of the wrong impression that might be gained in London and Washington in that less ships were shown waiting to discharge or load at the height of the congestion period than were shown in the latest signal when the situation was clearing.

The Board felt that in view of the introduction of Independent Sailings, the ten day signal might now be changed to an area basis instead of individual ports, but all ships in the theatre, including those at sea, would require to be shown. The matter was left for further discussion by G-4 Mov & Tn (Am. & Br.), P.S.T.O. Med., W.S.A., M.W.T.R. Med. in conjunction with Commander Davies. General.

1285. ANCONA. Ref. 1279. With regard to the complaint made by Masters of coasters at the time lost waiting for orders, Colonel Greenhill reported that investigation had shown that in most cases the vessels had been waiting convoy orders, and had not been delayed through non-receipt of orders for next loading port.

1286. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1262. Item 2 on Agenda. Lt.Col. Dresher reported that there had been a Meeting at Civita Vecchia this morning on the subject of the coal discharge facilities there and it was hoped that a report would be available for the next MEDBO Meeting. The Chairman stated that Mr. Fairley, D.M.W.T.R., would proceed with Captain Miners to Civita Vecchia to-morrow to examine the situation in light of the question of the assumption by W.S.A. and M.W.T. of responsibility for this port as it appeared from signals that there was a shortage of facilities. The Board approved and Brigadier Philipe stated that there was to be a Meeting of Transportation at Rome on Monday which Mr. Fairley and Captain Miners could attend to attain an idea of the intended programme for Civita Vecchia. He pointed out that there would also be the question of A.C.C. having adequate facilities for the clearance of cargo. The Chairman considered that A.C.C. was the receivers should be called upon to take the cargo away from ships tackle but it might be necessary for W.S.A./M.W.T. to retain control over the lighters. It was decided that upon the return of Mr. Fairley and Captain Miners with their report, the Board should draft a recommendation covering any required action.

Colonel Greenhill drew attention to the fact that 11 colliers were due on 2nd October, which might cause delay. Major Riddell replied that 4 of these/

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/these were from the Indian Ocean and 7 from the U.S.A., but 9 could be handled in the theatre and two would be left in the Middle East to be replaced middle October.

Mr. Kalloch drew attention to NAPSOO Minute No.19 regarding the slow rate at which coal was being moved away from the Quay de Dieppe at Algiers, and the Chairman replied that this was a matter for the Coal Committee but he maintained that the import of coal must be related to its reception.

The Chairman referred to a report on two ships waiting to load Sardinian coal and Lt.Col. Anderson replied that this had been a case of their waiting instructions as to the particular coal to be loaded.

1287. REPAIR SUB-COMMITTEE. Ref. 1263. Item 3 on Agenda. The Board noted that the Repair Committee would accept the obligation to fit out one or two mule ships in the area if called upon to do so.

1288. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1249. Item 4 on Agenda. The Chairman proposed that in view of potential difficulties with French crews desirous of returning to France, the French should be asked for the return of the "CITTA DI ALESSANDRIA" to enable this vessel to run between Ancona and Bari to relieve the "MARICOT" as the latter vessel had already requested a change of crew. It was agreed that this matter should be taken up with the French Shipping Allocation Committee. Chairman.

Commander Davies referred to the offer of the French last year of the "CANADA" for use as a British Hospital Ship (vide NASBO Minutes 978 and 1064), and stated that the French desired the ship to work for them as a personnel carrier in the Mediterranean. The Chairman replied that if it was desired that the vessel was not to be employed as a Hospital Ship, the French under their agreement with C.S.A.B. should offer her as a personnel carrier to the "Pool" and it could be pointed out that she could be usefully employed inside the Mediterranean.

Lt.Col. Danaher raised the question of the French sailing their ships to South France and the Chairman replied that this was being controlled by C in C Med. The French Shipping Allocation Committee were in accord with the Shipping Authorities of A.F.H.Q. and had been given the right to question any movement of vessels to France which might appear unauthorised, as the French Headquarters itself was not quite in line with the procedure. If the instructions were not obeyed, he felt it might be necessary to recommend to C.S.A.B. that the vessels be removed into the control of A.F.H.Q.

1289. ITALIAN SCHOONER POSITION. Ref. 1260. Item 5 on Agenda. It was pointed out that, in error, the name of General Matteini had been omitted from among those present at the Schooner Control Committee Meeting held on the 13th September.

Brigadier Philipe enquired whether the tonnage of schooners available to A.C.C. had been settled. The Chairman replied that the total of all schooners amounted to some 700 and certain loose statements had been made as to tonnages and numbers. It devolved now into a question of staff and documentation and the Schooner Control Committee would produce a fortnightly report from which the position regarding the A.C.C. schooners should emerge. The programme was now known but it remained to be seen if all the cargo was available.

P.S.T.O. referred to the A.F.H.Q. Memorandum dated 25th August, 1944 (vide Minute 1235). and stated that he desired to surrender the schooners of 500 tons and upwards, proposing that they should be allocated to the R.A.S.C. now that the latter had a centralised office at A.F.H.Q. He pointed out that he could not operate these particular schooners without assistance from the R.A.S.C. who manned, victualled and supplied them, and he therefore considered that a

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Lt.Col. Donahoe raised the question of the French sailing their ships to South France and the Chairman replied that this was being controlled by C in C Med. The French Shipping Allocation Committee were in accord with the Shipping Authorities of A.F.H.Q. and had been given the right to question any movement of vessels to France which might appear unauthorised, as the French Headquarters itself was not quite in line with the procedure. If the instructions were not obeyed, he felt it might be necessary to recommend to C.S.A.B. that the vessels be removed into the control of A.F.H.Q.

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1290. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1264. Item 6 on Agenda. The Board considered that paragraph 6 of Report No. 2 (new series) satisfactorily cleared up the difficulties arising out of the ~~Eviacnt~~ withdrawal of G-4 Mov & Tn from certain ports, initially Civita Vecchia and Palermo.

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In reply to the Chairman, Colonel Greenhill considered that the situation regarding the import of barley in place of wheat was in hand.

1291. HOMEWARD LOADING PROGRAMME. Ref. 1054. Item 7 on Agenda. The Chairman pointed out that the Homeward Programme for July showed the effect of the re operation, the shipments from the area having suffered a cut of about 50 per

1292. TANKER COMMITTEE. Ref. 1265. Item 9 on Agenda. Produced.

1293. WATER SITUATION AT NAPLES. Ref. 1263. Arising out of the above, the Chairman drew attention to the fact that in agreement with the Board, a signal had been made to London and Washington requesting the provision of 6 small waterboats. Since then it transpired that waterboats were being diverted to Naples whilst it was understood that the "GULF PRINCE" was to be prepared for service as a waterboat. Commander Davies replied that the waterboats were being brought to Naples for re-distribution. With regard to the "GULF PRINCE", Mr. Kalloch stated that she was only to be made available on loan for a short period, it being understood that thereafter she would be returned to the Petroleum Section. Lt.Col. Dunaher stated that the "GULF PRINCE" was wanted to serve Capri, but Commander Davies replied that C in C Med. when asked if the vessel could be accepted at Capri, had said that it was feasible in fine weather, whilst the reactions of F.O.W.I.T. were also that it was feasible but not practicable. Lt.Col. Dunaher again stressed the importance of the need of water for Capri. He also drew attention to a signal from N.C.W.T.F. releasing certain waterboats and water barges from the beaches. The Board agreed that this disclosed a most unsatisfactory and uncoordinated situation and it was decided to call for a statement from the proper Authorities as to the water carrier situation in the Western Mediterranean in order that a further special Meeting might be convened to decide whether the request for six additional waterboats should be upheld, amended or even cancelled.

Secretary.

1294. DREDGING COMMITTEE. Ref. 1239. Item 10 on Agenda. The Board observed that the Dredging Committee was examining the need for dredgers and allocating the equipment to the required ports.

The Chairman reported that D.M.W.T.R., N.A. had advised the following information received from the Public Works Department regarding the draft at Sfax:-

"(a) The wrecks are cleared from the channel.
"(b) The minimum draft is 6 metres 50 (= 21½ feet) at low tide.
"(c) As from September 15th the minimum depth along the quay wall "is also 6 metres 50".

1295. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1266. Item 11 on Agenda. 3 1/72.

1296. MEDITERRANEAN SHIPPING ALLOCATION COMMITTEE. Ref. 1281. Item 12 on Agenda. Was postponed for further discussion.

1297. INDEPENDENT SAILINGS. Ref. 1161. Colonel Greenhill referred to the notification of the introduction of Independent Sailings and asked what machine could be set up to ensure that ports are aware of what vessels were coming and when they might be expected. Captain Wilson replied that a daily signal was made of all sailings and their E.T.A. which was sent to the N.O.I.C. at the port of arrival as a general signal with full distribution. Application should, therefore, be made to the N.O.I.C. at the port [illegible]

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1298. HARBOUR CRAFT. Ref. 1275. Colonel Leese stated that in response to a signal received about a month ago asking whether more floating cranes were required, he had examined the situation in conjunction with the Director of Harbour Craf and they had come to the conclusion that there were sufficient floating cranes

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/cranes in the area. He pointed out that it would probably be three months before the cranes would arrive and it would take about five months to erect them. Captain Minors concurred, saying that the position was considered satisfactory. The Board approved that a reply should now be made that no additional floating cranes were needed. Col. Loose.

1299. PORT SITUATION. (Vide Minutes 1127 and 1107). Lt.Col. Dannher reported that Lt.Gen. Somervills had been taking a personal interest in the recent congestion of shipping and had told Brig.Gen. Stewart that he would take his hat off if this were cleared sooner than had been anticipated. Brig.Gen. Stewart now proposed to send the following personal signal to Lt.Gen.Somervill -

"Effective 10 September no backlog of undischarged ships existed "in this theatre. Suggest removal of your hat is in order".

The Board agreed that the sentiments expressed were correct. Lt.Col.Dannher.

1300. CATANIA AND SYRACUSE. Captain Wilson reported that Naval personnel were being withdrawn from these ports but an N.C.S.O. would remain in view of the sailings of a large number of schooners.

1301. DANGEROUS CARGO IN SCHOONERS. Arising out of the above, P.S.T.O. stated that the N.O.I.C. Catania had stipulated that an S.T.O. should always be present when dangerous cargo was loaded to schooners. He pointed out that in many cases schooners were loaded at small ports where there was no Sea Transport representation. The Board considered that the stowage of dangerous cargo was a Services' responsibility and it should be left to the Services themselves to solve the problem raised within the recognised rules as to Safety of Shipping.

1302. SCHOONER LOADING BERTH AT NAPLES. The Chairman reported that the local representative of A.C.C. Transportation Sub-Commission had advised that loading berth No. 57 in Naples, which they had had at their disposal for the loading of schooners, had now been taken by the Navy, leaving no loading berth for schooners. It was therefore requested that a permanent berth should be allocated. Commander Sharp agreed to take the matter up. Cmdr. Sharp.

1303. PIOMBINO. Lt.Col. Dannher reported that PENBASE would withdraw from this port on the 21st September.

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JR/en

(5)

Ref. MCS/C-25

17 September 1944

SUBJECT: Civilian Supplies - Monthly Report - August.

TO : Headquarters, Allied Control Commission, APO 394
(Attn. Economic Section) (12)
Headquarters, ACC Region I (2)
Headquarters, ACC Southern Region (6)
Headquarters, ACC Region IV, V, VI, [illegible] VIII. (2)

1. The attached appendices show the Civilian Supplies shipped from all sources to Italy, Sicily and Sardinia during August 1944, including one movement by air. The figures have all been extracted from ships manifests, or from reliable cables, where no manifests were available. They represent the best available information at AFHQ as to destinations and, where they have occurred, partial discharges.

2. Table 19 gives a summary of all stores shipped during the period, broken down by ports of discharge. Table 20 gives the details of stores by ships, giving source of shipment. The totals of subsistence are shown separately at column 10.

3. Details are included of certain items omitted from previous notifications. All items will be included from this date.

J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Division.

Incl: Appendices 19 and 20.

Copy to:- Combined Civil Affairs Committee, Washington (5)
CAD War Dept, Washington, for Maj-Gen Hilldring.
The Directorate of Civil Affairs, War Office, London (5)
DDCA (Econ) War Office, London. (for Mr. R.J. Stopford)
SHAEF (6)
CG MTOUSA (2)

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TO : Headquarters, Allied Control Commission, APO 394
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C.A.O., AFHQ
H.Q. MAI (Adm. Ech) (3)
SOS MATOUSA
MEDBO (110)
WSA
M/TR Med.
G-4 (A)
G-4 (B)
M & Tn.
Tn (A)
Q Maint
QM
DST
Ord (Br.)

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS IN ITALY, SICILY & SARDINIA FOR ARRIVAL DURING AUGUST 1944
(ALL IN DW LONG TONS GROSS)

TABLE 19 - Summary of Supplies.

COMMODITY	West Coast Ports	East Coast Ports	Reggio (via Messina)	Crotone	Taranto	Total Italy	Total Sicily (Palermo)	Total Sardinia (Cagliari	GRAND TOTAL
Wheat	34,899	8,529	1,800	7,493	-	52,721	-	-	52,721
Dried Salt Fish	53	105	-	-	-	158	-	-	158
Milk (Evap)	10	-	-	-	-	10	-	-	10
Sugar	-	-	-	-	-	-	2,687	-	2,687
Total Subsistence	34,962	8,634	1,800	7,493	-	52,889	2,687	-	55,576
Ammonium Nitrate	4,178	1,105	-	-	-	5,283	-	-	5,283
Bean Seed	324	-	-	-	-	324	-	-	324
Caustic Soda	-	-	-	-	-	-	87	-	87
Calcium Carbide	23	-	-	-	-	23	-	-	23
Canvas	29	-	-	-	-	29	-	-	29
Clothing Salvaged	-	-	-	-	-	-	21	-	21
Dyestuff (black)	4	-	-	-	-	4	-	-	4
Dog Items	2	-	-	-	-	2	-	-	2
Esparto Grass	-	70	-	-	-	70	97	-	167
Hempseed	-	150	-	-	-	150	-	-	150
Insect Powder	32	-	-	-	-	32	-	-	32
Licorice	-	3	-	-	-	3	-	-	3
Litharge	-	-	-	-	1	1	-	-	1
Medical	297	-	-	-	1	298	-	-	298
Paper									
Fruit wrapping	133	-	-	-	-	133	-	-	133
safety	4	-	-	-	-	4	-	-	4
cigarette cover stock	-	42	-	-	-	42	-	-	42
kraft paper bags	82	-	-	-	-	82	-	-	82
used paper bags	13	-	-	-	-	13	-	-	13
fishpaper leatheroid	4	-	-	-	-	4	-	-	4
Petroleum Spirit	1	-	-	-	-	1	-	-	1
Phosphate Rock	-	-	-	-	-	-	1,435	-	1,435
Printing Ink	56	23	-	-	-	81	-	-	81
Shoes Workers Canvas	285	-	-	-	-	285	-	-	285
Silkworm seed	-	1	-	-	-	1	-	-	1
Soap	-	8(b)	-	-	-	8	81	-	89
Sodium Nitrate	-	-	-	-	-	-	78	-	78
Textile Machinery Parts	-	(a)	-	-	-	-	-	-	-
Varnish	10	-	-	-	-	10	-	-	10
[illegible]	[illegible]	-	-	-	-	67	-	-	67

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Wheat	34,899	8,529	1,800	7,493	-	52,721	-	-	52,721
Dried Salt Fish	53	105	-	-	-	158	-	-	158
Milk (Evap)	10	-	-	-	-	10	-	-	10
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Caustic Soda	-	-	-	-	-	-	87	-	87
Calcium Carbide	23	-	-	-	-	23	-	-	23
Canvas	29	-	-	-	-	29	-	-	29
Clothing Salvaged	-	-	-	-	-	-	21	-	21
Dyestuff (black)	4	-	-	-	-	4	-	-	4
Dry Items	2	-	-	-	-	2	-	-	2
Esparto Grass	-	70	-	-	-	70	97	-	167
Hempseed	-	150	-	-	-	150	-	-	150
Insect Powder	32	-	-	-	-	32	-	-	32
Licorice	-	3	-	-	-	3	-	-	3
Litharge	-	-	-	-	1	1	-	-	1
Medical	297	-	-	-	1	298	-	-	298
Paper									
fruit wrapping	133	-	-	-	-	133	-	-	133
safety	4	-	-	-	-	4	-	-	4
cigarette cover stock	-	42	-	-	-	42	-	-	42
kraft paper bags	82	-	-	-	-	82	-	-	82
used paper bags	13	-	-	-	-	13	-	-	13
fishpaper leatheroid	4	-	-	-	-	4	-	-	4
Petroleum Spirit	1	-	-	-	-	1	-	-	1
Phosphate Rock	-	-	-	-	-	-	1,435	-	1,435
Printing Ink	58	23	-	-	-	81	-	-	81
Shoes Workers Canvas	285	-	-	-	-	285	-	-	285
Soy Beans seed	-	1	-	-	-	1	-	-	1
Soap	-	8(b)	-	-	-	8	81	-	89
Sodium Nitrate	-	-	-	-	-	-	78	-	78
Textile Machinery Parts	-	(a)	-	-	-	-	-	-	-
Varnish	10	-	-	-	-	10	-	-	10
Wire Nails	67	-	-	-	-	67	-	-	67
Wire Rope	-	-	-	-	-	-	-	2	2
Wood Pulp Board	-	19	-	-	-	19	-	-	19
Total other than Subsistence	5,546	1,421	-	-	2	6,969	1,799	2	8,770
G.R.D. 20% L	40,508	10,055	1,800	7,493	2	59,858	4,486	2	64,346

(a) = ¼ (b) Includes some clothing.

Not yet confirmed AMG items

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S.S.

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Hemp-seed	Silk-worm seed	Licor-ice	Wood Pulp Board	Used Paper Bags	Print-ing Ink	Wire Nails	Insect Powder	Shoes Work-ers Canvas	Salv-age Cloth-ing	Soap	Espar-to Grass	Caustic Soda	Sod-ium Nitr-ate	Calc-ium Car-bido	Can-vas
	1 (f) (f)														
			19		23						70				
50															
45 55			3												
150	1	3	19	-	23	-	-	-	-	-	70	-	-	-	
150	1	3	19	13	31	67	32	235	-	-	70	-	-	23	2
									21	31	97	37	78	-	
-	-	-	-	-	-	-	-	-	21	31	97	37	78	-	
150	1	3	19	13	31	67	32	235	21	31	167	37	78	23	2

(f) Wire rope.

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ood ulp oard	Used Paper Bags	Print- ing Ink	ire Nails	Insect Powder	Shoes Work- ers Canvas	Salv- age Cloth- ing	Soap	Espar- to Grass	Caustic Soda	Sod- ium Nitr- ate	Calc- ium Car- bide	Can- vas	Misc.	Total other than Food	GRAND TOTAL
														1	1
															-
															-
														1,143	1,143
19															55
														23	23
								70						70	70
													8(e)	31	31
		23													50
															8,529
														50	50
													1(b)	1	1
														1	1
															7,493
															1,000
														45	45
														55	55
														3	3
19	-	23	-	-	-	-	-	70	-	-	-	-	9	1,423	19,350
19	13	81	67	32	285	-	-	70	-	-	23	29	30	6,969	57,358
						21	81	97	87	78	-	-	-	364	364
															2,687
														1,435	1,435
-	-	-	-	-	-	21	81	97	87	78	-	-	-	1,799	4,486
													2(a)	2	2
19	13	81	67	32	285	21	81	167	87	78	23	29	32	8,770	64,346

opo.

0997

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31 68

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ALL PORTS IN ITALY, SICILY
ING AUGUST AND INCLUDING
COVERED ARRIVING BEFORE

Hemp-seed	Silk-worm seed	Licor-ice	Wood Pulp Board	Used Paper Bags	Print-ing Ink	Wire Nails	Insect ,Powder	Shoes Work-ers Canvas	Sal-vage Cloth-ing	Soap	Espar-to Grass	Caustic Soda	Sod-ium Nitr-ate	Calc-ium Car-bide	Ca va
				13										23	29
					33	63	32	234							
					25										
						4		51							
				13	58	67	32	285						23	29

(d) 8 varnish, 1 Petroleum Spirit & 137 medical.
(e) Ex Army stocks.

0999

Declassified E.O. 12356 Section 3.3/NND No. 785021

SICILY
DING
ORE

Wood Pulp Board	Used Paper Bags	Printing Ink	Wire Nails	Insect Powder	Shoes Workers Canvas	Salvage Clothing	Soap	Esparto Grass	Caustic Soda	Sodium Nitrate	Calcium Carbide	Canvas	Misc.	Total other than Food	GRAND TOTAL
													2(a)	1,686	1,686
													4(b)	1,116	1,116
															53
	13										23	29	6(c)	1,938	1,938
														1	1
		33	63	32	234									711	711
		25											9(d)	34	34
															6,969
															10
															9,267
															7,445
															9,284
															1,934
														1	1
														4	4
			4		51									55	55
	13	58	67	32	285						23	29	21	5,546	40,508

nish, 1 Petroleum Spirit & 137 medical.
y stocks.

10001

Declassified E.O. 12356 Section 3.3/NND No. 785021

TABLE 20 - Details of stores by ships.

PERIOD	ORIGIN	INTENDED DESTINATION	SHIP CODE	NAME	Wheat	Dried Salt Fish	Milk (Evap)	Sugar	Total Food	Medical	Phosphate Rock	Ammonium Nitrate
30 Jul - 8 Aug	U.S.	Naples	HR 437	William R. Day						2		1,316
	U.S.	"	HR 444	James Turner		53			53	3		1,046
	U.K.	"	KK 117	Samfinn						286		1,564
9-18 Aug	U.S.	"	HR 473	Walter Forward						1		
	U.S.	"	HR 475	Samuel Adams								252
19-28 Aug	U.S.	"	HR 495	H.H. Guhin								
	U.S.	"	HR 496	George M. Pendleton								
30 Jul - 8 Aug	Australia	Castellammare		Phrontis		2,571(bagged) 4,398(bulk			6,969			
				Campidoglio				10(c)	10			
9-18 Aug	Mid East	"		Phinneas Banning		1,730(bagged)						
19-28 Aug	Australia	"				7,537(bulk)			9,267			
9-18 Aug	Australia	Torre Annunziata		Francis Lewis		7,445(bulk)			7,445			
30 Jul - 8 Aug	Australia	Civitavecchia		Tricolor		1,982(bagged) 7,302(bulk)			9,284			
				Francis Lewis		1,934(bagged			1,934			
9-18 Aug	Australia	"								1		
	U.S.	"	(HR 488 (PH 240	John Holmes						4		
	U.S.	Piombino	HR 469	Thomas N. Page								
19-28 Aug	U.S.	"	BA 450	John Clarke								
Total West Coast Ports						34,899	53	10	34,962	297		4,178

(a) Misc engineering items
(b) 2 Black dyestuff & 2 Fishpaper leat
(c) 2 Black dyestuff, 2 Fishpaper leath

1001

Declassified E.O. 12356 Section 3.3/NND No. 785021

3167

tores by ships.

CIVILIAN SUPPLIES SHIPPED TO
AND SARDINIA FOR ARRIVAL DUR
CERTAIN ITEMS NOT PREVIOUSLY
THAT DATE.

N	SHIP CODE	NAME	Wheat	Dried Salt Fish	Milk (Evap)	Sugar	Total Food	Medical	Phosphate Rock	Ammonium Nitrate	Bean Seed	Fruit Wrapping Paper	Safety Paper	Cigarette Cover Stock	Kraft Paper Bags
	HR 437	William R. Day						2		1,316	324				42
	HR 444	James Turner						3		1,046		59	4		
	KK 117	Samfinn		53			53								
	HR 473	Walter Forward						286		1,564		17			
	HR 475	Samuel Adams						1							
	HR 495	H.H. Guhin								252		57			40
	HR 496	George M. Pendleton													
re		Phrontis	2,571(bagged) 4,398(bulk				6,969								
		Campidoglio				10(c)	10								
		Phinneas Banning	1,730(bagged) 7,537(bulk)				9,267								
ziata		Francis Lewis	7,445(bulk)				7,445								
nia		Tricolor	1,982(bagged) 7,302(bulk)				9,284								
		Francis Lewis	1,934(bagged				1,934								
	(HR 488 (TH 240	John Holmes							1						
	HR 469	Thomas N. Page							4						
	BA 450	John Clarke													
			34,899	53	10		34,962	297		4,178	324	133	4		82

(a) Misc engineering items
(b) 2 black dyestuff & 2 fishpaper leatheroid
(c) 2 Black dyestuff, 2 fishpaper leatheroid & 2 varnish

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Declassified E.O. 12356 Section 3.3/NND No. 785021

TABLE 20 - Details of stores by ships. (cont'd)

PERIOD	ORIGIN	INTENDED DESTINATION	CODE	SHIP NAME	Wheat	Dried Salt Fish	Milk (Evap)	Sugar	Total Food	Medical	Phosphate Rock	Ammonium Nitrate.	Be Se
Mid Mar.	Mideast	Bari	-	Cape Hawk (k)									
Late Mar	Mideast	"	-	Ocean Rider (k)									
Late Apr	Mideast	"	-	By Air (k)									
30 Jul-8 Aug	U.S.	Bari Brindisi	HR 452	Joseph N. Teal								1,105	
	U.K.	" "	LL 85	Hapalycus		55			55				
9-18 Aug	U.S.	" "	HR 476	David Farragut									
	U.S.	Brindisi	S 270	Clydebank									
19-28 Aug	U.K.	Bari Brindisi	KK 124	Empire Snow									
	U.K.	" "	KK 125	Cape Wrath		50			50				
	Australia	" "		African Prince	8,529(bulk)				8,529				
Mid May	Mideast	Taranto		Fort St.Francois(k)									
30Jul-8Aug	U.S.	"	HR 440	George Dern									
9-18 Aug	U.S.	"	HR 472	Noah Webster						1			
	Australia	Crotone		Robert Randall	1,890(bagged) 5,603(bulk)				7,493				
	"	Reggio		Robert Randall	1,800(bagged)				1,800				
Early Apr	Mideast	East Coast		City of Hereford(k)									
Mid Apr	Mideast	" "		Granville (k)									
	Mideast	" "		Kepong (k)									
TOTAL East Coast Ports					17,822	105			17,927	1		1,105	
TOTAL All Ports Italy					52,721	158	10	-	52,889	298	-	5,283	32
9-18 Aug	U.S.	Catania	COL 33	Constanto C.									
	S.A.	"		Maiopatu				2,687	2,687				
		Palermo		Cantakoit						1,425			
SUB TOTAL-Sicily					-	-	-	2,687	2,687	-	1,435	-	-
9Jul-8Aug	U.S.	Cagliari	BA 431	John Banyard	(Sub Total Sardinia)								
GRAND TOTAL					52,721	158	10	2,687	55,576	298	1,435	5,283	32

(f) 20 boxes

(g) clothing, soap & ½ textile machinery parts - Not yet c

(h) Litharge

(k)

1003

Declassified E.O. 12356 Section 3.3/NND No. 785021

res by ships. (cont'd)

CODE	SHIP NAME	Wheat	Dried Salt Fish	Milk (Evap)	Sugar	Total Food	Medical	Phosphate Rock	Ammonium Nitrate.	Bean Seed	Fruit Wrapping Paper	Safety Paper	Cigarette Cover Stock	Kraft Paper Bags
-	Cape Hawk (k)													
-	Ocean Rider (k)													
-	By Air (k)													
HR 452	Joseph N. Teal								1,105				19	
LL 65	Hapalycus		55			55							23	
HR 476	David Farragut													
S 270	Clydebank													
KK 124	Empire Snow													
KK 125	Cape Wrath		50			50								
	African Prince	8,529(bulk)				8,529								
	Fort St.François(k)													
HR 440	George Dern													
HR 472	Noah Webster						1							
	Robert Randall	1,890(bagged)												
		5,603(bulk)				7,493								
	Robert Randall	1,800(bagged)				1,800								
	City of Hereford(k)													
	Granville (k)													
	Kepong (k)													
		17,822	105			17,927	1		1,105				42	
		52,721	158	10	-	52,889	298	-	5,283	324	133	4	42	82
COL 33	Constanta C.													
	Mzlopatu				2,687	2,687								
	Gratzkeit							1,435						
		-	-	-	2,687	2,687	-	1,435	-	-	-	-	-	-
BA 431	John Bayard (Sub Total Sardinia)													
		52,721	158	10	2,687	55,576	298	1,435	5,283	324	133	4	42	82

20 boxes

(g) clothing, soap & ½ textile machinery parts - Not yet confirmed AID items.
(h) Litharge
(k) Omitted from previous tables.

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SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE

AS AT 1200 HOURS SEPTEMBER 24th. 1944

	CLEAN		DIRTY		
	No.of Vessels	Cargo Capacity (barrels)	No.of Vessels	Cargo Capacity (barrels)	No.of Ves
A. On Ocean Service					
1. With Cargo	19	1.805.000	6	289,000	25
2. In Ballast	4	163.000	—	— —	4
3. In Drydock or Repairing	—	—	—	— —	—
B. On Coastal Service (including shuttle or lightening duties but excluding C,D.E.)					
1. Working	17	361.000	—	—	17
2. Drydock or repairs.	7	116.000	2	76.000	9
C. Water Carriers	20	184.000	—	—	20
D. Harbour Fuellers	3 (*)	72.000	6	182.000	9
E. On Operational Service (including R.F.A.)	17	267.000	13	607.000	30

(*) One Vessel MONDINE, 68.000 barrels used as floating storage.

SECRET

1005

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE

AS AT 1200 HOURS SEPTEMBER 24th. 1944

CLEAN		DIRTY		TOTAL	
No.of Vessels	Cargo Capacity (barrels)	No.of Vessels	Cargo Capacity (barrels)	No.of Vessels	Cargo Cap.(bls.)
19	1.805.000	6	289,000	25	2.094.000
4	463.000	—	— —	4	463.000
—	—	—	— —	—	— —
17	361.000	—	—	17	361.000
7	116.000	2	76.000	9	192.000
20	184.000	—	—	20	184.000
3 (*)	72.000	6	182.000	9	254,000
17	267.000	13	607.000	30	874.000

(*) One Vessel RONDINE, 68.000 barrels used as floating storage.

SECRET

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(4)

S E C R E T

NORTH AFRICAN PORTS SUB-COMMITTEE
(MEDITERRANEAN SHIPPING BOARD)

No. 5. MINUTES OF MEETING HELD AT 1100 HOURS ON 15th SEPTEMBER, 1944.

P r e s e n t :

Mr. R.A. Macdonell (W.S.A. M.A.) - CHAIRMAN

Lt.-Col. E. Williams (AG(M))
Capt. E.E. Cecil, RE (Tn. Br.)
(Gen. Lt.-Col. Hatcher)
Lt.-Col. W.R. Macleod (Tn. Am.)
Major A. Launder (DA&QMG Pet. Sec.)
Lt. R. Bradley, USNR (DA&QMG (Tn.)
(Pet. Sec.)

Cmdr. T.K. Garrard, RNR (S.S.T.O.)
Lt.-Cdr. W.J. Ferguson, RN (A.S.S.O.)
Lt. C.W. Calcutt, RNVR (S.T.O.)
Mr. W.S. Thomas (MAJEC Coal Division)
Mr. J. Younger (D.M.W.T.S.)
Mr. T. De Burc (French Liaison, M.W.T.)

Mrs. E. MacFarlane (Secretary)

The Chair was taken by Mr. Macdonell in the absence of Mr.Henderson who had not returned from Italy. ACTION BY:

25. TANKERS

Major Launder drew attention to an error in line 1 of Minute No.23 of the previous meeting, which should read "UGF 14" instead of "UGS".

26. CONVOY SAILINGS

Major Launder also pointed out an error in the 7th line of Minute No.24, where "UKS 52" should read "UKS 61".

27. SHIFTING OF STORES FROM NORTH AFRICA

Lt.-Col. Williams requested the deletion of the 1st paragraph of Minute No.20, stating that he had not made the remarks attributed to him.

28. VICTUALLING OF SHIPS CARRYING TROOPS

Cmdr. Garrard said he had been asked by S.T.O. Oran to take up the question of who was responsible for supplying rations to troops to be carried on M.T. ships, as such troops always carried their individual rations, and difficulty was being experienced in obtaining them in the case of four M.T. ships now at Oran. It was agreed that, while it was the practice for British troops carried on M.T. ships (whether British or American) to draw their rations from British sources, they should in the case of Oran be able to draw these rations from the American military authorities for British account, as there were no British military at that port. The Chairman promised to take up the matter with Oran that afternoon, and Cmdr. Garrard said he would communicate with the S.T.O.

3164

Mr.Macdonell
Cmdr.Garrard

Lt.-Col. M. Williams (AC/S)
Cmdr. T.E. Gerrard, RNR (S.S.T.O.)
(ren. Lt.-Col. Batcher)
Lt.-Col. W.B. Macleod (Tn. Sec.)
Major A. Launder (DA/QMG Rep. Sec.)
Lt. R. Bradley, USNR (Dr/Sec (Tn.)
(Int. Sec.)
Lt.-Cdr. W.J. Ferguson, RN (M.C.C.C.)
Lt. C.W. Calcutt, RNVR (S.T.O.)
Mr. W.S. Thomas (MAJOR Coal Division)
Mr. J. Tennyer (D.A.W.T.S.)
Mr. T. Le Sage (French Liaison, M.W.T.)

Mrs. E. MacFarlane (Secretary)

ACTION BY:

The Chair was taken by Mr. Macdonell in the absence of Mr.Henderson who had not returned from Italy.

25. TANKING

Major Launder drew attention to an error in line 1 of Minute No.23 of the previous meeting, which should read "UGF 14" instead of "UGS".

26. CONVOY SAILINGS

Major Launder also pointed out an error in the 7th line of Minute No.24, where "MKS 32" should read "UKS 31".

27. SHIPPING OF STORES FROM NORTH AFRICA.

Lt.-Col. Williams requested the deletion of the 1st paragraph of Minute No.20, stating that he had not made the remarks attributed to him.

28. VICTUALLING OF SHIPS CARRYING TROOPS

Cmdr. Gerrard said he had been asked by S.T.O. Oran to take up the question of who was responsible for supplying rations to troops to be carried on M.T. ships, as such troops always carried their individual rations, and difficulty was being experienced in obtaining them in the case of four M.T. ships now at Oran. It was agreed that, while it was the practice for British troops carried on M.T. ships (whether British or American) to draw their rations from British sources, they should in the case of Oran be able to draw these rations from the American military authorities for British account, as there were no British military at that port. The Chairman promised to take up the matter with Oran that afternoon, and Cmdr. Gerrard said he would communicate with the S.T.O.

Mr.Macdonell
Cmdr.Gerrard

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MEDITERRANEAN SHIPPING BOARD.

(1)

A.F.H.Q.

Telephone : [illegible] 657.

12th September, 1944.

To :- Headquarters Allied Control Commission,
Transportation Sub-Commission,
APO 394.

From:- Secretary,
MEDSB.

I am directed by this Board to invite the regular attendance of a representative from you at their Meetings.

The Meetings of the Mediterranean Shipping Board are held each Tuesday at 1100 hours at A.F.H.Q. in the G-4 Nov & Tn Conference Room.

Secretary,
MEDSB.

WHO/BH.

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S/13/1

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MEDITERRANEAN COAL SHIPPING BOARD.

No. 2.

MINUTES OF MEETING HELD AT 1100 HOURS on 26TH SEPTEMBER, 1944.

	Mr. J. Gibson Graham	Chairman
Members:	Commodore D.C. Brock R.N.	P.S.T.O. Med.
	Captain G. Wilson R.N.	N.C.S.O. Med.
	Commander J.O. Davies R.N.R.	S.O.S. to C in C Med.
	Colonel J.F.M. Leese	Tn (Br.)
	Lt.Col. M.J. Sieff	C-4 Mov & Tn (Br.)
	Lt.Col. J.T. Danaher U.S. Army	C-4 Mov & Tn (Am.)
	Lt.Col. M.G. Lassek U.S. Army	Petroleum Section
	Major J. Riddell	Q.M. Coal Section
	Mr. A.R. Sassoville	Dep.Reg.Dir., N. Africa
Present:	Commander J.S. Sharp R.N.R.	N.C.S.O., W.Italy
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. W.E. Feraday	Secretary
	Miss M.M. Michie	Assistant Secretary

ACTION BY:-

1304. The Minutes of Meeting No. 79 dated 26th September, 1944, were approved.

1305. ITALIAN SCHOONER POSITION. Ref. 1239. In reply to P.S.T.O. Med., Lt.Col. Sieff stated that an amendment would be issued to the A.F.H.Q. Memorandum dated 25th August, 1944, covering transfer of the schooners of 500 tons and upwards to the R.A.S.C. The Chairman said that he now understood that the R.A.S.C. did not need these craft and he pointed out that they were not permitted to carry other than Services cargo. Lt.Col. Sieff agreed to investigate this point. Lt.Col. Sieff.

1306. WATER SITUATION AT NAPLES. Ref. 1293. The Chairman reported a signal from M.W.T., London, reading as follows:-

"BASAN 99. Your NASAB 671. While demands here for small tankers remain at their present level there is no prospect whatever of despatching small tankers from U.K. to Mediterranean.

2. You should see Admiralty signal 141048/September to P.S.T.O. Med. and FOWTT indicating the possibility of longer turn-round for KMF and MKF convoys.

3. In reply to P.S.T.O. Med.'s 121735 troopships allocated to proceed to NAPLES are those with longest possible water endurance".

The Chairman stated that a reply to the request for a statement as to the water carrier situation in the Western Mediterranean had been received from C in C Med. setting out the bases at which mobile water carriers would require to be maintained for use of Allied warships and a list of available water carriers and their present location. It was also stated by C in C Med. that certain waterboats had been released from the Dragoon area but these were immediately required for work in operational areas other than Naples. The readjustment referred to (vide Minute 1293), did not, therefore, appear to affect the need for the six additional waterboats. The complete statement of place and extent of demands however could only be determined if the Board would obtain the estimated requirements from M.W.T.R. Med., W.S.A. and the Army. Lt. Col. Danaher drew attention to the fact that the position at Naples had been [illegible] receiving water from the mains and

	Lt.Col. M.G. Lassek U.S. Army	Political Section
	Major J. Riddell	G.H. Coal Section
	Mr. A.N. Sassoville	Dep.Reg.Dir., N. Africa
Present:	Commander J.E. Sharp R.N.V.R.	N.C.S.O., W.Italy
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.M.T.R.
	Mr. W.L. Feroday	Secretary
	Miss M.M. Michie	Assistant Secretary

ACTION BY:-

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1306. WATER SITUATION AT NAPLES. Ref. 1293. The Chairman reported a signal from M.W.T., London, reading as follows:-

"BASAN 99. Your MEDAB 671. While demands here for small tankers remain at their present level there is no prospect whatever of despatching small tankers from U.K. to Mediterranean.

2. You should see Admiralty signal 141048/September to P.S.T.O. Med. and FOWIT indicating the possibility of longer turn-round for KMF and MKF convoys.

3. In reply to P.S.T.O. Med.'s 121735 troopships allocated to proceed to NAPLES are those with longest possible water endurance".

The Chairman stated that a reply to the request for a statement as to the water carrier situation in the Western Mediterranean had been received from C in C Med. setting out the bases at which mobile water carriers would require to be maintained for use of Allied warships and a list of available water carriers and their present location. It was also stated by C in C Med. that certain waterboats had been released from the Dragoon area but these were immediately required for work in operational areas other than Naples. The readjustment referred to (vide Minute 1293), did not, therefore, appear to affect the need for the six additional waterboats. The complete statement of place and extent of demands however could only be determined if the Board would obtain the estimated requirements from M.W.T.R. Med., W.S.A. and the Army. Lt. Col. Danaher drew attention to the fact that the position at Naples had been eased by the "GULF PRINCE" which was now drawing water from the mains and filling the waterboats. The Chairman stressed that the demand for further waterboats could not be maintained without knowledge as to where they would require to be placed and it was decided that the matter should be discussed further with the F.E.O.

1307. SCHOONER LOADING BERTH AT NAPLES. Ref. 1302. Commander Sharp reported that berth No. 57 had been originally allocated by the Port Control Committee to the Navy but a verbal agreement was made that if at any time it was not required by/

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/by the latter, the use of the berth could be allowed for the loading of schooners. The berth was now required and was being used for certain Italian warships, so that it could not be released for schooners. He considered that if A.C.C. were to approach the Port Commandant, it would probably be possible for another berth to be allocated for schooners. It was agreed that this should be taken up accordingly. Secretary.

1308. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1286. Item 2 on Agenda. Lt.Col. Danaher stated that PENBASE and Military Railways had been asked as to which of the three plans for the provision of coal discharge facilities at Civita Vecchia had been decided upon and how soon they would be expected to be completed. The Chairman added that further information would doubtless be available when the report from Mr. Fairley and Captain Miners was received following their visit to Civita Vecchia and the Meeting in Rome.

With regard to the clearance of coal from Quai de Dieppe at Algiers (vide Coal Minute 225), Major Riddell stated that a reply had been received from NAJEM that the difficulty had been caused by 6000 tons of heated M.W.T. coal which had had to be cleared.

Coal for South France. (vide Minute 1261). Major Riddell stated that Lt.Col. Evans, following his visit to South France, had reported that as far as could be seen, it would not be required to import coal to South France but confirmation was now waited from CONBASE. The Chairman drew attention to a suggestion that the "VILLE DE BASTIA", presently in Sete area but coming to Marseilles for minor repairs, would be needed to distribute coal by water from a central port. He asked that an investigation should be made as to where the coal originated and whether it could be railed direct to the required ports. Major Riddell.

1309. REPAIR SUB-COMMITTEE. Ref. 1287. Item 3 on Agenda. With reference to Repair Minute No. 695, Lt.Col. Lassen reported that the tanker "MANNINGTON" had been accepted by the U.S. Navy for repairs at Palermo.

The Chairman drew attention to Repair Minute No. 701 which stated that apart from the "VILLE DE BASTIA" undergoing minor repairs, there were no ships available in South France ports, and he added that the C.S.A.B. had now been asked to allocate this vessel to the "Pool".

"EMPIRE RAVEN". (Ref. Repair Minute No. 700). Lt.Col. Sieff referred to a Meeting of all interested parties at Termini at which he had been present, when it had been considered that the longer this vessel was used without repairs being taken in hand, the greater length of time would be required to carry these out, and it was now not thought safe to continue to put meat in the ship as sooner or later she was likely to break down. It was proposed that the ship should be emptied as soon as possible but latest by the 10th October, as the meat programme for the ensuing two months could be dealt with without her use and without delay to ocean going refrigerated ships. In these two months, sufficient repairs could be carried out to ensure as a reasonable certainty that she could remain in service for 6/7 months thereafter. It had not been considered feasible to supply steam from another vessel as, to be economically used, the "EMPIRE RAVEN" had to be worked from both sides. The Board agreed that as the meat programme would not be affected, the "EMPIRE RAVEN" should accordingly be laid off for these repairs.

1310. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1288. Item 4 on Agenda. P.S.T.O. pointed out that the "MARIGOT" was being usefully employed between the Heel and Ancona in conjunction with the "HAI LEE", running in fast convoy. If the former was replaced by the "CITTA DI ALESSANDRIA", it would mean a big reduction

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"EMPIRE RAVEN". (Ref. Repair Minute No. 700). Lt.Col. Sieff referred to a Meeting of all interested parties at Taranto at which he had been present, when it had been considered that the longer this vessel was used without repairs being taken in hand, the greater length of time would be required to carry these out, and it was now not thought safe to continue to put meat in the ship as sooner or later she was likely to break down. It was proposed that the ship should be emptied as soon as possible but latest by the 10th October, as the meat programme for the ensuing two months could be dealt with without her use and without delay to ocean going refrigerated ships. In these two months, sufficient repairs could be carried out to ensure as a reasonable certainty that she could remain in service for 6/7 months thereafter. It had not been considered feasible to supply steam from another vessel as, to be economically used, the "EMPIRE RAVEN" had to be worked from both sides. The Board agreed that as the meat programme would not be affected, the "EMPIRE RAVEN" should accordingly be laid off for these repairs.

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The Chairman drew attention to a signal from FOWM to C in C Med. which stated that the French Admiralty proposed that the "CANADA" should be used for shuttle service North Africa/South France - vessel has poor steaming qualities and small hatches. The French Admiralty also proposed that the "BARFLEUR" which has long endurance and large hatches should go to Madagascar to load foodstuffs, at the same time transferring Naval stores and personnel en route, and a detailed programme was enumerated. Commander Davies stated that the/

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/the voyage of the "CAMADA" from Casablanca to Algiers had been approved. He said that the question of the "BARFLEUR", a French Naval vessel, was being actively investigated by C in C Med. The Chairman considered that as this vessel appeared to be fulfilling a civil requirement, it should be recommended to C in C Med. that if she was not needed by the French Navy, she should be returned to C.S.A.B. Commander Davies.

Lt.Col. Anderson referred to para 5 of the French Report No. 26 regarding French natural assistance and pointed out that the movement of the relief parcels to French Metropolitan ports must first be approved by M.W.T.

Lt.Col. Donahar raised the question of the responsibility for the care of the refugees at Fedalah, referred to in para 6 of the Report. The Chairman replied that the matter did not appear to be completely settled but there should be no objection to these refugees being moved from one part of North Africa to another if French shipping was available. Lt.Col. Donahar asked whether they could be moved by rail and Lt.Col. Sieff replied that this could not be done beyond Philippeville but he would investigate. Lt.Col. Sieff.

The Chairman drew attention to Minute No. 20 of the ninety-sixth Meeting of the Anglo-French Allocation Committee held in London on the 6th September, 1944 regarding a French request for the release of the "FORT DE DOUAMONT" for North African/Central Africa trade in which it was stated that "immediate release was not possible, but the Committee agreed that in the absence of a change in present expectations, this Committee would be agreeable to the release of this vessel in two months' time provided that it was recommended by MEDBO. It was pointed out that requests of this nature regarding ships in the Mediterranean area should be cleared through the Mediterranean Shipping Board". Mr. Sasseville pointed out that the vessel was now repairing at Taranto and should be available within about three weeks for further service as a mule carrier, when it was desired to release the "DWIGHT MORROW", a Liberty ship which had been in the mule trade since April 1944 but to continue would need to discharge ballast and be re-fitted. Lt.Col. Donahar replied that the "DWIGHT MORROW" could not be spared, whilst P.S.T.O. drew attention to the fact that a British mule carrier had been allocated by special request for American shipments to South France. In view of this, the Board agreed that as the "FORT DE DOUAMONT" was a mule ship her release could not be visualised at the moment and a signal should be made to London accordingly. Secretary.

The Chairman stated that in view of the movement of the French Provisional Government to Paris, it had been suggested that the allocation of French shipping should be dealt with through London and Paris but no French ship should be moved into or out of Mediterranean service without the approval of this Board. A reply had now been received from M.W.T., London reading as follows:-

"We agree that main allocation of French ships under M.W.T. control should be centralised in London Allocation Committee and all general problems handled between London and Paris. This would offset smooth switch over to U.K. allocation machinery in due course.

2. We hope that MEDBO through Algiers Allocation Committee will continue to supervise the employment of List B ships. We also feel that any permanent addition to or reduction of the tonnage allocated to local French Mediterranean trades should be a matter for the London Allocation Committee on advice of MEDBO.

3. Agreed with SHEVERS".

1311. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1290. Item 5 on Agenda. Lt.Col. Sieff stated that clarification of the situation was awaited from Washington where discussions were taking place between representatives of A.F.H.Q. and C.C.A.C. Until the outcome was known it was not possible to assess the movement required within the Mediterranean area. The Chairman emphasised that as soon

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The Chairman drew attention to Minute No. 20 of the ninety-sixth Meeting of the Anglo-French Allocation Committee held in London on the 6th September, 1944, regarding a French request for the release of the "PONT DE DOUAMONT" for North Africa/Central Africa trade in which it was stated that "immediate release was not possible, but the Committee agreed that in the absence of a change in present expectations, this Committee would be agreeable to the release of this vessel in two months' time provided that it was recommended by MEDBO. It was pointed out that requests of this nature regarding ships in the Mediterranean area should be cleared through the Mediterranean Shipping Board". Mr. Sassoville pointed out that the vessel was now repairing at Taranto and should be available within about three weeks for further service as a mule carrier, when it was desired to release the "DWIGHT MORROW", a Liberty ship which had been in the mule trade since April 1944 but to continue would need to discharge ballast and be re-fitted. Lt.Col. Dunbar replied that the "DWIGHT MORROW" could not be spared, whilst P.S.T.O. drew attention to the fact that a British mule carrier had been allocated by special request for American shipments to South France. In view of this, the Board agreed that as the "PONT DE DOUAMONT" was a Mule ship her release could not be visualised at the moment and a signal should be made to London accordingly. Secretary.

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Mr. Sassoville reported the following telegram from U.S... Washington:-

"CONFIDENTIAL. 1. Have received normal request from French to ship 135,000 tons cereals from North America to North Africa for arrival before 15 December.

2. Of total amount required 8000 tons barley ready now and 2000 tons monthly thereafter available Tripoli.

3. We are investigating possibilities. Meanwhile French are telegraphing Algiers asking them to consult MEDBO with regard to movement of Tripolitanian barley and what assistance French can give/

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/give with List D ships.

4. We are told bulk wheat can not be received Tunisia which is destination of other half total amount required. Please confirm.

5. Do you anticipate any difficulty receiving at rate of about 25,000 tons per month Tunisia plus 30,000 tons per month Algiers if shipping is available".

Lt.Col. Sieff stated that this would be examined.

The Report from G-5 for the month of August was tabled for information.

1312. TANGIER COMMITTEE. Ref. 1292. Item 7 on Agenda. Noted.

1313. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1295. Item 8 on Agenda. It was considered that the question of the victualling of ships carrying personnel referred to in NAPSCO Minute 28, could be left for settlement in North Africa.

1314. VICTUALLING OF ITALIAN SHIPS. Arising out of the above, Lt.Col. Dancher raised the question of rations furnished to Italian ships in the Sardinian/Corsican trade. He referred to a communication from C.G. S.O.S. to C.G. NATOUSA which suggested that requirements should be taken from A.C.C. stocks imported for civil consumption or from M.W.T. or W.S.A. stocks and only in emergency could the U.S. Army Q.M. issue supplies to other than American or American chartered ships, when these would be limited to the minimum necessary for the voyage to the nearest port at which there were A.C.C., M.W.T. or W.S.A. stocks. Italian ships operated by P.S.T.O. would then be required to pay cash for the supplies received. Lt.Col. Dancher stated that his personal view was that as all ships in the Mediterranean were controlled by C in C Med., the U.S. Q.M. should accept the storing of Italian ships at ports where there were no other stocks. The Chairman concurred, pointing out that the policy of the C.O.S. was that the Italians should not be paid for the sea, road and rail transport services they provided and therefore the Italians must themselves maintain their vessels as far as their own facilities permitted. Difficulties would be created when dealing with stores on a cash basis as the only currency available would be lire but as the operation of Italian ships had been divided between the U.S.A. and the U.K., he suggested that M.W.T. could pay such bills in lire for division between U.S.A. and the U.K. or, alternatively, transmit the bills to London for eventual settlement there. This was agreed.

1315. MEDBO TONNAGE ALLOCATION COMMITTEE. (vide Minute 1296). Item 9 on Agenda. It was stated that this Committee had already met and was in operation.

1316. PORT STATE. Ref. 1284. Item 10 on Agenda. The Chairman considered that in its present form the "Port State" produced a clear picture over a period whilst it could be amplified at any time when necessary. The Board agreed that no change in the ten daily NASBO signal need be made at present.

Commander Davies confirmed to the Chairman that Marseilles, Toulon and Port de Bouc would be included in the "State" as soon as the daily situation reports were received. Lt.Col. Dancher added that COMBASE had been signalled asking for a report on the ships in South France, no reply having yet been received. It was agreed that when this came to hand, the matter might be discussed at the next Special Meeting of the Board to be held on the 29th September.

1317. SITUATION IN THE HEEL. Lt.Col. Sieff reported, following his recent visit to the Heel, that there was no question of lack of clearance facilities holding up discharge at any of the ports there. There was a certain amount of cargo on[illegible] interfere with discharge.

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1318. LEGHORN. Mr. Sasseville drew attention to a signal from FOWIT regarding certain sweeping operations to be carried out at Leghorn but Commander Davies replied that no action was to be taken until it was known what would be involved. Commander Sharp stated that FOWIT was going into details with N.O.I.C. Leghorn but it would mean clearing two or three berths at one time to permit of the sweeping to be carried out which of course would entail delay to the discharge of Liberty ships. The Board requested Commander Sharp to press for a reply on these points. Cmdr. Sharp.

The Chairman suggested that if the above was to take place, ships should be brought to Piombino during the interim period in which case he strongly urged that Port Battalions should be allowed to remain there for the purpose/

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purpose of discharging vessels, in spite of the withdrawal of PENRASE from this port. (vide Minute 1303).

1319. SAFETY OF MERCHANT SHIPPING. The Chairman stated that the question of the safety of Merchant ships at anchorage on the coasts was under discussion with C in C Med., not only from the point of view of war risks but also from Marine risk, in view of the approaching winter weather. He pointed out that the Board had not been consulted as to the port capacity in South France before the maintenance programme was commenced, whilst there was now to be a large Balkan programme which also had not been submitted to the Board. He maintained that the programme must be submitted to and examined by MEDNO in relation to the known facilities at ports.

1320. PORTO SAN STEFANO. Ref. 1278. Commander Sharp asked what progress had been made with the 100 octane pipe line from Leghorn, to enable the closing of Porto San Stefano as POWIT was concerned at the continued use of this port in view of impending bad weather. Lt.Col. Lassock replied that he understood it was now being endeavoured to fill Porto San Stefano and as yet there was no definite date for its discontinuance as a bulk oil port but he undertook to check the situation. Lt.Col. Lassock.

1321. INTERNAL MEDITERRANEAN SHIPPING. Ref. 1282. The Chairman reported that arising out of a discussion at the Special Meeting held on the 22nd instant, the following estimate had been given by G-4 Mov and Tn. for their total commitments in October under certain circumstances.

Summary of sailings required:-

1.	October bid approved by the C.C.S.	120
2.	Authorised Dragoon sailings in the original allotment of the C.C.S.	100
3.	Balkan requirements	40
4.	Replacement of Greek steamers in the Middle East by ocean going tonnage	5
	Total	265

The Chairman pointed out that the total visualised for October would undoubtedly create storing and bunkering problems.

1322. DISBURSEMENTS FOR ITALIAN SHIPS. The Chairman reported a letter from the Italian Ministry of Marine which pointed out that in compliance with Italian law all disbursements must be endorsed by a Government Official before being passed for payment but under present circumstances it was often difficult to obtain such endorsement. The Ministry of Marine therefore proposed to place on board all vessels requisitioned by the R.I.N., a Royal Commisary to deal exclusively with the administration and accountancy questions but the opinion of MEDNO would first be appreciated before the official request was made.

It was agreed that a reply should be made that this proposal was welcomed by the Board. Chairman.

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Mode of transporting Goods by Sea from X to Y.

1. Obtain from AC or X Chamber of Commerce form "Request for Sea Transportation". "RST".
2. Complete "RST" in triplicate.
3. Take "RST" to Chamber of Commerce X. If approved stamp of RST = export licence.
4. Take "RST" office Regional Commissioner Examined by Economics and Supply Div. Priority fixed.
5. Bid given SERIAL No.
6. One copy "RST" retained Other 2 sent Transportation Sub Commission, HQ Allied Commission.
7. Bid given additional serial No + further and final screening.
8. Two RSTs forwarded Capt SMITH. for allocation of Schooner Control Committee.
9. Bid given third serial number by SMITH. who keeps register of three serial Nos.
10. Committee allot Schooner. and informs Cogena agents.
11. SMITH returns allocation to Transportation Sub-Committee.
12. COGENA agent calls on Shippers to sign Sub-charter party + contract with Cogena & to pay disp: of prompt dispatch.

N.B. CONTRACT. owner of vessel hires it to Cogena at standard monthly rate amount fixed by Cogena

CHARTER PARTY. Pattern approved by Allied Commission drawn up between owners and Cogena.

COGENA By this Charter virtually owners of vessel.

SUB CHARTER PARTY Therefore drawn up between SKIPPER & Cogena.

Skipper agrees to pay Cogena certain amount per day plus 15/ 3459 tons.

" " " " deprit to CNA freightage charges.

" " " " cost of fuel & oil consumed by voyage.

He pays part cost by buying fuel + lubricants from Cogena solely residue back on completion of trip.

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13 Shippen pays freight freightage weightage on tonnage received & for voyage from port there

Schroen received instructions to X & from X to Y.

14. Goods are loaded at shippen's expense. Shippen pays Customs dues.

15 Cojena agent completes Bill of Lading - a "valuable security", negotiable.

16 " " " Manifest. Given to Ship's master.

17 Ship's master obtains voyage permit.

18 Ship arrives at Y. Cargo discharged.

19 Cojena agent at Y signals his HQ that Schroen is available for fresh cargo

20 A/c between Shippen & Cojena settled.

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C O G E N A

Formed Apr 1944 by Director-General Italian Merchant Marine at request of MEDSO

Approved by London and Washington.

Legally constituted 14 September 1944 by decree of Italian Government.

POWERS

1. Representation of ship-owners, shipping firms and socities resident or with head offices in territory occupied by enemy.

2. Management and administration of vessels.

3. Executive representation in regard to allies and all Italian owners of vessels requisitioned or hired by Allied or Italian govenrments.

CONSTITUTION

President: General Director Mercantile Marine - BARNELLA

Member: Appointed by Ministry of Marine as expert in ship owning - name unknown

Member: Nominated by Treasury - name unknown.

Not money-making concern. 'Protecting Power' for 'absentee' ship-owners.

Allowed funds for RUNNING EXPENSES. 4% maximum levy on carriage, requisitions, compensation and hiring of vessels.

At present controls 484 motor-schooners from 10 to 300 tons.

Can issue voyage permits to schooners under its control.

Allegations

Majority of 136 employees come from SN Tirrenia, BARNELLA's former firm.

No security organization consulted on formation.

Number of Agents highly suspect.

BARNELLA's brother-in-law in charge PORTICI - most important COGENA port.

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Bribery rampant from top to bottom. No ships masters or exporter being able to perform any function without giving bribes to Agents. 3157

4 Bank Accounts in Naples with total funds 10,923,421 Lire (£27,308).

Parent Account at Naples branch Bank of Italy. Has received payments from Italian Government of 220,908,295 Lire Balance now only 13,904 Lire.

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SCHOONER CONTROL COMMITTEE

Formed in accordance with AFHQ Directive of 25 August 1944.

Purpose - to deal with allocation of COGENA schooners.

Members: SARNELLA - COGENA

Walter WILLIAMS - of Ministry of War Transport representing MEDBO

Capt. FW SMITH - Allied Control representing Transportation Sub Commission.

(NB: All three highly suspect).

Committee sits every day, HQ COGENA, Naples.

SARNELLA passes information re allocation and movements of COGENA vessels.

SMITH receives bids for schooner space.
places bids before committee
allocations determined by committee
instructions given to COGENA for allocations to be put into effect.

(NB: THIS IS NOMINALLY THE SOLE FUNCTION AND PURPOSE OF THIS COMMITTEE)

Allegations:

That it has taken on to itself judicial functions - imposing heavy fines on ship-owners and masters for supposed irregulatibies.

Alleged that single fines as much as 500,000 Lire have been imposed.

WILLIAMS has declared authority for this given by MEDBO. Denied by MEDBO.

WILLIAMS Before the war employed LAURO Shipping Coy - biggest in Italy.

LAURO interned Fascist - visited frequently by WILLIAMS.

WILLIAMS heavy drinker and spender - in possession of large funds.

(NB: Since 1923 Agents for LAURO were Galbraith Pembrook & Coy Ltd. GG was and may still be director).

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SMITH alleged to be only tool but in my opinion he must have been fully aware of what has been going on and has benefited thereby 3156

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AFHQ DIRECTIVE ON ITALIAN SHIPPING

MEDBO directive of 1 Jun 44.

1. All schooners to be registered.

2. All schooners to be placed in pool operated by MEDBO - Italian Schooner Control.
No private owners to operate.

3. All schooners except those used by Services as harbour craft, to be time chartered by Italian Government on approved Charter authority on uniform rates.

4. All schooners, except those employed by Services, to be time chartered by Italian Government and allotted to COGENA.

5. COGENA ~~xxxxxxx~~ responsible for civilian freight, payment of hire, issue of voyage permits, and orders to schooner masters.

6. Charter hires settled by owners with COGENA.

7. No bids for schooner space for civilian goods recognised without AC authority.

MEDBO directive of 25 August 1944.

1. Schooners of 500 tons and upwards allocated to principal Sea Transport Officer as additional to Mediterranean Coasting Fleet for Services needs.

2. Schooners allocated to G-4 (Mov & Tn) for RASC.

3. Small schooners operated by NO IC for harbour work.

4. Schooners for civilian needs to be allocated to COGENA.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 10. MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS ON 26TH JULY, 1944.

Present: Mr. J. Gibson Graham, Chairman
Commander Burges Watson, R.N.
Commander J. S. Sharp, R.N.R.
Lt. Commander A. C. Grimsey, R.N.V.R.
Lt. Colonel F. Glanville, A.C.C.
Major Raffe, S & T.
Captain J. Lusby
Captain Smith, A.C.C.
Mr. I. D. Campbell
Mr. A. R. Sassoville
Lt. Gen. Matteini, Dir. Italian Merchant Marine
Dr. E. Sarnella, CO.GE.NA.
Miss M. M. Michie, Secretary.

96. ITALIAN SHIPPING. The Chairman opened the Meeting by again outlining the general position of all Italian Shipping including schooners. He said that under the terms of the Armistice, the Italian Government placed all Merchant Shipping at the disposal of the Supreme Allied Commander who nominated MEDBO to operate these vessels on his behalf, and he pointed out that unless an order were received from the Supreme Allied Commander himself, MEDBO would not agree to any change in this status. He felt most strongly that the control of shipping must be left to those organisations formed for that purpose and could not allow other bodies to extend their authority in that direction.

97. OPERATION OF SHIPS. In order to facilitate operation of vessels, the Chairman stated that Italian Merchant Shipping was roughly divided into three categories. Deep Sea Vessels, Coasters, and Schooners which are operated by MEDBO on behalf of the Supreme Allied Commander.

The Chairman said that in their advisory capacity MEDBO had felt that the Italians should be entrusted with the operation of schooners and it had been agreed that all schooners with the exception of those under operation by the Inland Water Transport and R.A.S.C. and those on time charter to P.S.T.O. should be handed to CO.GE.NA. for operation. P.S.T.O. is the sole authority to translate A.F.H.Q. demands for schooners to MEDBO and he has first claim on the allocation of vessels. Those schooners required by him are taken up on time charter and all accounts will be paid by M.W.T., the total amount to be equally divided later between the United States and British Governments. A.C.C. cargoes have first priority on space in CO.GE.NA. operated vessels and any remaining tonnage can be allocated to civil and commercial goods. In all this General Matteini had concurred.

98. PAYMENTS OF FREIGHT. The Chairman stated that he had received instructions from the Treasury that those schooners operated by CO.GE.NA. should be self supporting and payments for freight had, therefore, to be collected from the shippers or receivers. He emphasised that the British Government, who were also acting for the United States Government, could not and would not finance the carriage of A.C.C., civilian and commercial cargoes, nor those [illegible] suggested that all freights should be

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Lt. Colonel F. Glanville, A.C.C.
Major Raffe, S & T.
Captain J. Lundy
Captain Smith, A.C.C.
Mr. I. D. Campbell
Mr. A. R. Sasseville
Lt. Gen. Matteini, Dir. Italian Merchant Marine
Dr. E. Sarnella, CO.GE.NA.
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99. BIDS FOR TONNAGE. Ref. 92. In future all bids for tonnage would be considered at the weekly Schooner Meeting. Colonel Glanville repeated that he did not consider this a satisfactory arrangement so far as A.C.C. were concerned because their bidding system was decentralised and in view of the lack of communications in present day Italy. He did, however, state that he would be able to submit the larger bids which normally came through the Naples office. The Chairman did not think that the difficulties would prove insuperable and he considered it was essential that A.C.C. should state what goods they wished lifted and the ports from and to which they were to be carried. In view of the shortage of coastal shipping, Mr. Campbell felt A.C.C. should divide their request into essential requirements and cargoes not of vital necessity but which they nevertheless considered

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important for rehabilitation purposes. The latter would be considered after space for the former had been allocated. Mr. Sasseville thought that a general estimate of tonnage required would be sufficient. He also suggested that demands for tonnage in excess of those included in the weekly statement, being received by CO.GE.NA. might be dealt with locally with the permission of the provincial supply officer, thus allowing a certain flexibility in the system.

As the Army had not yet nominated a specific department to submit their total bids, Commander Burges Watson enquired if this could be pointed out to A.F.H.Q.. The Chairman undertook to approach the C.A.O. on the subject. Chairman

100. SCHOONERS OPERATED BY THE SERVICES. It had been the practice to utilise all space in vessels and Commander Grimsey asked if at any time one of these schooners was not required by the services whether she would have to lie idle or sail in ballast, or whether A.C.C. or commercial cargo could be lifted. The Chairman replied that such a vessel should be offered to CO.GE.NA. Commander Burges Watson agreed that no civil or commercial cargoes would be carried in those schooners without prior reference to CO.GE.NA. Once again the Chairman emphasised that CO.GE.NA. should collect freights from shippers or receivers, and to facilitate the matter suggested that R.A.S.C. keep a record of A.C.C., civil and commercial cargoes lifted. Major Raffe agreed and said that full reports of such cargoes were already being sent to the Schooner Control.

The Chairman then asked if the Services would release schooners back to CO.GE.NA. if they found their demands for tonnage falling. Major Raffe said that Service demands were practically stable each week and therefore the number of schooners required did not vary. R.A.S.C. were mainly concerned with administration and did not wish to release vessels for one or two voyages only as it would mean taking off the R.A.S.C. escort which he did not consider advisable. Commander Watson stated, however, that should service needs become greatly reduced he would release any surplus schooners.

101. SCHOONERS OPERATED BY CO.GE.NA. The Chairman agreed with Colonel Glanville that A.C.C., who were acquainted with the economic requirements of the country should control the nature of civil and commercial goods carried, but he pointed out firmly that their responsibility ceased there and could not impinge into the control of shipping itself.

102. FORWARD PORTS. Replying to Colonel Glanville who asked who took up schooners in newly captured ports, the Chairman said that NOIC was the proper authority.

103. APPOINTMENT OF CO.GE.NA.'s AGENTS. Mr. Sasseville enquired whether CO.GE.NA. had appointed agents in all ports, including the smaller ones. Colonel Glanville believed agents were not yet functioning in some East Coast ports, but Mr. Sarnella said agents for Ortona, Pescara and Termoli had already been nominated. Regarding operational ports near the front, Mr. Sasseville asked whether the Army were aware of an obligation to the establishment of CO.GE.NA.'s agents and the Chairman agreed to take up the matter. Chairman.

104. POSITION LIST OF SCHOONERS. Mr. Sasseville asked whether it would be possible to draw up a weekly position list of all schooners in the area showing their tonnages. He considered this would greatly help in considering bids and would also enable the Committee to see that full use was made of available tonnage which Colonel Glanville feared might not be an easy matter to control.

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105. RATES OF HIRE. The present rates of hire are based on d.w. tons of R.A.S.C. vessels and Major Raffe considered these rates were excessively high. The Chairman stated that the matter would be taken up and reconsidered jointly with CO.GE.NA. Schooner Control CO.GE.NA.

106. SCHOONER CONTROL COMMITTEE. Ref. 87. Commander Burges Watson requested that a representative of R.A.S.C. be either nominated to the Committee or be invited to attend meetings. The Chairman agreed that this was most advisable but considered the representative should act in an advisory capacity to PSTO.

107. RATIONS FOR CREWS. Ref. 95. Colonel Glanville said there was an A.C.C. instruction by which crews are entitled to receive a specific scale of rations and in view of this instruction it was felt there was little justification for the supply of extra rations to crews sailing to forward ports.

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By a circular of the 1st instant, MEDIO (Mediterranean Shipping Board Italy) among other things lays down that auxiliary motor sailer under 50 tons deadweight with the exception of those under the orders of the Naval Officer in charge of the Naval Control Service Office &c., shall be assigned for their employment to the CO-GE-NA (Italian Committee for managing ships).

The general Direction of the Mercantile Marine, in order to assist the exchanges of Trade between the different Regions in agreement with the Allied Authorities has come tothe determination of instituting regular lines to collect goods between the loading place in the Gulf of Naples, in Calabria and Sicily on the one side, and between Bari and the loading places in Puglia and those in Sicily, also lines between these places and the most important Sicilian ports.

As soon as possible we will give you all the particulars for carrying out this programme, but meanwhile, in order to avoid useless and costly loss of time in the employment of the motor-sailers under 50 tons deadweight but larger than 20 tons we inform you that they will be used for the most urgent needs bearing always in mind that the requests of AOC will have in every case an absolute preference.

Having satisfied these requests (IN of AOC) these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Communes and finally those of the private merchants. The requests of the Communes and those of private individuals must be made direct to you.

The Local Supply Officers of AOC will indicate to you the rule regulation as to preference to be given to each class of goods.

On receipt of the present you must give the necessary instructions to all your sub-agents in order that they may proceed as quickly as possible in making use of the available auxiliary-sailers larger than 20 tons and up to 50 tons so that immediately from the date of readiness the vessels will commence to carry out the present scheme in accordance with the conditions of Medel Charter party.

You and yourz sub-agents are authorised to grant voyage permits to those included in the scheme and to encash the freight due for carrying the goods.

The freight will be based on the daily rate of freight of the vessel increased by 15% for the estimated consumption of naptha and oil also the insurance premium for War Sailing Risk.

For the transports for CC account, the freight will be settled between MEDIO and CO-GE-NA and you therefore will not collect anything locally but you must inform us promptly re the said shipments giving the necessary data so that we can arrange for thelsettlement of the freight with the necessary people.

The present arrangements provide that for single vessels charter parties 3453 will be drawn up, but since, as you know, it has not been possible to do so for all, it will be necessary to promptly regularise the position of vessels which have not been given the said form of charter.

Please therefore for these vessels transmit promptly to us the necessary data such as stipulated in a charter, namely

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cities has come to the determination [illegible] between the leading place in the Gulf of Naples, in Calabria and Sicily on the one side, and between Bari and the leading places in Puglia and those in Sicily, also lines between these places and the most important Sicilian ports.

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Having satisfied these requests (IX of ACC) these will be taken into consideration, the requests of the Italian Government Authorities, then those of the Communes and finally those of the private merchants. The requests of the Communes and those of private individuals must be made direct to you.

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For the transports for CO account, the freight will be settled between MMSBO and CO-I-M and you therefore will not collect anything locally but you must inform us promptly re the said shipments giving the necessary data so that we can arrange for the settlement of the freight with the necessary people.

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(a) Name of ship
(b) Numbers and dates when they were entered in the pool (if they had been already entered)
(c) Name and addr s of the owner
(d) Tonnage, net and gross
(e) Horse power of the auxiliary engine
(f) Size of the holds available for cargo
(g) Number and list of the crew.

When we have these particulars we will draw up a charter and settle with the owner the [illegible] due to him.

For motor-sailers which have never been used by the Allies the charter will run from the day in which you and your sub-agents charter them.

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In order that we may be able to fully follow the course of the vessels, please keep notes, arranging with your sub-agents to carry it out, of each arrival and sailing which must be passed on to us by telegraph, indicating the amount of tonnage (of goods) bought or disembarked.

It will be necessary that the sailing of each port of call of the vessels should be wired to the port of destination indicating the weight to be discharged and for the space available for carriage to another port.

The sub-agent on receipt of these notices will immediately inform the local Supply Officer of ACC for the eventual utilisation of the space available for his port. A similar communication shall be given to the Captain of the port for the same reason.

Bearing in mind the particular slowness of transport by motor vessels, in order to hasten as much as possible the exchange of goods between port and port we urgently rely on the most warm collaboration of our representative and of the sub-agent in order that the stay in each port of the vessels will be limited to only the strictest necessity.

At the end of each 10 days you and your sub-agents must send us statistics both of quality and quantity of the goods loaded and discharged in each port.

Please acknowledge receipt as soon as possible.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 40.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 25TH AUGUST, 1944.

Present: Mr. C.W. Kalloch In the Chair
Commander H.I.G. Rylands, R.N.
Lieut. Commander E. Blair, R.N.R.
Major Filo, R.I.N.
Captain M. Beilvaire
Mr. I.D. Campbell
Mr. G.S. Ramsdale
Captain T.L. Kidwell
Mr. W.D. Brown
Mr. A. Hogarth
Mr. W.E. Fereday Secretary

ACTION BY:-

616. "ALVIAZERE". (Vide Minute 610). Commander Rylands reported that he had been in touch with the R.A.S.C. who were running this vessel, and they had understood that she went to Malta for wiping only. He had expressed the concern felt at the large amount of repair facilities the ship had been consuming, and the R.A.S.C. had asked for a technical report. The Committee agreed that the M.W.T. Surveyor at Malta should be requested by signal to furnish a complete report. Mr. Ramsdale.

Mr. Campbell considered that the ship had performed comparatively small service during the time she had been running for the R.A.S.C., and stated that M.W.T.R. Med. would examine whether she was an economic proposition for employment. Mr. Campbell.

617. DREDGERS. Ref. 612. The Chairman reported a letter from the Dredging Committee indicating the urgency for dredgers at Ancona and in due course at forward East Coast Italian ports, which stated that the work had been given first priority but the only dredgers available were those located at Taranto requiring repairs. Of these the most readily repairable, of the required bucket type, were the "SAN ALBANO", "SAN NICOLA" and "G.N.16", the only one that had needed to drydock being the "SAN ALBANO" which had already been docked at Taranto. The Dredging Committee requested that the highest priority be given to the repair of one of these dredgers to enable her to be sent to Ancona at the earliest possible moment, and for high priority to be given to the repair of the other two for eventual service at more forward ports, the selection of the first dredger which could be most quickly repaired being left to FOTALI, and they understood that the work should be capable of completion within about a fortnight. In addition, six hopper barges would be required, two with the first dredger and four with the other two dredgers, and certain repairs needed to these must be taken in hand at the same time.

Mr. Campbell considered that dredgers as a known commitment should take priority over ordinary merchant ships, as without dredging the ports, to permit the accommodation of larger vessels, more sailings would result. After discussion, the Committee decided that the repair of the three dredgers named, with corresponding hopper barges should be given the same priority as operational ships.

Commander Rylands agreed to signal to C.S. Taranto and FOTALI accordingly, at the same time asking the estimated date of completion, requested by the Dredging Committee to enable them to make sailing arrangements for the first [illegible] and advice given as to when she could be expected, and also

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618. GIBRALTAR. It was reported that the "GAETA" was now expected to undock from the No.1 dock on the 11th September, and the "STEPHEN F. AUSTIN" should enter the drydock on the 12th September.

619. ORAN. With reference to the decision taken at the previous Meeting (vide Minute 603), Commander Rylands stated that clear instructions had been sent to COMNOB Oran, but no report had yet been received that the "SAMITE" had been undocked and the "JARED INGERSOLL" docked in the No.1 dock.

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Lt. Commander Blair reported that the ~~"FORT CHESTERFIELD"~~ was now at Oran, the "CHERTSEY" due on the 26th August, and the "ESSEX TRADER" & "FORT GRAHAM" were expected there shortly. No report has been received of any damage, but they needed cleaning and painting before their return to operational service, as had already been agreed. The vessels were accordingly listed for docking in the order named, following the "JARED INGERSOLL". The "SAMITE" would re-dock thereafter for permanent repairs, to be followed by the "JOHN S.COPLEY".

The "FACTO" had arrived at Oran but no news had yet been received as to whether she had entered the No.2 dock. The priorities thereafter were left unchanged on the vessels' positions, viz: "LYMINGE"; "SANDRINA"; "LOKE"; "FAR".

620. ALGIERS. It was reported that the "MAROC" and the "LE TRAIT" had been docked, and the "OUSEL" was now in the No.1 dock, to be followed by a French warship for four days. The next priority as previously arranged was the "HJALMAR WESSEL", and it was agreed that the "ATLE JARL" and "BENJAMIN TAY" respectively should be listed to follow.

The "LACYDON" had been docked in the No.2 dock.

621. CASABLANCA. The Chairman pointed out that the "ILE-DE OUESSANT" was a large vessel and it was believed that she might be a long job. He asked whether she could be undocked at short notice, if necessary to make room for any quick operational dockings, and the Committee requested Captain Beilvaire to investigate the position.

Captain Beilvaire stated that the "PRESIDENT HOUDUCE" was a trawler which after sailing for Newfoundland had returned to Casablanca with engine trouble.

The Committee noted that the "DUNKERQUE" was reported to be at Gibraltar for Algiers, and Captain Beilvaire was requested to obtain clarification of her position in regard to drydocking. Capt. Beilvaire.

622. FERRYVILLE. The "COTTON VALLEY" had been docked.

Mr. Brown drew attention to the fact that the "CONASAUGA" had been given the utmost priority for docking and repairs, but it was now alleged that she would have to wait 30 days to complete. Commander Rylands considered that this could not be due to any question of unavailability of the drydock. Mr. Brown suggested that in view of the directive that small tankers should be sent to Bizerta rather than Algiers for repairs, since fitters' labour was in better supply at the former port (vide Minute 578), the circumstances of the "CONASAUGA" case should be investigated, and the Chairman said that he would take up the matter with the U.S. Navy through the W.S.A., North Africa. Chairman.

The "ORANGELEAF" was temporarily deleted from the list as she was still at Algiers awaiting a new tiller arm which was not now expected to be ready until 9th October.

Mr. Campbell referred to statements made to him when at Algiers recently that the facilities at Ferryville had not been used to their fullest extent. Commander Rylands questioned whether the person concerned was in full possession of the facts and pointed out that Ferryville was employed mainly on Naval work and that the drydocks had been fully occupied during the whole time that they had been available for service. The Committee felt that they could not be satisfied with the results achieved, and it was decided to request a report from the French on the materials, labour and general facilities available there for Merchant ships. Captain Beilvaire agreed to take up the matter. Capt. Beilvaire.

Mr. Brown reported that the "EMPIRE BAIRN" had been ordered to Bizerta for docking.

623. TARANTO. It was reported that the "CARLTON" was expected to undock from the No.1 dock about the 4th September.

Lt.Commander Blair referred to the operational dockings and the decision

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for four days. The next priority as previously arranged was the "HJALMAR WESSEL", and it was agreed that the "ATLE JARL" and "BENJAMIN TAY" respectively should be listed to follow.

The "LACYDON" had been docked in the No.2 dock.

621. CASABLANCA. The Chairman pointed out that the "ILE DE OUESSANT" was a large vessel and it was believed that she might be a long job. He asked whether she could be undocked at short notice, if necessary to make room for any quick operational dockings, and the Committee requested Captain Beilvaire to investigate the position.

Captain Beilvaire stated that the "PRESIDENT HOUDUCE" was a trawler which after sailing for Newfoundland had returned to Casablanca with engine trouble.

The Committee noted that the "DUNKERQUE" was reported to be at Gibraltar for Algiers, and Captain Beilvaire was requested to obtain clarification of her position in regard to drydocking. Capt. Beilvaire.

622. FERRYVILLE. The "COTTON VALLEY" had been docked.

Mr. Brown drew attention to the fact that the "CONSAUGA" had been given the utmost priority for docking and repairs, but it was now alleged that she would have to wait 30 days to complete. Commander Rylands considered that this could not be due to any question of unavailability of the drydock. Mr. Brown suggested that in view of the directive that small tankers should be sent to Bizerta rather than Algiers for repairs, since fitters' labour was in better supply at the former port (vide Minute 578), the circumstances of the "CONSAUGA" case should be investigated, and the Chairman said that he would take up the matter with the U.S. Navy through the W.S.A., North Africa. Chairman.

The "ORANGELEAF" was temporarily deleted from the list as she was still at Algiers awaiting a new tiller arm which was not now expected to be ready until 9th October.

Mr. Campbell referred to statements made to him when at Algiers recently that the facilities at Ferryville had not been used to their fullest extent. Commander Rylands questioned whether the person concerned was in full possession of the facts and pointed out that Ferryville was employed mainly on Naval work and that the drydocks had been fully occupied during the whole time that they had been available for service. The Committee felt that they could not be satisfied with the results achieved, and it was decided to request a report from the French on the materials, labour and general facilities available there for Merchant ships. Captain Beilvaire agreed to take up the matter. Capt. Beilvaire.

Mr. Brown reported that the "EMPIRE BAIRN" had been ordered to Bizerta for docking.

623. TARANTO. It was reported that the "CARLTON" was expected to undock from the No.1 dock about the 4th September.

Lt.Commander Blair referred to the operational dockings and the decision at the previous Meeting that seven of the twelve vessels should be sent to Taranto (vide Minute 606), saying that at present it was desired to bid for only four, viz: "FORT CUMBERLAND" and "NORMAN MONARCH", both now sailed from Naples for Taranto and expected ready 31st August, "FORT LA PRAIRIE" at Brindisi and expected ready Taranto 31st August, and "FORT AKLAVIK" now at Naples. Five of the other vessels had been ordered to the Middle East, and requests for drydocking at Taranto would only be made for the remaining three, now returning from operations if their speeds were down. It was agreed that the above-named vessels, together with the "FORT DE DOUAMONT", should be/

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/be listed for the No.13 dock, and Commander Rylands stated that he would signal to C.S. Taranto accordingly. Cmdr. Rylands.

Lt.Commander Blair reported a need to drydock the "PRINCIPESSA GIOVANNA" for cleaning and painting, expected ready 30th August at Taranto, and it was agreed that she should be put in if a drydock is available. Advice has since been received from C.S. Taranto that the vessel has been stemmed for the No.2 dock.

624. BRINDISI. It was stated that the "LINGE" had arrived at Brindisi, but no advice had yet been received regarding her docking. It was agreed that the "BRUSE JARL" should dock at Brindisi. Commander Rylands confirmed that the drydocks at Brindisi were being and would be kept fully occupied with warships, Italian vessels, local craft, etc.

625. YUGO-SLAV VESSELS. Attention was drawn to a signal from A.A.I. reading:

"Following received from Eastern Adriatic:

"'Yugoslav steamships will soon be out of commission unless a promise of drydocking BRINDISI can be fulfilled forthwith'.

"Request you will refer to Medbo Repair Committee".

The Secretary reported that the vessels involved were the "DAKAR", "MARARSKA", "CETINA" and "LJUBANA", the first three of which were already on the docking list for Taranto, but no bids had so far been received in respect of the last named. Advice had been received from C-in-C Med. & Tn. that they were urgently required for personnel lifts and FOXHOL and previously stated that the docking and repair would be taken in hand at Alexandria. Mr. Hogarth, D.D.W.T.R. East Italy, stated that he would arrange for the local M.W.T. Surveyor to examine the vessels, but he pointed out that the Yugo-Slavs had made no approach to M.W.T. on this matter, and the Committee agreed that they should be informed they must conform to the correct machinery. Mr. Hogarth.

626. NAPLES. Mr. Brown reported that whilst the "EMPIRE GAWAIN", "EMPIRE COPPICE" and "OCTANE" required docking, it had been necessary to withdraw the bids as these tankers were required for operational service. The "OCTANE" was only a routine docking, but in the case of the other two vessels their need for docking was becoming urgent, and as soon as operational requirements permitted, he had requested that they be released from service and a bid for a drydock again submitted. The Committee considered that the "EMPIRE GAWAIN" and "EMPIRE COPPICE" should be released at the earliest possible moment, otherwise their condition will become such that they will be unable to continue in service and their repairs will have greatly increased.

It was stated that the "TUNUCH" was due 29th/30th August, and it was agreed that she should dock at Naples. 3150

627. MALTA. Commander Rylands stated that it had been arranged that the "GIAMPAOLO" and "ISTRIA" should be docked at Malta as convenient.

628. PALERMO. The Chairman reported that the U.S. Navy were now prepared to entertain bids for the docking of Merchant vessels at Palermo.

629. REPAIRS IN NORTH AFRICA. Mr. Campbell referred to the tendency now to send vessels back to North Africa for drydocking and/or repair. He pointed out that whilst drydocking could be carried out expeditiously at Algiers, the repair position was worse, mainly due to the increase in French Naval repairs.

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"BRUSE JARL" should dock at Brindisi. Commander Rylands confirmed that the drydocks at Brindisi were busy and would be kept fully occupied with warships, Italian vessels, local craft, etc.

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"Following received from Eastern Adriatic:

"'Yugoslav steamships will soon be out of commission unless a promise of 'drydocking ENTERPRISE can be fulfilled forthwith'.

"Request you will refer to Allied Repair Committee".

The Secretary reported that the vessels involved were the "ZAGAR", "MARJANKA", "CETINA" and "LJUBAN", the first three of which were already on the docking list for Taranto, but no bids had as yet been received in respect of the last named. Advice had been received from N.A.W.I. Tn. that they were urgently required for personnel lifts and ROTHE had previously stated that the docking and repair would be taken in hand at Brindisi. Mr. Hogarth, D.A.W.T. East Italy, stated that he would arrange for the Naval M.W.T. Surveyor to examine the vessels, but he pointed out that the Yugo-Slavs had made no approach to M.W.T. on this matter, and the Committee agreed that they should be informed they must conform to the correct machinery. Mr. Hogarth.

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It was stated that the "NIMROD" was due 29th/30th August, and it was agreed that she should dock at Naples.

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SECRET

Subject : Civil Sums Weekly Report to MEDBO No. 20

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/411/GDM

27 Aug 44

Tel: FREEDOM 832

1. CEREAL PROGRAMME:

(a) Aug arrivals:

(i) The 'PHINNEAS BANNING' arrived at AUGUSTA in MKS 59. Owing to the number of wheat ships now discharging in ITALIAN West Coast ports, this vessel has been held 5 days at AUGUSTA. This is the first wheat ship ex AUSTRALIA to be so delayed.

(ii) The slow discharge of wheat ships at CASTELLAMMARE was raised by MWT rep at the AFHQ Shipping Diversion Meeting held on 24 Aug. It was agreed that port working was unsatisfactory but remedial measures were being taken in respect of shortage of lighterage and inferior labour. It was established that ACC were responsible for the running and maintenance of the suction elevator machinery which was partially responsible for poor discharge and G-5 undertook to investigate.

(iii) In view of para (ii) above, alternative ports of discharge are being considered for the 'PHINNEAS BANNING' and 'WILLIAM WHIPPLE' which will be available for call forward in VN 62.

(b) Sep arrivals

Ref para 1(c) of Weekly Report No. 15. LONDON and SYDNEY advise the following amendments to nominations of 3149 vessels for Sep arrival -

Vessel	Bulk Wheat	Bagged Wheat	ETD of sailing ex AUSTRALIA
NORDNES	7,500	-	20 Aug
JAMES HARROD	7,200	2,000	" "
EASTGATE	-	8,500	early Sep
FRANCIS E WARREN	7,200	2,000	5 Sep
LODESTONE	6,500	2,000	10 Sep

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FRANCIS E WARREN	7,200	2,000	5 Sep
LODESTONE	6,500	2,000	10 Sep
TOTALS =	28,400	14,500	

It will be observed that there is a tendency for vessels to arrive late Sep and early Oct. Attention of G-5 has been drawn to this possible late delivery and it is agreed that the situation will need to be closely watched, especially if 'bunching' of vessels is likely to occur. In this connection, it is pointed out that the 'BARDESTAN', set up against Oct arrivals, is scheduled to sail ex AUSTRALIA on the same date as one of the vessels nominated for Sep arrival.

(c) Oct arrivals / Sheet 2.

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1. CEREAL PROGRAMME: (Contd)

(c) Oct arrivals:

Ref para (c)(ii) of Weekly Report No. 18. Planned allocation of shipping has undergone revision and is detailed below -

Vessel	Bulk Wheat	Bagged Wheat	ETD of sailing ex AUSTRALIA
ZARDESTAN	7,500	1,800	10 Sep
SKAGERAK	-	7,800	Mid Sep
OLIVEBANK	7,400	900	" "
WSA vessel	7,200	2,000	-
WSA vessel	7,200	2,000	-
TOTALS =	29,300	14,500	

2. CIVIL SUPPLY REQUIREMENTS FOR SOUTH OF FRANCE:

(a) As a result of operational events, the shipment of civil supply requirments has been accelerated necessitating the re-phasing of shipments already called forward from producer countries.

(b) It has been proposed to SEVENTH Army that the 7 Liberties ex USA, which constitute the balance of the 1st 45 days' requirements as in LAC 406, be accepted for call forward every 10 days beginning D + 20, as follows -

1 vessel ex -	To arrive S FRANCE
UGS 51	D + 20
51	D + 30
52	D + 40
3	D + 50
5	D + 60
5	D + 70
7	D + 80

3148

These shipments will exhaust the supplies set up against 1st 45 days' requirements which, under op conditions, become 1st 90 days' requirements.

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Vessel	Bulk Wheat	Bagged Wheat	ETD of sailing ex [illegible]
BARDESTAN	7,500	1,800	10 Sep
SKAGERAK	-	7,800	Mid Sep
OLIVEBANK	7,400	900	" "
WSA vessel	7,200	2,000	-
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TOTALS =	29,300	14,500	

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1 vessel ex -	To arrive S FRANCE
UGS 51	D + 20
51	D + 30
52	D + 40
3	D + 50
5	D + 60
5	D + 70
7	D + 80

3148

These shipments will exhaust the supplies set up against 1st 45 days' requirements which, under op conditions, become 1st 90 days' requirements.

Contd / Sheet 3,

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2. CIVIL SUPPLY REQUIREMENTS FOR SOUTH OF FRANCE: (Contd)

(iii) Seventh Army has been requested to produce a phased programme for 2nd 45 days requirements as in [illegible] which under op conditions become 2nd 90 days requirements.) With the exception of 1 vessel ex U.S.A. this will be met by internal Mediterranean loadings. Tonnages have been allocated to sources as under:

Commodity	Tonnage	Source
Flour	14,000	MIDDLE EAST
"	9,000	N AFRICA
Wheat	46,755	MIDDLE EAST
"	40,000	N AFRICA
Meat	9,770	" "
Remaining misc items	6,000 (approx)	USA
TOTAL =	125,525	

(d) Upon receipt of programme from SEVENTH Army, arrangements will be made to set up internal MEDITERRANEAN shipments.

It is anticipated that part of this tonnage may be required to arrive as early as D + 60.

CWFD/SC

(M.J. SIEFF) Lt Col
for Brigadier,
D.Q.M.G. (M).

DISTRIBUTION:

As for MEDBO Minutes PLUS -

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Ref Staff 17-60

CWFD/SC

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for Brigadier,
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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 75.

MINUTES OF MEETING HELD AT 1100 HOURS ON 22ND AUGUST, 1944.

	Mr. A.R. Sasseville	In the Chair.
Members:	Commodore D.C. Brock,R.N.	P.S.T.O. Med.
	Captain G. Wilson,R.N.	N.C.S.O. Med.
	Captain F. Miners,R.N.R.	D.O.H.C., W.Med.
	Commander J.O.Davies,R.N.R.	S.O.,S. to C in C Med.
	Lt.Cmdr. H.P.Swanton,U.S.N.R.	U.S. Navy.
	Brigadier A.T. de Rhe Philipe	G-4 Mov. & Tn. (Br.).
	Brigadier Norman Smith	Q.M. Coal Section.
	Colonel J.F.M. Leese	Tn. (Br.).
	Colonel J.R. Noyes,U.S. Army	G-4 Mov. & Tn. (Am.).
	Lt.Col. F.J. Hughes,U.S.Army	D.D.O.H.C., W.Med.
	Mr. W.D. Brown	D.M.W.T.R. with Pet. Section.
	Lt.Col. K. Anderson	D.M.W.T.R.
Present:	Commander J.S. Sharp, R.N.R.	N.C.S.O., W.Italy.
	Commander W.F. Blandy,R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Lt.Col. M.J. Sieff	G-4 Mov. & Tn. (Br.).
	Lt.Col. J.T. Dreher,U.S. Army	G-4 Mov. & Tn. (Am.).
	Mr. W.E. Ferriday	Secretary

ACTION BY:-

1208. The Minutes of Meeting No. 74 dated 15th August, 1944, were approved.

1209. COASTERS FOR NAVAL USE. (Vide Minutes 1204 and 1138). P.S.T.O. referred to the letter received from C in C Med. on the subject of the employment of the coasters allocated to the Royal Navy. P.S.T.O. pointed out that the agreement made at the time in Algiers was that whenever space became available, the Royal Navy would offer it to the other Services, but no information had been received that any space had become available. Commander Davies stated that amended instructions in this matter had been issued. P.S.T.O. assumed that it was the responsibility of the Fleet Supply Officer to notify P.S.T.O. Med. in such instances but he considered that this Officer would not know in sufficient time to take advantage of the opportunity, and therefore when space became available it should be reported to the local S.T.O. Lt.Col. Sieff stated that the question of provision of cargo could be dealt with locally and Brigadier Philipe agreed that the Army would accept such an arrangement and would organise accordingly.

1210. COMMUNICATIONS. With reference to Minute 1204 (c), the Secretary reported that a communication had been addressed to the C.A.O. on the lines of the discussion at the previous Meeting. 3147

1211. SEAWORTHINESS. Ref. 1206. The Secretary submitted a draft letter outlining the procedure regarding the drydocking of Merchant ships and the Board agreed that this should be sent to the Chief of Transportation. Secretary.

1212. MEDITERRANEAN COAL PRODUCTION SUB-COMMITTEE. Ref. 1196. Item 2 on Agenda.

	Brigadier A.T. de Rhe Philipe	G-4 Mov. & Tn. (Am.).
	Brigadier Norman Smith	Q.M. Coal Section.
	Colonel J.F.M. Leese	Tn. (Br.).
	Colonel J.R. Noyes, U.S. Army	G-4 Mov. & Tn. (Am.).
	Lt.Col. F.J. Hughes, U.S.Army	D.D.O.H.C., W.Med.
	Mr. W.D. Brown	D.M.W.T.R. with Pet. Section.
	Lt.Col. K. Anderson	D.M.W.T.R.
Present:	Commander J.S. Sharp, R.N.R.	N.C.S.O., W.Italy.
	Commander W.F. Blandy, R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Lt.Col. M.J. Sieff	G-4 Mov. & Tn. (Br.).
	Lt.Col. J.T. Dargahon, U.S. Army	G-4 Mov. & Tn. (Am.).
	Mr. W.E. Fereday	Secretary

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1212. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1196. Item 2 on Agenda. With reference to Minute 187 of this Committee regarding the coal berth at Civita Vecchia, Brigadier Norman Smith reported that A.A.I. were taking action in the matter.

Brigadier Norman Smith referred to a Memorandum providing for the handing over to A.C.C. of the discharge and handling at certain coal ports in Italy and Sicily, and the Board agreed that official instructions should now be given to A.C.C. accordingly.

1213. REPAIR SUB-COMMITTEE. Ref. 1197. Item 3 on Agenda. Noted.

1214. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1198. Item 4 on Agenda. Brigadier Philipe referred to Item 5 of the Report (Coasters for MEDEO), and stated that G-5 in Algiers had discussed the question of relief supplies for/

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/for France. The French had revealed that they had a stockpile in North Africa and would request that coasters be made available to move this. Brigadier Philips pointed out, however, that such a movement could only be agreed provided the demand is received through the correct channel which at present in this case is the Seventh Army. Colonel Noyes expressed his concurrence.

1215. ITALIAN MERCHANT SHIPPING. Ref. 1181. Item 5 on Agenda. The Position List was noted.

Lt.Col. Anderson referred to Minute No. 91 of the Italian Meeting which suggested the use of Australian dunnage in grain ships for the building of new schooners, and he stressed the importance of shifting boards being allowed to remain on board the ships, instructions already having been sent to the ports that on no account was any to be removed. (Vide Minute 1082).

1216. ITALIAN SCHOONER POSITION. Ref. 1199. Item 6 on Agenda. Brigadier Philips stated that in consequence of the Schooner Control Committee Meeting on 16th August, a draft instruction had been drawn up setting out the recommendations, which he now read to the Board. P.S.T.O. asked that the responsibility of R.A.S.C. for the maintenance of the schooners to be run by them should be clearly emphasised. Subject to this amendment, the Board concurred in the publication of the draft instruction.

1217. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1200. Item 7 on Agenda. The Report was noted.

The Report from C-5 for the month of July was tabled for information.

1218. HARBOUR CRAFT. Ref. 1201. Item 8 on Agenda. Captain Miners reported that four 100 ton steel lighters were now being converted at Brindisi for the carriage of water, two being expected to be ready within three weeks and the other two within six weeks. It was required that priority should be given for the first one ready to be sent to Ancona.

Captain Miners reported the expected arrival within the next few days of twelve 36' harbour craft which had been sent out in response to the agreed demands previously made.

Captain Miners drew attention to a signal that the tug "PROSPER" was towing three swim barges to Piombino, which appeared to be part of those designated for operations.

Colonel Leese stated that an endeavour was being made to take a floating crane from Taranto for service at Ancona, where there was an urgent need in view of the fact that heavy lifts discharged from ship to craft could not be unloaded from the latter. He felt, however, that the general position regarding heavy lifts facilities in the area should be re-examined. This was agreed and it was arranged that Transportation (Br.) should first advise the D.O.M.C. as to the situation regarding shore cranes, in order that an examination might be made in conjunction with the floating crane position.

Col. Leese.
Capt. Miners.

1219. TANKER COMMITTEE. Ref. 1203. Item 9 on Agenda. Mr. Brown reported that the pipe line at Ancona was complete and tankers were being sent to discharge but it had transpired that the draft was limited to 27' which would eliminate the use of the great majority of ocean-going tankers unless they were first lightened which could not be done at Ancona. He therefore asked for consideration to be given to the question of a special escort for tankers which would lighten at Bari to be brought forward immediately afterwards to Ancona to avoid their missing the return convoy. Commander Davies agreed to take up the matter.

Cmdr. Davies.

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Captain Miners reported the expected arrival within the next few days of twelve 36' harbour craft which had been sent out in response to the agreed demands previously made.

Captain Miners drew attention to a signal that the tug "PROSPER" was towing three swim barges to Piombino, which appeared to be part of those designated for operations.

Colonel Leese stated that an endeavour was being made to take a floating crane from Taranto for service at Ancona, where there was an urgent need in view of the fact that heavy lifts discharged from ship to craft could not be unloaded from the latter. He felt, however, that the general position regarding heavy lifts facilities in the area should be re-examined. This was agreed and it was arranged that Transportation (Br.) should first advise the D.O.M.C. as to the situation regarding shore cranes, in order that an examination might be made in conjunction with the floating crane position. Col. Leese. Capt. Miners.

1219. TANKER COMMITTEE. Ref. 1203. Item 9 on Agenda. Mr. Brown reported that the pipe line at Arcola was complete and tankers were being sent to discharge but it had transpired that the draft was limited to 27' which would eliminate the use of the great majority of ocean-going tankers unless they were first lightened which could not be done at Ancona. He therefore asked for consideration to be given to the question of a special escort for tankers which would lighten at Bari to be brought forward immediately afterwards to Ancona to avoid their missing the return convoy. Commander Davies agreed to take up the matter. Cmdr. Davies.

1220. WATER SUB-COMMITTEE. Ref. 1191. Item 10 on Agenda. Brigadier Philipe referred to Minute No. 24 of the Water Committee Meeting, regarding drummed water, and stated that a formal request had been made by the U.S. Army for the provision of water for their camps at Capri, which it was now feared would have to close owing to lack of water due to the removal of the waterboat supplying the Island. To meet the immediate commitment F.O.W.I.T. had agreed to give them a waterboat for one trip only, but Brigadier Philipe asked that when the investigation into the question of shipment of water in drums had been completed, special consideration should be given to supplying Capri by this means.

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Commander Davies referred to the Italian Warships being used to ferry personnel from Cagliari to Naples, which could not supply water from their own distilling apparatus beyond the needs of the ship's complement. Advice had now been received that unless a berth was made available for them to water on arrival at Naples, the vessels would have to be laid up. They could not be provided with water at Cagliari, no mobile waterboat being available there. Lt.Col. Dunaher suggested that the vessels might be sent to Palermo en route to obtain water but Commander Davies replied that this suggestion had already been refused. Commander Sharp pointed out that the berthing of these large vessels at Naples could only be done at the expense of other tonnage but the Board requested that a further examination be made of the position. Col. Noyes.
Lt.Col.Dunaher.

1221. DREDGING COMMITTEE. Ref. 1192. Item 11 on Agenda. Brigadier Philips drew attention to a letter from A.A.I. which expressed concern at the fact that dredgers located in Italian ports had been allocated a very low priority for repairs, and which indicated the urgent need for a dredger at Ancona and a further need for dredgers for other ports as the advance Northwards continues. It was agreed that the matter should be taken up with the Dredging Committee, and through them with the Repair Committee. Secretary.

1222. PORTS STATE. Ref. 1202. Item 12 on Agenda. It was noted that the Ports State for the 11th August showed a grand total of only 39 ocean going dry cargo ships in the area awaiting to discharge.

1223. FUNCTIONS OF MEDDO. Brigadier Philips reported that he was drafting a statement amplifying the functions of MEDDO which would be published as an A.F.H.Q. document for general information and particularly for the reference of bodies such as A.C.C. and U.N.R.R.A.

1224. CRANE SHIPS. Ref. 1190. Commander Blandy referred to the free hand given to P.S.T.O. Med. in the use of crane ships for operations during the period involved and stated that their position at present was as follows:
"EMPIRE VALOUR" & "EMPIRE LORENZO" due in South France on the 25th August for service. "EMPIRE HARMONY" working in Naples. "EMPIRE CANDIDA" repairing the breakwater at Bari. "ICELAND" available for service, having been drydocked at Taranto.
He stated that a request had been received from Tn. (An.) to move some locomotives from Italy to Sardinia, for which the "ICELAND" could be used. This was approved by the Board.

1225. PERSONNEL MOVEMENTS. P.S.T.O. asked for guidance on the question of movements of American personnel within the Mediterranean. This was a commitment for British tonnage but he asked whether American personnel ships could be used if and when available. Brigadier Philips replied that it had been agreed that certain tonnage was to be available for Mediterranean lifts regardless of flag but it had been arranged that British personnel ships would be used on Ferry service and U.S. personnel ships would be returned, and any question of the retention of the latter would need to be referred to C.C.S. He agreed, however, that the carriage of American personnel in American ships was preferable from the point of view of victualling but shipping should not be wasted to enable this to be done. Lt.Col. Dunaher pointed out that there would be no American personnel ships after G.U.F.14.

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Board requested [illegible]

Lt.Col.Dunbar.

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1224. CRANE SHIPS. Ref. 1190. Commander Manly referred to the free hand given to P.S.T.O. Med. in the use of crane ships for operations during the period involved and stated that their position at present was as follows:

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1226. ANCONA. Commander Davies stated that the question of accommodating H.M. Ships at this port had been raised and the reply was that the Navy's requirements would not interfere with the working of the port.

1227. SHIPPING INTELLIGENCE & DIVERSIONS ROOM. Ref. 1192. Commander Davies drew attention to the fact that the operation of the "Room" suffered a setback when Members made calls upon their representatives there for work in connection with their own particular Organisation.

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From : Naval Control Service Officer, Mediterranean.

Date : August 11th, 1944. MNC.1/8.

To : The Chairman of the Mediterranean Shipping Board.
: The Director of Trade Division.
: The Director of Convoys and Routeing, Tenth Fleet.

I have the honour to forward the attached summary and synopsis of merchant shipping sailed from ports on the Mediterranean Station at which there is a Convoy and Routeing Officer, for the second quarter of 1944. The total has again risen from 8,892 for the first quarter, to 9,285 for this, and in addition 2,152 schooners or caiques were routed as against 369; the former figure, however, includes 450 sailings in the Levant Area, which were not represented in the latter.

2. April sailings for Famagusta, which only came to hand after going to press are:-

Personnel	17
Ocean M/T	4
Coasters	10
	— Total 31.

which should now be included.

(Sgd.) G. WILSON

CAPTAIN, ROYAL NAVY.

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SYNOPSIS OF SHIPPING IN WESTERN MEDITERRANEAN AREA.

Port	Category	Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
GIBRALTAR	Not analysed	3640		191		252		130		573	4213
CASABLANCA	Personnel	1063	3	105	2	98	3	111	8	338	1401
	Hospital		0		0		0		0		
	Ocean M/T		83		75		62		220		
	Coasters		19		21		44		110		
ORAN	Personnel	2164	11	153	11	161	9	133	31	447	2611
	Hospital		5		7		9		21		
	Ocean M/T		121		127		96		344		
	Coasters		16		16		19		51		
ALGIERS	Personnel	2718	14	193	22	233	7	155	43	581	3299
	Hospital		15		5		4		24		
	Ocean M/T		112		154		90		356		
	Coasters		52		52		54		158		
BONE	Personnel	1084	6	92	3	74	2	75	11	211	1325
	Hospital		0		0		1		1		
	Ocean M/T		61		41		41		143		
	Coasters		25		30		31		86		
BOUGIE	Personnel	550	0	29	0	25	0	39	0	93	643
	Hospital		0		0		0		0		
	Ocean M/T		2		0		3		5		
	Coasters		27		25		36		88		
PHILIPPE-VILLE	Personnel	772	0	30	0	29	0	38	0	97	869
	Hospital		1		0		0		1		
	Ocean M/T		7		5		3		15		
	Coasters		22		24		35		81		

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PSIS OF SHIPPING IN WESTERN MEDITERRANEAN AREA.

Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
		191		252		130		573	4213
3640	3		2		3		8		
	0		0		0		0		
	83		75		62		220		
	19	105	21	98	44	111	110	338	1401
1063	11		11		9		31		
	5		7		9		21		
	121		127		96		344		
	16	153	16	161	19	133	51	447	2611
2164	14		22		7		43		
	15		5		4		24		
	112		154		90		356		
	52	193	52	233	54	255	158	581	3299
2718	6		3		2		11		
	0		0		1		1		
	61		41		41		143		
	25	92	30	74	31	75	86	241	1325
1084	0		0		0		0		
	0		0		0		0		
	2		0		3		5		
	27	29	25	25	36	39	88	93	643
550	0		0		0		0	0	
	1		0		0		1		
	7		5		3		15		
	22	30	24	29	35	38	81	97	869
772									

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SUMMARY OF MERCHANT VESSELS ROUTED BY MEDITERRANEAN CONVOY AND ROUTEING SERVICE.

Ports	April	May	June	Total for Quarter	Total Brought forward	Total to date
Western	796	892	684	2372	11, 991	14, 363
Central	1,117	1,078	925	3120	8,813	11,933
Italian	583	564	515	1662	2,763	4,425
Levant	512	532	467	1511	1,179	2,690
Red Sea	184	188	217	589	561	1,150
TOTALS	3,192	3,254	2,808	9,254	25,307	34,561
Schooners	405	774	973	2,152	369	2,521
Suez Canal Southbound	180	123	175	478	391	869
Suez Canal Northbound	154	130	119	403	447	850

Issued by N.C.S.O., MEDITERRANEAN.

15. viii 1944.

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SUMMARY OF MERCHANT VESSELS ROUTED BY MEDITERRANEAN CONVOY AND ROUTEING SERVICE.

	April	May	June	Total for Quarter	Total Brought forward	Total to date
	796	892	684	2372	11, 991	14, 363
	1,117	1,078	925	3120	8,813	11,933
	583	564	515	1662	2,763	4,425
	512	532	467	1511	1,179	2,690
	184	188	217	589	561	1,150
	3,192	3,254	2,808	9,254	25,307	34,561
	405	774	973	2,152	369	2,521
ound	160	123	175	478	391	869
ound	154	130	119	403	447	850

, MEDITERRANEAN.

15. viii 1944.

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SYNOPSIS OF SHIPPING IN CENTRAL MEDITERRANEAN AREA.

Port	Category	Total brought forward	April		May		June		Total for 2nd Quarter	
MALTA	Personnel	1359	4		5		8		17	3143
	Hospital		0		1		0		1	
	Ocean M/T		31		22		18		71	
	Coasters		9	44	15	43	15	41	39	128
BIZERTA TUNIS	Personnel	2298	2		5		3		10	
	Hospital		3		3		1		7	
	Ocean M/T		104		114		79		297	
	Coasters		49	158	74	196	77	160	290	514
AUGUSTA	Personnel	3453	11		6		1		18	
	Hospital		0		0		0		0	
	Ocean M/T		613		571		485		1669	
	Coasters		143	767	115	692	108	594	366	2053
SYRACUSE	Personnel	561	4		4		1		9	
	Hospital		1		2		1		4	
	Ocean M/T		5		6		7		18	
	Coasters		13	23	9	21	3	12	25	56
CATANIA (incl. Messina to end of 1943)	Personnel	546	0		0		0		0	
	Hospital		0		1		0		1	
	Ocean M/T		13		22		12		47	
	Coasters		9	22	4	27	9	21	22	70
PALERMO	Personnel	342	0		1		1		2	
	Hospital		0		0		0		0	
	Ocean M/T		20		17		23	29	60	
	Coasters		6	26	3	21	5		14	76
TRIPOLI (L)	Personnel	451	2		2		2		6	
	Hospital		0		1		1		2	
	Ocean M/T		7		7		3		17	
	Coasters		11	20	13	22	5	11	29	54
CAGLIARI	Personnel	351	0		0		0		0	
	Hospital		1		0		0		1	
	Ocean M/T		30		32		32		94	
	Coasters		26	57	24	56	25	57	75	170

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SIS OF SHIPPING IN CENTRAL MEDITERRANEAN AREA.

Total brought forward	April		May		June		Total for 2nd Quarter		Grand Tota
	4		5		8		17		
	0		1		0		1		
	31		22		18		21		
1359	9	44	15	43	15	41	39	128	1487
	2		5		3		10		
	3		3		1		7		
	104		114		79		297		
2298	49	158	74	196	77	160	290	514	2812
	11		6		1		18		
	0		0		0		0		
	613		571		485		1669		
3453	143	767	115	692	108	594	366	2053	5506
	4		4		1		9		
	1		2		1		4		
	5		6		7		18		
561	13	23	9	21	3	12	25	56	617
	0		0		0		0		
	0		1		0		1		
	13		22		12		47		
546	9	22	4	27	9	21	22	70	616
	0		1		1		2		
	0		0		0		0		
	20		17		23	29	60		
342	6	26	3	21	5		14	76	418
	2		2		2		6		
	0		1		1		2		
	7		7		3		17		
431	11	20	13	22	5	11	29	54	485
	0		0		0		0		
	1		0		0		1		
	30		32		32		94		
351	26	57	24	56	25	57	75	170	321

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SYNOPSIS OF SHIPPING IN ITALIAN PORTS.

Port	Category	Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
NAPLES } PALERNO }	Personnel		25		26		23		74		
	Hospital		32		37		29		98		
	Ocean M/T		227		201		217		645		
	Coasters	1456	37	321	22	285	53	302	92	909	2365
CIVITTA VECCHIA (from June)	Personnel						-		-		
	Hospital						-		-		
	Ocean M/T						15		15		
	Coasters						5	20	5	20	20
TARANTO	Personnel		9		16		4		29		
	Hospital		3		5		4		12		
	Ocean M/T		78		61		45		184		
	Coasters	600	15	105	19	101	24	77	58	283	883
BRINDISI	Personnel		-		-		-		-		
	Hospital		-		-		-		-		
	Ocean M/T		50		50		45		96		
	Coasters	307	15	85	15	65	10	55	39	205	512
BARI	Personnel		-		-		-		-		
	Hospital		-		-		38		145		
	Ocean M/T		52		55		23	61	100	245	686
	Coasters	441	20	72	57	112					

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SYNOPSIS OF SHIPPING IN ITALIAN PORTS.

	Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
		25		26		23		74		
		32		37		29		98		
		227		201		217		645		
	1456	37	321	22	285	53	302	92	909	2365
						-		-		
						-		-		
						15		15		
						5	20	5	20	20
		9		16		4		29		
		3		5		4		12		
		78		61		45		184		
	600	15	105	19	101	24	77	58	283	883
		-		-		-		-		
		-		-		-		-		
		-		-		45		96		
	307	50		50		10	55	39	205	512
		15	85	15	65	-		-		
		-		-		-		-		
		-		-		38		145		
		52		55		23	61	100	245	686
	441	20	72	57	112					

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SYNOPSIS OF SHIPPING IN THE EASTERN MEDITERRANEAN.

Port	Category	Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
ALEXANDRIA	Personnel		8		2		5		15		
	Hospital		1		3		4		8		
	Ocean M/T		182		115		90		387		
	Coastal	489	10	201	7	127	7	106	24	444	933
PORT SAID	Personnel		23		13		17		53		
	Hospital		1		2		3		6		
	Ocean M/T		168		233		160		561		
	Coasters	769	40	232	4	262	18	198	72	692	1461
HAIFA	Personnel		13		20		15		48		
	Hospital		0		0		1		1		
	Ocean M/T		30		59		73		162		
	Coasters	215	5	48	6	85	5	94	16	227	442
BEIRUT	Personnel		4		3		1		8		
	Hospital		0		0		0		0		
	Ocean M/T		5		6		6		17		
	Coasters	51	3	12	5	14	3	10	11	36	87
TRIPOLI(S)	Personnel		0		0		0		0		
	Hospital		0		0		0		0		
	Ocean M/T		6		6		11		23		
	Coasters	37	3	9	4	10	1	12	8	31	68
FAMAGUSTA	Personnel		not known.		14		11		25		
	Hospital				0		0		0		
	Ocean M/T				3		5		8		
	Coasters	0			8	25	22	38	30	63	63
BENGHASI	Personnel		0		0		0		0		
	Hospital		0		1		0		1		
	Ocean M/T		0		0		0		0		
	Coasters	28	10	10	8	9	9	9	27	28	56

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SYNOPSIS OF SHIPPING IN THE EASTERN MEDITERRANEAN.

Total brought Forward	April		May		June		Total for 2nd Quarter		Grand Total
	8		2		5		15		
	1		3		4		8		
	182		115		99		387		
489	10	201	7	127	1	106	24	444	933
	23		13		17		53		
	1		2		3		6		
	168		233		160		561		
769	40	232	14	262	18	198	72	692	1461
	13		20		15		48		
	0		0		1		1		
	30		59		73		162		
215	5	48	6	85	5	94	16	227	442
	4		3		1		8		
	0		0		0		0		
	5		6		6		17		
51	3	12	5	14	3	10	11	36	87
	0		0		0		0		
	0		0		0		0		
	6		6		11		23		
37	3	9	4	10	1	12	8	31	68
			14		11		25		
			0		0		0		
	not known.		3		5		8		
0			8	25	22	38	30	63	63
	0		0		0		0		
	0		1		0		1		
	0		0		0		0		
28	10	10	8	9	9	9	27	28	56

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SYNOPSIS OF SHIPPING IN RED SEA PORTS.

Port	Category	Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
SUEZ	Personnel	533	7	176	16	174	11	201	34	561	1094
	Hospital		2		1		2		5		
	Ocean M/T		137		125		166		428		
	Coasters		30		32		32		94		
MASSAWA	Personnel	28	0	8	2	14	2	16	2	38	66
	Hospital		0		7		1		0		
	Ocean M/T		5		5		6		16		
	Coasters		3		9		8		20		

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SYNOPSIS OF SHIPPING IN RED SEA PORTS.

Total brought forward	April		May		June		Total for 2nd Quarter		Grand Total
	7		16		11		34		
	2		1		2		5		
	137		125		166		428		
533	30	176	32	174	32	201	94	561	1094
	0		4		2		2		
	0		7		4		0		
	5		5		6		16		
28	3	8	9	14	8	16	20	38	66

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PORT AVERAGES.

Daily Averages for month of May, 1944.

	Casablanca (A)	Oran (A)	Arzew (A)	Mostaganem (A)	Algiers (B)	Bone (D)	Bizerta (E)	Tunis & La Goulette (F)	Taranto (G)	Brindisi (H)	Bari (J)	Barletta (K)	Naples	Salerno	Castellamare
DISCHARGED															
Tons per day	903	1051	1117+	-	1161	83	617	-	871	1800	3515	621	1467	3	628
" " ship	475	378	588	-	275	52	284	-	194	513	635	242	-	-	-
No. of ships	1.9	10.7	1.9	-	5.3	1.6	2.2	1.8	4.5	3.4	5.5	2.6	-	-	-
Cleared by road, rail				-	1278	68	617	-	801	1715	3375	606	14203	13	501
Total coal discd.	12053	22130		-	27385	10946		-18033	9127	3986	19927	-	42729	-	-
" B.P. "		2428		-	14784	720	34646	554	51793	-	84065	-	-	-	-
LOADED															
Tons per day	37	1097	1337	-	1103	1396	2509	403	228	88	368	281	1017	-	-
" " ship	96	411	3170	-	184	261	370	297	135	49	122	188	-	-	-
No. of ships	.4	10.9	.10	-	6	5.3	6.8	1.4	1.7	1.8	3	1.5	-	-	-
Total coal loaded				-	-	-	-	-	-	-	-	-	-	-	-
" B.P. "				-	10661	-	12655	-	-	-	26513	-	-	-	-
Phosphates	103318														

NOTES: Report for Casablanca includes Safi and Fedala.

(A) Port Averages based on 31 working days discharging 31 working days loading.
(B) ALGIERS " " " 31 " " " 31 " " "
(D) BONE " " " 27 " " " 31 " " "
(E) BIZERTA " " " 29 " " " 31 " " "
(F) TUNIS & LA GOULETTE " " 25 " " " 25 " " "
(G) TARANTO " " " 29 " " " 19 " " "
(H) BRINDISI " " " 28 " " " 15 " " "
(J) BARI " " " 30 " " " 21 " " "
(K) BARLETTA " " " 16 " " " 20 " " "
(L) Tonnages of bulk F.O.L. discharged or loaded at these ports are not reported.

+ includes bulk F.O.L.

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F O R T A V E R A G E S.

Daily Averages for month of May, 1944.

	Oran (A)	Arzew (A)	Mostaganem (A)	Algiers (B)	Bone (D)	Bizerte (E)	Tunis & La Goulette (F)	Taranto (G)	Brindisi (H)	Bari (J)	Barletta (K)	Naples	Salerno	Castellammare	Milazzo	Torre Annunziata	Reggio
)																	
	(A)	(A)	(A)	(B)	(D)	(E)	(F)	(G)	(H)	(J)	(K)						
	Oran	Arzew	Mostaganem	Algiers	Bone	Bizerte	Tunis & La Goulette	Taranto	Brindisi	Bari	Barletta	Naples	Salerno	Castellammare	Milazzo	Torre Annunziata	Reggio
3	4051	1117+	-	1461	83	617	-	871	1800	3515	621	14679	3	628	8	927	-
				275	52	284	-	194	513	635	242	-	-	-	-	-	-
5	378	588	-			2.2	1.8	4.5	3.4	5.5	2.6	-	-	-	-	-	-
9	10.7	1.9	-	5.3	1.6												
			-	1278	68	617	-	801	1715	3375	606	14203	13	501	-	717	-
			-	21385	10946		-18033	9127	3986	19927	-	42729	-	-	-	-	-
			-	14784	720	34646	554	51793	-	84065	-	-	-	-	-	-	-
53	22130																
	2128																
			-	1103	1396	2509	403	228	88	368	281	1017	-	-	1115	-	-
			-	184	261	370	297	135	49	122	188	-	-	-	-	-	-
37	1967	1537	-			6.8	1.4	1.7	1.8	3	1.5	-	-	-	-	-	-
96	141	3170	-	6	5.3	-	-	-	-	-	-	-	-	-	-	-	-
4	10.9	.10	-	-	-												
			-							26513	-	-	-	-	-	-	-
			-	10661	-	12655	-	-	-								

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r Casablanca includes Safi and Fedala.
based on 31 working days discharging 31 working days loading.
" " 31 " " " 31 " " "
" " 27 " " " 31 " " "
" " 29 " " " 25 " " "
" " 25 " " " 19 " " "
" " 29 " " " 15 " " "
" " 28 " " " 21 " " "
" " 30 " " " 20 " " "
" " 16 " " "

bulk P.O.L. discharged or loaded at these ports are not reported.

* includes bulk P.O.L.

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SECRET

DRYDOCKING LIST.

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
ALGIERS.	MANOC	DOCKED			
	LE TRAIT	DOCKED			
	LACYDON	DOCKED			
	OUSEL	IN DOCK			
	HJALMAR WESSEL	At sea for Algiers	26th Aug.	Oct.1943	Opnl.docking - must be avail
	ATLE JARL	At sea for Algiers	27th Aug.	Sept.1943	Opnl. docking - must be availab
	BENJAMIN TAY	At sea for Algiers	27/28th Aug.	Mar.1944.	Opnl. docking.Speed reduced fro
ORAN.	JARED INGERSOLL	At Oran			Cleaning & Paintin
	FORT CHESTERFIELD	" "			Operational docking
	CHERTSEY	due Oran 26th Aug.			" "
	ESSEX TRADER	due Oran shortly			" "
	FORT GRAHAME	due Oran shortly			" "
	FACTO	At Oran		Mar.1944	Opnl. docking - must be availabl
	LYMINGE	Ajaccio/Algiers/Oran	abt.27th Aug.		Foul
	SANDRINA	At Algiers for Oran			Foul
	LOKE	At sea for Algiers/Oran	27/28th Aug.	May.1944	Operational docking
	FAR	Bari/Piombino	early Sept.	Nov.1943	" "
	SAMITE	At Oran			To redock for permanent rep
	JOHN S. COPLEY	at Oran			damage
CASABLANCA	DUNKERQUE	Gibraltar for Algiers		Jan.1943	2 days
GIBRALTAR.	STEPHEN F. AUSTIN	At Gibraltar			Damaged
	FULGOR	" "			Ital.Tanker. Requires new stern
BIZERTA.	COTTON VALLEY.	DOCKED			
	CONASAUGA	At Bizerta			U.S.N. Tanker. To drydock and
	EMPIRE BAIRN	At Maddalena	Ordered to Bizerta		Tanker
	WILLIAM B.TRAVIS	At Bizerta			Waiting t
	ORANGELEAF	At Algiers			Tanker. To repair & drydock.Aw
					which not ready until 9th Oct.
	P.L.M.14	At Bizerta			Self-operating collier.Very dirty. Ma
TARANTO Cleaning & Painting.	SAN ALBANO	DOCKED			(dredger)
	FORTCUMBERLAND	At Naples ordered 31st Aug., to Taranto			Operational docking

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25TH AUGUST, 1944.

D R Y D O C K I N G L I S T.

SEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
OC	DOCKED			
TRAIT	DOCKED			
DON	DOCKED			
EL	IN DOCK			
LMAR WESSEL	At sea for Algiers	26th Aug.	Oct.1943	Opnl.docking - must be available 31st Aug.(PSTO BID)
E JAEL	At sea for Algiers	27th Aug.	Sept.1943	Opnl. docking - must be available 31st Aug. (PSTO BID)
JAMIN TAY	At sea for Algiers	27/28th Aug.	Mar.1944.	Opnl. docking.Speed reduced from 9 to 8 knots(PSTO BID)
ED ERICSOLL	At Oran			Cleaning & Painting (WSA BID)
T CHESTERFIELD	" "			Operational docking (PSTO BID)
RISEY	due Oran 26th Aug.			" " " "
EX TRADER	due Oran shortly			" " " "
T GRAHAME	due Oran shortly		Mar.1944	Opnl. docking - must be available 1st Sept.(PSTO BID)
TO	At Oran			Foul " "
HINGE	Ajaccio/Algiers/Oran	abt.27th Aug.		Foul (MWTR BID)
DRINA	At Algiers for Oran			Operational docking (PSTO BID)
E	At sea for Algiers/Oran	27/28th Aug.	May.1944	" " " "
	Bari/Piombino	early Sept.	Nov.1943	To redock for permanent repairs. (MWTR BID)
ITE	At Oran			damaged. (WSA BID)
N S. COPLEY	at Oran			2 days (FRENCH BID)
KERQUE	Gibraltar for Algiers		Jan.1943	
EPHEN F. AUSTIN	At Gibraltar			Damaged
GOR	" "			Ital.Tanker. Requires new stern tube,tail end & propeller.
TTON VALLEY	DOCKED			
NASAUGA	At Bizerta			U.S.N. Tanker. To drydock and repair.
FIRE BAIN	At Maddalena	Ordered to Bizerta		Tanker (PET. SECT. BID)
LLIAM D.TRAVIS	At Bizerta			Waiting to redock.
NGELEAF	At Algiers			Tanker. To repair & drydock.Awaiting new tiller arm which not ready until 9th Oct. (PET SECT. BID)
L.M.14	At Bizerta			Self-operating collier.Very dirty. Max. speed 3½ knots.
N ALBANO	DOCKED			(dredger)
RTCUMBERLAND	At Naples ordered 31st Aug. to Taranto			Operational docking. (PSTO BID)

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SECRET

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED.	REMARKS
Cleaning & Painting Contd.	NORMAN MONARCH	At Naples ordered 31st Aug. to Taranto			Operational docki
	FORT LA PRAIRIE	At Brindisi ordered 31st Aug. to Taranto			" "
	One M.T. ship to be nominated				" "
	LANCAID	At Gallipoli			Italian. Redu
	SENIO	" "			" "
	FORT DE DOUAMONT	At Naples ordered to Taranto		Aug.1943.	Foul. Speed reduced from 9 to 7½ knots
For Repairs.	GHERSO	IN DOCK.			(Italian Tanker).
	FORT CARIBOU	at Taranto			Temporary repair.
	SFINCE	at Taranto			(Italian). Fairly extensive minor repa
	AMSTEL	at Taranto		Sept. 1943.	Speed reduced from 8¼ to 6 k. Bottom examinition, plates to weld at rudder.
	PALESTEH	at Naples for Taranto.		Dec. 1943.	Foul, & repairs to shell plating. Spee
	SANTA CHIARA	at Taranto		Mar. 1943.	(Italian) Hull plates require renewal.
	MAKARSKA	in the Heel			(Yugo-Slav). Speed reduced from 12 to 8 possible removal of shell plate to repair
	CETINA	at Monopoli			(Yugo-Slav). Speed reduced from 12 to
	RAKAR	at Brindisi			(Yugo-Slav). Speed reduced from 14 to overhaul. 3 days.
BRINDISI.	LINGE	at Brindisi		Oct. 1943.	Foul, speed reduced from 8½ to 7½ k. (
	BRUSE JARL	due Ancona to dsgc. 31st Aug.		Over 6 mths out of d/d.	Reduced speed. (PSTO BID)
NAPLES.	EMPIRE GAWAIN	at Ajaccio for Maddalena.			Tanker.
	EMPIRE COPPICE	Piombino/Leghorn			Tanker. (M.W.T.R.BID)
	OCTANE	at Naples			Tanker. (M.W.T.R.BID)
	RINUCCI	at sea for Catania.		18 mths out of d/d.	(Italian). Speed reduced to 4½ k
MALTA.	GIAMPAOLO	At Malta.		May 1943.	(Italian). Foul. Speed reduced from
	ISTRIA	Brindisi for Malta.			Water boat. (Italian). Bottom dame

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25TH AUGUST, 1944.

	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED.	REMARKS
CH	At Naples ordered to Taranto	31st Aug.		Operational docking (PSTO BID)
RIE	At Brindisi ordered to Taranto	31st Aug.		" " " "
p	to be nominated			" " " "
	At Gallipoli			Italian. Reduced speed.
	" "			" " "
MONT	At Naples ordered to Taranto		Aug. 1943.	Foul. Speed reduced from 9 to 7½ knots (W.S.A. BID)
	IN DOCK.			(Italian Tanker).
	at Taranto			Temporary repair.
	at Taranto			(Italian). Fairly extensive minor repairs.
	at Taranto		Sept. 1943.	Speed reduced from 8¼ to 6 k. Bottom & rudder examination, plates to weld at rudder.
	at Naples for Taranto.		Dec. 1943.	Foul, & repairs to shell plating. Speed reduced from 8½ to 7 k.
A	at Taranto		Mar. 1943.	(Italian) Hull plates require renewal.
	in the Heel			(Yugo-Slav). Speed reduced from 12 to 8½ k. Rudder overhaul, possible removal of shell plate to repair boiler. 3 to 10 days.
	at Monopoli			(Yugo-Slav). Speed reduced from 12 to 8½ k. 1 blade propell.
	at Brindisi			(Yugo-Slav). Speed reduced from 14 to 8½ k. Rudder overhaul. 3 days.
	at Brindisi		Oct. 1943.	Foul, speed reduced from 8½ to 7½ k. (PSTO BID)
	due Ancona to dage.	31st Aug.	Over 6 mths out of d/d.	Reduced speed. (PSTO BID)
IN	at Ajaccio for Magdalena.			Tanker.
ICE	Piombino/Leghorn			Tanker. (M.W.T.R.BID)
	at Naples			Tanker. (M.W.T.R.BID)
	at sea for Catania.		18 mths out of d/d.	(Italian). Speed reduced to 4½ k. (PSTO BID)
	At Malta.		May 1943.	(Italian). Foul. Speed reduced from 7½ to 5 k.
	Brindisi for Malta.			Water boat. (Italian). Bottom damage.

SECRET.

DOCKING PROGRAMME.

25TH AUGUST, 1944.

ALGIERS

No. 1 Dock

OUSEL
French Warship (4 days)
HJALMAR WESSEL
ATLE JARL
BENJAMIN TAY

No. 2 Dock

Local craft.

ORAN.

No. 1 Dock

JARED INGERSOLL (2 days)
FORT CHESTERFIELD
CHERTSEY
ESSEX TRADER
FORT GRAHAME
SAMITE (re-docking)
JOHN S. COPLEY (4/6 weeks)

No. 2 Dock

FACTO
LYMINGE
SANDRINA
LOKE
FAR

No. 3 Dock

French Warship
U.S. Warships

GIBRALTAR.

No. 1 Dock

GAETA & H.M. Ship (out 11th Sept.)
STEPHEN F. AUSTIN & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

H.M. Ships

CASABLANCA

No. 1 Dock

ILE DE OUESSANT
PRESIDENT HOUDUCE
DUNKERQUE

No. 2 Dock

Local craft

3138

FERRYVILLE.

CONASAUGA
EMPIRE BAIRN
WM. B. TRAVIS (to re-dock)

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OUSEL
French Warship (4 days)
HJALMAR WESSEL
ATLE JARL
BENJAMIN TAY

ORAN.

No. 1 Dock

JARED INGERSOLL (2 days)
FORT CHESTERFIELD
CHERTSEY
ESSEX TRADER
FORT GRAHAME
SAMITE (re-docking)
JOHN S. COPLEY (4/6 weeks)

No. 2 Dock

FACTO
LYMINGE
SANDRINA
LOME
FAR

No. 3 Dock

French Warship
U.S. Warships

GIBRALTAR.

No. 1 Dock

GAETA & H.M. Ship (out 11th Sept.)
STEPHEN F. AUSTIN & H.M. Ship

No. 3 Dock

H.M. Ships

No. 2 Dock

H.M. Ships

No. 4 Dock

H.M. Ships

CASABLANCA

No. 1 Dock

ILE DE OUESSANT
PRESIDENT HOUDUCE
DUNKERQUE

No. 2 Dock

Local craft

3138

FERRYVILLE.

CONASAUGA
EMPIRE BAIRN
WM. B. TRAVIS (to re-dock)

TARANTO/

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TARANTO.

No. 1 Dock

CARLTON & others (out about 4th Sept.)
SANTA CHIARA (20 days)

No. 12 Dock

Italian Warships

No. 10 Dock

Warship

No. 2 Dock

H.M. Ships
PRINCIPESSA GIOVANNA (4 days)

No. 13 Dock

FORT CUMBERLAND
NORMAN MONARCH
FORT LA PRAIRIE
FORT AKLAVIK
FORT DE DOUAMONT

No. 23 Dock

Warship

Merchant Ships at or for TARANTO for docking.
In order of priority.

For cleaning & painting.

LANGANO
SENIO

For repairs.

FORT CARIBOU
SFINGE
AMSTEL
PALEHLEH
MAKARSKA
BAKAR
CETINA
LJUBLJANA

BRINDISI

As arranged by C.S. Taranto
LINGE
BRUSE JARL

NAPLES

RINUCCI

PALERMO

U.S. Warships

MESSINA

H.M. Ships.

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SECRET

REPORT OF MERCHANT SHIP POSITION FOR MEETING
[illegible] 25TH AUGUST 1944

SIGNAL KEY

Indicated or actual

Operationally immobilised	Work Commenced	Completion for return to service	Completion of temporary repair to proceed to other repair port: Own power	Completion of temporary repair to proceed to other repair port: In tow
A	B	E	F	G

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO - 22.8.44				
ALBISOLA (It.)	A 13/3	Extensive damage amidships by fire and submersion.		Vessel being used as bunker ship by Adm'y. Could move under own power to another port if required.
FORT CARIBOU	A 5/2 C 2/7 D 6/7	Fouled wreck at Bari & went aground. Port side of ship set inboard 6" to 1' from for'd end engine-room aft, bottom set up on port side, small holes in tunnel run in 4 places. Crack on port side at for'd end of No.5 Hold, 10' long from turn of bilge upwards, plate broken.	E Ind.	Hull sealed & reasonably tight. Rudder repaired, shafting being tested, spare propeller & rudder to fit prior to 2nd docking. Awaiting decision from London re nature of repairs.
CARLTON	A 18/1 B 20/1 C 28/7 C 15/8	Collision damage abreast after end of bridge, starb'd side shell plating from . upper deck to 4th strake below sheer & adjacent to bilge keel, with also rivets. No.2 Hold flooded.	D Not stated D 2/9 E 4/9	Vessel taken out of dock for higher priority ships. Under water repairs in hand. Awaiting D/D for completion of repairs.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E Indefinite.	Repairs in hand afloat at Tosi Yard but slow due to pressure of other priority work
ULYSSE (It.)	A 25/5 C 13/6	Clearing & painting and fairly extensive repairs.	D 26/6 E 17/8	Completed. 3137
SFINGE	A 25/5	Fairly extensive minor repairs following salvage.		Repairs suspended.
ZENA	A 9/7 C 21/8	Awaiting drydock for cleaning and painting and minor repairs.	D 27/8 E	Docking [illegible] bilges [illegible] work.

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A Vessel	B Initial Dates	C Defects	E Final Dates	F Remarks
TARANTO - 22.8.44.				
ALBISOLA (It.)	A 13/3	Extensive damage amidships by fire and submersion.		Vessel being used as bunker ship by Adm'y. Could move under own power to another port if required.
FORT CARIBOU	A 5/2 C 2/7 D 6/7	Fouled wreck at Bari & went aground. Port side of ship set inboards 6" to 1' from for'd end engine-room aft, bottom set up on port side, small holes in tunnel run in 4 places. Crack on port side at for'd end of No.5 Hold, 10' long from turn of bilge upwards, [illegible].	E Ind.	Hull sealed & reasonably tight. Rudder repaired, shafting being tested, spare propeller & rudder to fit prior to 2nd docking. Awaiting decision from London re nature of repairs.
CARLTON	A 16/1 B 20/1 C 28/7 C 15/8	Collision damage abreast after end of bridge, starb'd side Shell [illegible] from upper deck to 4th strake below sheer & [illegible] to bilge keel, with slack rivets. No.4 Hold flooded.	D Not stated D 2/9 E 4/9	Vessel taken out of dock for higher priority ships. Under water repairs in hand. Awaiting D/D for completion of repairs.
VEST	A 5/12/43 B 19/7	Superstructure damaged by blast and fire.	E Indefinite.	Repairs in hand afloat at Tosi Yard but slow due to pressure of other priority work
ULYSSE (It.)	A 25/5 C 13/6	Clearing & painting and fairly extensive repairs.	D 26/6 E 17/8	Completed. 3137
SPINGE	A 25/5	Fairly extensive minor repairs following salvage.		Repairs suspended.
ZENA	A 9/7 C 21/8	Awaiting drydock for cleaning and painting and minor repairs.	D) 27/8 E)	Docking delayed for higher priority work.
ICELAND	C 10/8	D/D for examination of slack propeller & minor repairs.	D 16/8 E 18/8	Completed.
LINGE (Brindisi)	C 23/8	Routine drydocking.	D 27/8 E 30/8	Stemmed for docking as per schedule if available.
THISTLEMUIR	A 3/8 C 12/8	Routine drydocking.	D) E) 16/8	Completed.
PRINCIPESSA GIOVANNA	A 15/8 B 16/8	Defects not stated.	E 30/8	

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Vessel	Initial Dates		Final Dates	Remarks
TARANTO (CONT'D)				
AMSTEL		Awaiting drydocking.		
TARANTO:	FORT CLATSOP ROBERT MORRIS GEORGE H. DERN	JAMES G. HILL FORT LA PRAIRIE NOAH WEBSTER	ALEX	Minor Repairs Since 16.8.44.
BARI:	NARWAL KYKLADES LEINSTER	FORT ASTORIA JOHN SHANKLIN TELESFORA DE LARRINAGA	SAMDEE FINLEY PETER DUNN	BARON BELHAVEN EMPIRE CANDIDA

NAPLES - 24.8.44

DARIEN II	A) 14/8 B)	Windlass repairs.	E 18/8	Completed.
SAMSCOLA	A 18/8 B 16/8	Main circulating pump rebore and new piston.	E 18/8	"
EMPIRE VALOUR	A) B) 11/8 C)	Routine drydocking.	D) E) 14/8	"
PERAK	C 17/8	Routine drydocking.	D 19/8	"

Minor repairs since 17.8.44

NORELG	OCEAN STRANGER	CRISTA	SAMWASH
SAMDAK	FORT LENNOX	DARIEN II	FORT LAWRENCE
FORT COLUMBIA	EMPIRE GRANGE	P.L.M.13	FORT DAUPHIN
FORT BOURBON	BOLTON HALL	OCTANE	OCEAN TRADER
TOBRUK	NOVASLI	REGENT LION	GOVERT FLINCK
STANHILL	SAMCREST	SAMSPELGA	FORT KULLYSPELL
VAN MONTHORST	HEBE II	SAMOLAND	SAMFEUGH
ODYSSEUS	SAMSCOLA	SAMCOLNE	FORT RICHELIEU
VILLE D'ORAN	SAMSKERN	EMPIRE ROCK	VAN DER CAPELLE
LEVANT	EMPIRE COPPERFIELD	OCEAN FAITH	KOLA

AUGUSTA - 15.8.44

RONDINE (T)		Repairs done to oil filling pipes & deck steam pipes.		Completed.
EGRET	A) 5/8 B)	Main engine adjustments.	E 7/8	Completed.
VRANJIC (Catania)	A Aug 1943	Sunk by shell fire. Burnt out to waterline.		Salved & towed to Catania. Labourers cleaning up engine room & main engine. L.A.S.F.
FORT DREW		Collision damage.		

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BARI:	NARWAL	FORT ASTORIA	SAMDEE	BARON BELHAVEN	Since 16.8.44.
	KYKLADES	JOHN SHANKLIN	FINLEY	EMPIRE CANDIDA	
	LEINSTER	TELESFORA DE LARRINAGA	PETER DUNN		

NAPLES - 24.8.44

DARIEN II	A) B) 14/8	Windlass repairs.	E 18/8	Completed.
SAMSCOLA	A 16/8 B 16/8	Main circulating pump rebore and new piston.	E 18/8	"
EMPIRE VALOUR	A) B) C) 11/8	Routine drydocking.	D) E) 14/8	"
PERAK	C 17/8	Routine drydocking.	D 19/8	"

Minor repairs since 17.8.44

NORELG	OCEAN STRANGER	CRISTA	SAMWASH
SAMDAK	FORT LENNOX	DARIEN II	FORT LAWRENCE
FORT COLUMBIA	EMPIRE GRANGE	P.L.M.13	FORT DAUPHIN
FORT BOURBON	BOLTON HALL	OCTANE	OCEAN TRADER
TOBRUK	NOVASLI	REGENT LION	GOVERT FLINCK
STANHILL	SAMCREST	SAMSPELGA	FORT KULLYSPELL
VAN HONTHORST	HEBE II	SAMOLAND	SAMFEUGH
ODYSSEUS	SAMSCOLA	SAMCOLNE	FORT RICHELIEU
VILLE D'ORAN	SAMSKERN	EMPIRE ROCK	VAN DER CAPELLE
LEWANT	EMPIRE COPPERFIELD	OCEAN FAITH	KOLA

AUGUSTA - 15.8.44

RONDINE (T)		Repairs done to oil filling pipes & deck steam pipes.		Completed.
EGRET	A) B) 5/8	Main engine adjustments.	E 7/8	Completed.
VRANJIC (Catania)	A Aug 1943	Sunk by shell fire. Burnt out to waterline.		Salved & towed to Catania. Labourers cleaning up engine room & main engine. L.A.S.F.
FORT DREW		Collision damage. (No information).		

SAMZEBU ST. ANDREW
KISTNA (Hosp.) VAN HONTHORST } Minor repairs since 5/8/44.
ABRAZIA SHEAF CROWN

OCEAN VIRTUE ST. ANDREW (Hosp.)
ASHBURY FORT KOOTENAY } Minor repairs since 8/8/44.
EMPIRE GRANGE ASTRA

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN - 15.8.44				
LT. DE LA TOUR	C 29/7	Tail shaft drawn for re-wooding.	D 4/8 E 12/8	Completed.
SAMITE	Arr. 19/6 B 7/8 C 4/8	Torpedo damage in way of No.2 Hold.	E 24/9	Permanent repairs in hand.
MONT EVEREST (U.S.)		Fitting for carriage of mules & machinery repairs.		Fitting completed. Awaiting completion of machinery repairs.
JOSEPH T. ROBINSON (U.S.)	A 10/7	Rudder stock badly twisted entering Oran.	E 20/8	Stock from DANIEL WEBSTER being fitted: removal slow. Vessel not to dock.
AISNE		Docking cancelled.		
PALERMO	A 9/8 B 10/8	Repairs to Boilers & auxiliary machinery.	E 19/8	
PROCIDA	C 8/8	Routine drydocking.		No information.
PASS OF MELFORT FRANCIS MERRIAM MOSES AUSTEN	SERULA DORNOCH KRISTEL	FORT FIDLER ESNEH PROCRIS		Minor repairs since 8.8.44.
GIBRALTAR - 2nd 8.44				
GAETA	A 9/1 C 13/2 C 8/8	Damaged stern tube, tail shaft and engine repairs.	D 16/2 D 11/9 E 12/9	To fit new stern tube.
STEPHEN F. AUSTIN	C 11/9	Enemy action damage to No.2 Hold, Temp. repair to proceed to U.S.A.	D) F) 25/9	Awaiting drydock.
TAIGETE (T)	A 24/6 B 6/7	Repairs to pipe line injection valve & cargo pump. Extension rod valve spindle to overhaul.	E 22/9	Moved to quay berth. 3136
FULGOR (T)	A 30/11/43.	Requires new stern tube, propeller and tail shaft.		Awaiting D/D to fit new stern tube & propeller.
BENEDICT (T)	A 27/7 B 31/7	Coupling bolts to renew in crankshaft.	E 18/8	Completed.
ORATA		Blackout etc. for voyage to Taranto.		No information.
CHERCA		" " "		No information.

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MONT EVEREST (U.S.)		Fitting for carriage of mules & machinery repairs.		completion of machinery repairs.
JOSEPH T. ROBINSON (U.S.)	A 10/7	Rudder stock badly twisted entering Oran.	E 20/8	Stock from DANIEL WEBSTER being fitted: removal slow. Vessel not to dock.
AISNE		Docking cancelled.		
PALERMO	A 9/8 B 10/8	Repairs to Boilers & auxiliary machinery.	E 19/8	
PROCIDA	C 8/8	Routine drydocking.		No information.
PASS OF MELFORT FRANCIS MERRIAM MOSES AUSTEN	SERULA DORNOCH KRISTEL	FORT FIDLER ESNEH PROCRIS		Minor repairs since 8.8.44.

GIBRALTAR - 27.8.44

GAETA	A 9/1 C 13/2 C 8/8	Damaged stern tube, tail shaft and engine repairs.	D 16/2 D 11/9 E 12/9	To fit new stern tube.
STEPHEN F. AUSTIN	C 11/9	Enemy action damage to No. 2 Hold, Temp. repair to proceed to U.S.A.	D) 25/9 F)	Awaiting drydock.
TAIGETE (T)	A 24/6 B 6/7	Repairs to pipe line injection valve & cargo pump. Extension rod valve spindle to overhaul.	E 22/9	Moved to quay berth. 3136
FULGOR (T)	A 30/11/43.	Requires new stern tube, propeller and tail shaft.		Awaiting D/D to fit new stern tube & propeller.
BENEDICT (T)	A 27/7 B 31/7	Coupling bolts to renew in crankshaft.	E 18/8	Completed.
ORATA		Blackout etc. for voyage to Taranto.		No information.
CHERCA		" " "		No information.
DURENDA	A 10/8 B 12/8	New compressor cylinder.	E 5/9	Awaiting new parts from U.K.
TERESA SCHLAFFINO	B 20/8	Blackout etc. for passage to Taranto.	E 23/8	
ANDALUSIA	B 13/8	Blackout etc. for voyage to Taranto. Engine repairs.	E 22/8	
BANJAMIN R. MILAM	A 20/8	Thrust repairs.		Returned after repairing. Awaiting quay berth.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR (CONT'D)				
SAMHORN	A 18/8 B 20/8	New feed pump water ends to fit.	E 28/8	
EMPIRE DUCHESS	A 21/8	Boiler and engine repairs.	E 7/9	Awaiting quay berth.
SAN TIRSO (T)	A 12/8 B 15/8	Defective deck line; gear for oiling at sea; new winch cylinder.	E 5/9	
BENJAMIN R. MILLAM ROGER SHERMAN	ALETTA NORTH DEVON	COPELAND MATTHEW MAURY	Minor repairs since 8/8/44.	
Minor repairs since 15/8/44 - No information.				
ALGIERS - CASABLANCA - MALTA - BIZERTE -			No report received.	
BONE - 15.8.44				
FORT MEDUCTIC		Refitting for carriage of sheep.	Completed.	
KOLA		- do -	E 16/8	Shortage of carpenters.
Tug (ALGERIEN)		Stern tube fractured. Tailshaft cone to build up & fit propeller. New end to cast for stern tube.	Presumed completed.	
MICHEL FORT MEDUCTIC	ALGERIEN	Minor repairs since 8.8.44.		

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MEDITERRANEAN SHIPPING BOARD

MINUTES OF SCHOONER CONTROL COMMITTEE NO. 2 AT
1100 HRS ON 16TH AUGUST, 1944.

No. 12.

Present: Mr. J. Gibson Graham, Chairman
Commodore Brock, R.N.
Lt. Gen. Matteini, Dir. Gen. It. M. Marine
Captain Wilson, R.N.
Commander Burges Watson, R.N.
Commander J.S. Sharp, R.N.R.
Lt. Cmd. A.G. Grimsey, R.N.V.R.
Col. Greenhill, G-4, Tn.
Col. Danagher, U.S. Army
Mr. Kalloch, W.S.A.
Captain Smith, A.C.C.
Captain J. Lusty, RASC
Mr. W. Williams
Dr. E. Sarnella, CO.GE.NA.
Dr. A. Bartesaghi, CO.GE.NA.
Miss M. Evans, Acting Secretary

113. SCHOONERS RUNNING FOR THE RASC.

a) The Chairman announced to the Committee that since the last meeting he had been reviewing the schooner situation as a whole and particularly the position of the schooners supposed to be running for the Services. He had ascertained that many of these schooners, which form about 70% of the total schooner tonnage, had been carrying civilian cargoes, mostly wine. In support of this statement Dr. Sarnella produced a list of RASC schooners which had all been engaged in other than Service traffic since they were taken on charter.

Lt. Cmd. Grimsey maintained that these Service schooners alleged to have been carrying civilian cargoes were, in fact, sub-let to CO.GE.NA. and freight is collected on them.

3135

b) Fixed routes for RASC schooners. Col. Greenhill said that it is proposed in future to run all boats belonging to the RASC Water Cos. on certain set routes, i.e. from Naples to Sicily, Naples to the heel, and from the heel up north, and these would carry exclusively military stores. Civil supplies would only be carried in exceptional cases when considered an operational necessity.

c) 120 schooners for the Services. Col. Greenhill then stated that the RASC had decided it was necessary to run 120 schooners for army needs; totalling about 25,000 tons, this being the amount of shipping they felt they could handle efficiently. In case of further re-

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Commander J.S. Sharp, R.N.R.
Lt. Cmd. A.G. Grimsey, R.N.V.R.
Col. Greenhill, G-4, Tn.
Col. Danagher, U.S. Army
Mr. Kalloch, W.S.A.
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d) RASC to carry American military cargo? To Col. Donagher's query whether American military cargo would be carried by these RASC schooners, Col. Greenhill replied that these RASC Water Cos. are a British army unit, primarily designed to transport British army needs, but that American military cargo would be carried whenever possible. American requirements must be presented to AFHQ, however, to ensure a fair lift. All bids will be considered by G-4 Tn.

e) Royal Navy requirements. Commodore Brock asked whether any of these 120 schooners would be available for carrying naval requirements

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~~and what would be the procedure for presenting bids for the Royal Navy.~~ All such demands must go through G-4 Tn. at AFHQ, replied Col. Greenhill. Lt. Cmd. Grimsey said the Navy already operate 14 of the schooners allocated to the RASC.

14. NEW SCHOONER CONTROL SUB-COMMITTEE.

As a means of ensuring efficient control over schooner movements, the Chairman proposed the immediate formation of a Schooner Control Sub-Committee to consist of Mr. W. Williams from MEDBO, Dr. Sarnella of the CO.GE.NA., and a representative of the A.C.C. Tn. Sub-Commission. This Committee will meet each day to decide on schooner bids and allocations.

15. SCHOONERS OVER 500 TONS DWT.

Commodore Brock suggested, and it was agreed, that all schooners over 500 tons DWT, seven in all, should henceforth be treated as coasters and be handed over to the P.S.T.O. for operation. This would represent about 4000 tons to be deducted from the schooner pool operated by the CO.GE.NA.

It was calculated that the schooners operated by the various NOICs represent another 4000 tons.

16. SCHOONER POSITION.

After some discussion the schooner allocation was summed up by the Chairman as follows:

Schooners to be run by the RASC	25,000	tons DWT
Schooners run by the P.S.T.O. (seven over 500 tons)	4,000	" "
Schooners run by NOICs	4,000	" "
TOTAL	33,000	tons DWT

The balance of schooner tonnage will be operated by the CO.GE.NA. under the jurisdiction of the Schooner Control Committee for A.C.C. and civilian needs.

Col. Donagher asked whether the A.C.C. were in a position to see that schooners do not lie idle in the ports and discharge as rapidly as possible. It was confirmed that CO.GE.NA., through Agents, could perform these functions.

17. NAVY TO COOPERATE WITH THE CO.GE.NA.

Lt. Cmd. Grimsey said he believed there are still many schooners in small ports which are working themselves without the knowledge of CO.GE.NA. The Chairman stated that help must be extended in this direction and these vessels put into contact with CO.GE.NA. authorities. Royal Navy officers could lend valuable assistance in small ports as the CO.GE.NA. have not yet succeeded in securing telephonic communi-

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18. SCHOONERS SAILING TO ANZIO.

Captain Smith mentioned the difficulty raised by the fact that the CO.GE.NA. had very few schooners at their disposal of over 5 knots which could be sent north of Naples under present naval regulations. Cmd. Sharp replied that the temporary ban is about to be lifted and a new route for schooners under 5 knots is being worked out and should be in operation in a few days.

19. DIRECTION FROM AFHQ. It was agreed to request AFHQ to issue a direction on the Allocation stated in Minute 116.

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SECRET

MEDITERRANEAN SHIPPING BOARD

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HRS ON 2ND AUGUST, 1944.

No. 11.

Present: Mr. J. Gibson Graham, Chairman
Commander Burges Watson, R.N.
Commander J. S. Sharp, R.N.R.
Lt. Commander A.G.Grimsey, R.N.V.R.
Lt. Col. F. Glanville, A.C.C.
Major Raffe, S & T.
Captain J. Lusty, RASC
Captain Smith, A.C.C.
Mr. W. Williams
Mr. A. R. Sasseville, W.S.A.
Lt. Gen. Matteini,
Dr. E. Sarnella, COGENA
Dr. A. Bartesaghi, COGENA
Mr. Heard
Miss M. Evans, Acting Secretary

108. ALLOCATION OF SCHOONERS. The Chairman informed the Committee that the matter of cargo to be carried had been discussed thoroughly at yesterday's MEDBO meeting. It was agreed at AFHQ that they will produce a monthly programme of their needs, as will also the A.C.C., after which available tonnage will be allocated. The need was stressed for assessing as accurately as possible the total requirements of the military and the A.C.C. in view of the shortage of shipping.

The Chairman again stated clearly that the present Committee is the the only body authorised to control schooner movements and instances such as the taking of 12 schooners yesterday by the Royal Navy should not occur again. All such demands must be made to this Committee who will allocate tonnage in accordance with the needs of the moment. Priorities will be arranged at the weekly P.O.M. meetings.

3134

All bids for tonnage must be presented at the weekly Schooner Meeting when allocations will be decided. The Chairman warned the Committee that in the near future some less essential cargoes may have to be eliminated completely for lack of schooners. To Colonel Glanville's query whether only bids for cargo which must of necessity go by sea should be submitted, or whether bids can be made for any kind of cargo, the Chairman said all bids could be submitted but no guarantee could be given that tonnage would be available.

Out of 53,000 tons DWT approximate total schooner tonnage, 28,000

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Lt. Col. F. Glanville, A.C.C.
Major Raffe, S & T.
Captain J. Lusty, RASC
Captain Smith, A.C.C.
Mr. W. Williams
Mr. A. R. Sasseville, W.S.A.
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Out of 53,000 tons DWT approximate total schooner tonnage, 28,000 tons are being operated by the Services; this only leaves 25,000 tons to be distributed for other needs.

109. SCHOONERS IN SARDINIA. It was stated that, although certain coasters had been allocated to the coal industry, there was a demand for schooners to help carry coal from Sardinia. All such requirements should be made known through the proper channels.

It was suggested that all the schooners which are reported to be idle in the island should be formed into a convoy and funnelled back to the mainland for general service.

No steps are reported to have been taken so far to charter schooners under 50 tons in Sardinia as they were considered of slight importance. The Chairman suggested they should be sent over to the mainland for chartering at the same time as other idle schooners.

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110. SARDINIA-ELBA SERVICE. Mr. Williams asked whether steps had been taken to work this service. Commander Watson said three schooners had been allocated to this run.

111. SCHOONERS AT ORBETELLO. Commander Sharp reported that eight schooners had been discovered in the port of Orbetello, four of which are in very good condition. CO.GE.NA. to investigate.

112. SCHOONER REPAIRS. Mr. Sasseville asked what machinery existed at present for the repair of schooners. The CO.GE.NA. said this is carried out by the owners as far as possible.

The Chairman said the next meeting would be held when complete programmes for September requirements are available. In the meantime bids would be presented as usual and schooners would continue in their present service.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 10.

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS ON 26TH JULY, 1944.

Present: Mr. J. Gibson Graham, Chairman
Commander Burges Watson, R.N.
Commander J. S. Sharp, R.N.R.
Lt. Commander A. C. Grimsey, R.N.V.R.
Lt. Colonel F. Glanville, A.C.C.
Major Raffe, S & T.
Captain J. Lusty
Captain Smith, A.C.C.
Mr. I. D. Campbell
Mr. A. R. Sasseville
Lt. Gen. Matteini, Dir. Italian Merchant Marine
Dr. E. Sarnella, CO.GE.NA.
Miss M. M. Michie, Secretary.

96. ITALIAN SHIPPING. The Chairman opened the Meeting by again outlining the general position of all Italian Shipping including schooners. He said that under the terms of the Armistice, the Italian Government placed all Merchant Shipping at the disposal of the Supreme Allied Commander who nominated MEDBO to operate these vessels on his behalf, and he pointed out that unless an order were received from the Supreme Allied Commander himself, MEDBO would not agree to any change in this status. He felt most strongly that the control of shipping must be left to these organisations formed for that purpose and could not allow other bodies to extend their authority in that direction.

97. OPERATION OF SHIPS. In order to facilitate operation of vessels, the Chairman stated that Italian Merchant Shipping was roughly divided into three categories. Deep Sea Vessels, Coasters, and Schooners which are operated by MEDBO on behalf of the Supreme Allied Commander.

The Chairman said that in their advisory capacity MEDBO had felt that the Italians should be entrusted with the operation of schooners and it had been agreed that all schooners with the exception of those under operation by the Inland Water Transport and R.A.S.C. and those on time charter to P.S.T.O. should be handed to CO.GE.NA. for operation. P.S.T.O. is the sole authority to translate A.F.H.Q. demands for schooners to MEDBO and he has first claim on the allocation of vessels. Those schooners required by him are taken up on time charter and all accounts will be paid by M.W.T., the total amount to be equally divided later between the United States and British Governments. A.C.C. cargoes have first priority on space in CO.GE.NA. operated vessels and any remaining tonnage can be allocated to civil and commercial goods. In all this General Matteini had concurred. 3183

98. PAYMENTS OF FREIGHT. The Chairman stated that he had received instructions from the Treasury that those schooners operated by CO.GE.NA. should be self supporting and payments for freight had, therefore, to be collected from the shippers or receivers. He emphasised that the British Government, who were also acting for the United States Government, could not and would not finance the carriage of A.C.C., civilian and commercial cargoes, nor those carried for NAAFI. Mr. Sasseville suggested that all freights should be pre-paid.

99. BIDS FOR TONNAGE. Ref. 92. In future all bids for tonnage [illegible]

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Major Raffe, S & T.
Captain J. Lucty
Captain Smith, A.C.C.
Mr. I. D. Campbell
Mr. A. R. Sasseville
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99. BIDS FOR TONNAGE. Ref. 92. In future all bids for tonnage would be considered at the weekly Schooner Meeting. Colonel Glanville repeated that he did not consider this a satisfactory arrangement so far as A.C.C. were concerned because their bidding system was decentralised and in view of the lack of communications in present day Italy. He did, however, state that he would be able to submit the larger bids which normally came through the Naples office. The Chairman did not think that the difficulties would prove insuperable and he considered it was essential that A.C.C. should state what goods they wished lifted and the ports from and to which they were to be carried. In view of the shortage of coastal shipping, Mr. Campbell felt A.C.C. should divide their request into essential requirements and cargoes not of vital necessity but which they nevertheless considered

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important for rehabilitation purposes. The latter would be considered after space for the former had been allocated. Mr. Sasseville thought that a general estimate of tonnage required would be sufficient. He also suggested that demands for tonnage in excess of those included in the weekly statement, being received by CO.GE.NA. might be dealt with locally with the permission of the provincial supply officer, thus allowing a certain flexibility in the system.

As the Army had not yet nominated a specific department to submit their total bids, Commander Burges Watson enquired if this could be pointed out to A.F.H.Q.. The Chairman undertook to approach the C.A.O. on the subject. Chairman

100. SCHOONERS OPERATED BY THE SERVICES. It had been the practice to utilise all space in vessels and Commander Grimsey asked if at any time one of these schooners was not required by the services whether she would have to lie idle or sail in ballast, or whether A.C.C. or commercial cargo could be lifted. The Chairman replied that such a vessel should be offered to CO.GE.NA. Commander Burges Watson agreed that no civil or commercial cargoes would be carried in those schooners without prior reference to CO.GE.NA. Once again the Chairman emphasised that CO.GE.NA. should collect freights from shippers or receivers, and to facilitate the matter suggested that R.A.S.C. keep a record of A.C.C., civil and commercial cargoes lifted. Major Raffe agreed and said that full reports of such cargoes were already being sent to the Schooner Control.

The Chairman then asked if the Services would release schooners back to CO.GE.NA. if they found their demands for tonnage falling. Major Raffe said that Service demands were practically stable each week and therefore the number of schooners required did not vary. R.A.S.C. were mainly concerned with administration and did not wish to release vessels for one or two voyages only as it would mean taking off the R.A.S.C. escort which he did not consider advisable. Commander Watson stated, however, that should service needs become greatly reduced he would release any surplus schooners.

101. SCHOONERS OPERATED BY CO.GE.NA. The Chairman agreed with Colonel Glanville that A.C.C., who were acquainted with the economic requirements of the country should control the nature of civil and commercial goods carried, but he pointed out firmly that their responsibility ceased there and could not impinge into the control of shipping itself.

102. FORWARD PORTS. Replying to Colonel Glanville who asked who took up schooners in newly captured ports, the Chairman said that NCIC was the proper authority.

103. APPOINTMENT OF CO.GE.NA.'s AGENTS. Mr. Sasseville enquired whether CO.GE.NA. had appointed agents in all ports, including the smaller ones. Colonel Glanville believed agents were not yet functioning in some East Coast ports, but Mr. Sarnella said agents for Ortona, Pescara and Termoli had already been nominated. Regarding operational ports near the front, Mr. Sasseville asked whether the Army were aware of an obligation to the establishment of CO.GE.NA.'s agents and the Chairman agreed to take up the matter. Chairman.

104. POSITION LIST OF SCHOONERS. Mr. Sasseville asked whether it would be possible to draw up a weekly position list of all schooners in the area showing their tonnages. He considered this would greatly help in considering bids and would also enable the Committee to see that full use was made of available tonnage which Colonel Glanville feared might not be an easy matter to control. Mr. Sasseville was advised that this was in course of production.

105. RATES OF HIRE

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105. RATES OF HIRE. The present rates of hire are based on d.w. tons of R.A.S.C. vessels and Major Raffe considered these rates were excessively high. The Chairman stated that the matter would be taken up and reconsidered jointly with CO.GE.NA.
Schooner Control CO.GE.NA.

106. SCHOONER CONTROL COMMITTEE. Ref. 87. Commander Burges Watson requested that a representative of R.A.S.C. be either nominated to the Committee or be invited to attend meetings. The Chairman agreed that this was most advisable but considered the representative should act in an advisory capacity to PSTO.

107. RATIONS FOR CREWS. Ref. 95. Colonel Glanville said there was an A.C.C. instruction by which crews are entitled to receive a specific scale of rations and in view of this instruction it was felt there was little justification for the supply of extra rations to crews sailing to forward ports.

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SECRET

MEDITERRANEAN SHIPPING BOARD.

No. 2. MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS ON 19th JULY, 1944.

Present: Mr. W. Williams in the Chair
Commander J. S. Sharp, R.N.R.
Lt. Commander A. W. Grimsey, R.N.V.R.
Lt. Col. F. Glanville, A.C.C.
Captain J. Lusty,
Captain Smith, A.C.C.
Mr. E. Sarnelli, CO. GE.NA.
Mr. Cosulich, CO. GE.NA.
Miss [illegible], Secretary

88. WEEKLY OPERATIONS. Ref. 75. It was reported that 1600 tons on account of the Army and 2259 tons on A.C.C. and commercial account were nominated between 12th-18th July.

89. SUPPLIES FOR ROME. Ref. 80. There are now ten vessels totalling 568 tons running between Castellamare and Anzio carrying food supplies for A.C.C.
Mr. Williams stated that of 9 vessels allocated to A.C.C. only two loaded with oil had sailed from Torre Annunziata for Anzio. The remainder had been idle for several days. Colonel Glanville regretted the delay which, he felt, could not be wholly attributed to A.C.C. He said that loading had already commenced and hoped the remaining schooners would sail very shortly.

90. SCHOONERS FOR FORWARD PORTS. Ref. 84. Commander Grimsey stated that 8 vessels between 250/255 tons had been nominated for special service with C. in C. Med. This, however, reduces the Sicily/Italy maintenance service by approximately 1800 tons.

91. SCHOONERS ADMINISTERED BY R.A.S.C. Ref. 86. In reply to Captain Lusty, Mr. Cosulich said that CO. GE.NA.'s agents had now been instructed to advance the necessary monies.

92. SCHOONER CONTROL COMMITTEE. Ref. 87. As a result of the MEDBO Meeting held the previous day, at which the future operation of schooners was agreed, and at which all interested parties were represented, a Memorandum setting out the broad procedure now to be followed was handed to the Committee. It was noted that all schooners, excepting those required by PSTO and those presently under operation by Inland Water Transport and R.A.S.C. would revert to CO. GE.NA. for operation. Weekly meetings would continue to be held, at which all bids for tonnage would be presented. In view of this Memorandum Colonel Glanville asked whether the arrangement by which CO. GE.NA. under A.C.C. control, would operate certain vessels, was superseded (vide para. 2. Minute 87). He also stated that A.C.C. had decentralised their system of making bids, those from local regions being dealt with on the spot, and believed the practice of all bids being considered in Naples would not prove satisfactory.

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93. SCHOONERS CAPTURED FROM THE ENEMY. Ref. 58. Mr. Cosulich asked for a clarification of the position for the Italian Ministry of Marine had heard from ROTAL that such schooners were not to be considered as "prizes" and Commander Grimsey had

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Lt. Commander A. G. Grimsey, R.N.V.R.
Lt. Col. M. Clanville, A.C.C.
Captain J. Lusty,
Captain Smith, A.C.C.
Mr. E. Barnella, CO.GE.NA.
Mr. Cosulich, CO.GE.NA.
Miss M. M. Meikle, Secretary

88. WEEKLY OPERATIONS. Ref. 76. It was reported that 1600 tons on account of the Army and 2250 tons on A.C.C. and commercial account were nominated between 12th-18th July.

89. SUPPLIES FOR ROME. Ref. 80. There are now ten vessels totalling 568 tons running between Castellamare and Anzio carrying food supplies for A.C.C. Mr. Williams stated that of 19 vessels allocated to A.C.C. only two loaded with oil had sailed from Torre Annunziata for Anzio. The remainder had been idle for several days. Colonel Clanville regretted the delay which, he felt, could not be wholly attributed to A.C.C. He said that loading had already commenced and hoped the remaining schooners would sail very shortly.

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93. SCHOONERS CAPTURED FROM THE ENEMY. Ref. 58. Mr. Cosulich asked for a clarification of the position for the Italian Ministry of Marine had heard from FOTALI that such schooners were not to be considered as "prizes" and owners were, therefore, claiming their vessels. Commander Grimsey had received no official notification, but said he would make enquiries.
Cdr. Grimsey.

94. "DOMENICA MADRE". Ref. 43. Commander Sharp stated that after this vessel had been surveyed at Algiers she had been found unsuitable for conversion into a refrigerated vessel. Replying to Commander Grimsey who asked if there would be any restriction on her returning to Italy from N. Africa, Commander Sharp thought this matter could be arranged.

95. RATIONS FOR CREWS. Many complaints had been received from crews that they were not receiving rations, and Mr. Cosulich stated that it was impossible for any food to be obtained in ports such as Gaeta and Anzio which had been

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badly damaged. He enquired whether A.C.C. could supply rations to crews of vessels carrying their cargoes to forward ports. In view of the special circumstances the Committee considered it would be advisable in the long run to comply with this request while such conditions existed and Colonel Glanville undertook to investigate such a possibility.

Col. Glanville.

Red Sea
Eastern Medit
Schooner Service needs PSTO. Medit
Mediterranean
Treasury

Essaouira
Casablanca
Returned Goods
N.O.I.C for
W/Tee

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SECRET.

No. 8. MEDITERRANEAN SHIPPING BOARD (ITALY).

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS on 12th JULY, 1944.

Present: Captain R. A. Trevor R.N. Chairman
Commander R. Burges Watson, R.N.
Lieut. T. Shaw, R.N.V.R.
Mr. J. Gibson Graham
Lt. Col. F. Glanville, A.C.C.
Captain J. Lusty
Mr. W. Williams
Mr. Sarnella, CO.GE.NA.
Mr. Cosulich, CO.GE.NA.
Miss M. M. Michie, Secretary.

74. ROME RESERVE. Ref. 66. The Chairman reported that AMG 5th Army had now discontinued this service and that 15 schooners had been handed back, of which 7 over 50 tons would be operated by the Schooner Control and 6 by CO.GE.NA.

75. MONTHLY OPERATIONS. Ref. 67. 3935 dw tons on account of the Services and 2020 dw tons on ACC and commercial account were nominated by DSTO Italy from 5th - 12th July, 1944.

76. SICILY)ITALY MAINTENANCE. Ref. 68. The Chairman reported that 14500 dw. tons were required to be lifted during the month. This figure included specially increased shipments during the first part of July.

77. TRAPANI SALT. Ref. 69. A further four vessels have now been allocated to this service.

78. "ALVALAZERE". Ref. 71. It was reported by the Chairman that this vessel was not suitable for towing the pontoon and he had suggested that a naval tug be employed for this purpose.

79. SCHOONERS IN SARDINIA. Ref. 72. Regional Commissioners, ACC in Sardinia and Corsica had stated that there were difficulties attached to the removal of 20 small schooners from these islands. Col. Glanville said that written reports on the subject were awaited.

80. FOODSTUFFS FOR ROME. The Chairman stated that ACC had placed a bid for 400 tons per day to be carried to Anzio for discharge, but Col. Glanville said this figure had now been reduced to 200 tons per day which was all that could be allocated at the moment.

81. CIVITAVECCHIA & ANZIO. Mr. Sarnella reported that the port of Civitavecchia is very badly damaged, there are no alongside berths and all discharging is done by lighter. He considered that the harbour would not be clear for 2-3 months. He also stated that Anzio was now accepting schooners and various assorted cargoes had already been discharged there. In reply to Mr. Graham who asked what means of transport existed between that port and Rome, Col. Glanville said the railway would be in operation shortly.

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Mr. J. Gibson Graham
Lt. Col. F. Glanville, A.C.C.
Captain J. Lusty
Mr. W. Williams
Mr. Sarnella, CO.GE.NA.
Mr. Cosulich, CO.GE.NA.
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82. CIVILIAN CARGOES. Arising out of the above Minute, Mr. Cosulich asked whether schooners carrying civilian cargoes authorised by ACC could sail to Anzio without prior notice. Col. Glanville considered

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that as this port was now being worked by ACC and in order to avoid congestion in the harbour and on the quays, that CO.GE.NA. should first obtain permission from ACC before routeing vessels to Anzio. It was suggested that a weekly programme of intended sailings be submitted.

83. ELBA. A signal from AFHQ to MATOUSA asking what schooners had been allocated for the maintenance of the island and when the service would be effective, was quoted by the Chairman. Elba is outside the area under ACC and it was decided to await an official request for allocation of schooners before taking further action.

84. SCHOONERS FOR FORWARD PORTS. The following signal from MWTR Med. to MEDBO was quoted:-

"Reference Naval request for 8 schooners to run between Malta-Taranto and forward ports can names now be given?"

These vessels are required for maintenance of forward fighting craft and it was decided that 8 schooners 250/255 dw. tons presently operated by R.A.S.C. could be handed to PSTO for this purpose.

Schooner Controller.

85. ACCOUNTS. The Chairman reported that as yet no statement of account for monies disbursed had been received. Mr. Graham said that MWT on behalf of MEDBO for the allied nations would pay accounts for all schooners operated by PSTO on behalf of the Services. He believed that some bodies were operating schooners on their own account and stated that MWT could not be financially responsible for such vessels. The Chairman stated that there was a list of all schooners and their employment, against which accounts for individual vessels would be checked. A balance sheet is to be submitted shortly. CO.GE.NA.

86. SCHOONERS OPERATED BY R.A.S.C. Ref. 11. Captain Lusty stated that on the East Coast there was delay in CO.GE.NA.'s agents making advances on account of schooners operated by R.A.S.C. Crews had been complaining that they had not been paid and there was considerable discontent. Mr. Sarnella said that the agents had first to refer demands to CO.GE.NA. Naples, but considered that in some cases owners were being paid for hire of vessel and then not paying Captains and crews. CO.GE.NA. were requested to instruct their agents to make advances to owners, and it was decided that all vessels should be chartered at an early date and that all possible should be done to ensure that owners paid crews' wages. CO.GE.NA.

87. SCHOONER CONTROL COMMITTEE. Ref. 29. The Chairman reported that the appointment of DSTO Italy was to lapse and that he would no longer be taking the Chair of the Schooner Control Committee. He introduced Commander Burgess Watson, R.N. who was taking over his duties. Captain Trevor warmly thanked all members of the Committee for their loyal co-operation and help without which the task of operating about 500 schooners could not have been so well accomplished. Mr. Graham as Chairman of MEDBO congratulated Captain Trevor on the success which he had obtained.

Mr. Graham then raised the question of the future of the [illegible] Control and referred to a letter from PSTO Med. who con-

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84. SCHOONERS FOR FORWARD PORTS. The following signal from MWTR Med. to MEDBO was quoted:-

"Reference Naval request for 6 schooners to run between Malta-Taranto and forward ports can names now be given?"

These vessels are required for maintenance of forward fighting craft and it was decided that 8 schooners 250/255 dw.tons presently operated by R.A.S.C could be handed to PSTO for this purpose.

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Mr. Graham then raised the question of the future of the Schooner Control and referred to a letter from PSTO Med. who considered that STOs should not have any responsinility connected with commercial or other undertakings not of a strictly service nature. Mr. Graham suggested that the operation of the vessels on commercial service might be relegated to the Italians under the control of the Committee. It was pointed out that the majority of cargoes carried were for the Services and schooners totalling 25,000 tons were

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running on their account. As the Services wished to retain control of vessels carrying their cargoes it was considered that the same number of staff would be necessary in order to do so. As a preliminary measure it was agreed that schooners of 100 tons and under could be released to CO.GE.MA. for operation under ACC control, but the release of such vessels would be subject to Service needs and operational requirements. Commander Burgess Watson suggested that some of the records and paper work could be taken over by CO.GE.MA. but said he would like to give the matter further consideration.

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No. 6.

MEDITERRANEAN INSHORE BOARD (IMAB)

MINUTES OF SPECIAL MEETING HELD AT
1100 hours on 26th JULY, 1944.

Present: Captain R.A. Brever R.N., Chairman
Commdr. J.C. Clary R.N.V.R.
Lt. Col. C. Clerville A.M.S./Th.
Lt. Cdr. Gribney, R.N.V.R.
Captain J. Lusty.
Mr. V. Williams
Mr. Carvalho
Mr. Goodhall
Miss R.M. Wicks Acting Secretary.

66. ROAD REPORT. Ref. 65. Cdr. Sharp reported that Liberty ships and coasters had ceased to use Anzio as a discharging port and that so far as the ACF were concerned schooners could go there direct. Col. Clerville pointed out that there was no labour at the port and he had arranged in a recent instance for the receiver to sail out labour to discharge his own schooner. Mr. Carvalho had suggested that labour could be brought in from Rome, complete with gear, if food could be provided for the men, but Col. Clerville said he had not laid this on because he thought the process of the owner discharging his own schooner was simpler. He added that without the use of the rail facilities, which are being used exclusively for Services, Anzio was of little benefit for schooner discharge and for the present A.C.C. are having to concentrate on sending supplies in already filled to civilian/Italian where rail facilities exist. Mr. Sharp pointed out that schooners would not be allowed in to Civitavecchia, but said that as the front moves forward so the smaller ports would become available. He recommended that Anzio be developed as a schooner discharging port.

67. MONTHLY REQUIREMENTS. Ref. 62. D.S.T.O. Italy has nominated 1200 tons m. for Services and 750 m.t. for U.N.R.R.A. and commercial account during the period 5th June-4th July.

68. WEEKLY/DAILY SAILINGS. A further 10 vessels totalling 1250 tons have been nominated for this run, in addition to the 35 vessels already operating on this route. There is now a total tonnage of 13,000 carried on this service and a further 7500 tons could be made available as it became free, if necessary.

69. TRAPANI SALT. It was reported that two vessels had been nominated to load 1150 tons salt at Trapani for discharge at Castellammare.

70. GRAIN. Tonnage has also been nominated to lift 3600 tons grain from Castellammare to Naples.

66. ROAD REPORT. The Chairman reported that 14 vessels totalling 740 tons had been loaded for Anzio during the period 20th June-4th July, and in addition two vessels totalling 200 tons oil in drums to Anzio for U.S.A. account. Reference was made to the bad shortage of the oil loaded in drums by U.S.A., a 220 ton schooner having been loaded with only 30 tons. 3129

71. ALBANIA (Trawler.) The Chairman stated he had received a request for this vessel to tow, if possible, a six-section pontoon from Bizerta to Taranto. Captain Lusty thought this could be arranged when the vessel had completed her

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66. [illegible]. Rec. 63. Dec. Shaw reported that Liberty ships and steamers had ceased to use Malo as a discharging port and that as far as the dry cargo coastal schooners could go there direct. Col. Darvill pointed out that there was no labour at the port and he had arranged for a recent instance for the receiver to send out labour to discharge their own schooner. Mr. Darvalla had suggested that labour could be brought in from Nam, complete with gear, if food could be provided for the men, but Col. Darvill said he had not laid this on because he thought the process of the owner discharging his own schooner was simpler. He added that without the use of the rail facilities, which are being used exclusively for Services, Malo was of little benefit for schooner discharge and for the present R.A.O.C. are having to concentrate on sending supplies in Liberty ships to Santa Cruz where rail facilities exist. Mr. Shaw pointed out that schooners could not be allowed in to Civitavecchia, but said that as the front moved forward so the smaller ports would become available. He recommended that Anzio be developed as a schooner discharging port.

67. [illegible]. Ref. 62. D.A.D.T. Italy has undertaken 4,000 tons dw. for Services and 3000 dwt. for U.N.R.R.A. and commercial account during the period 30th June-4th July.

68. [illegible]. A further 10 vessels totalling 1250 tons have been nominated for this run, in addition to the 30 vessels already operating on this route. There is now a total tonnage of 13,000 employed on this service and a further 4500 tons could be made available as it became free, if necessary.

69. [illegible]. It was reported that two vessels had been instructed to load 1100 tons salt at Trapani for discharge at Castellammare.

70. [illegible]. Tonnage had not been mentioned at 11th July Conference as Castellammare is a Neapolis.

66. [illegible]. The Chairman reported that 14 vessels totalling 740 tons had been loaded for Malo during the period 28th June-4th July, and in addition two vessels totalling 300 tons oil in drums to Malo for U.N.R.R.A. account.

Reference was made to the bad storage of the oil loaded in drums by U.N.R.R.A., a 200 ton schooner having been loaded with only 70 tons. 3129

71. [illegible]. The Chairman stated he had received a request for this vessel to tow, if possible, a six-section pontoon from Sicily to Taranto. Capt. Lusty thought this could be arranged when the vessel had completed her present employment and slight repairs carried out.

72. [illegible]. Mr. Williams said that permission had been requested for 10 small schooners to be brought from Sardinia and Corsica to the mainland as there was little employment for them on the Island. Cdr. Schmitz stated he already had this matter in hand.

73. [illegible]. In answering the question raised by the Chairman Mr. Darvalla said the cargo by schooner is moving satisfactorily, and that much improvement had been seen since the inauguration of the Control. The financial situation is being cared for, and apart from small difficulties, mainly regards of fuelling, the scheme was working well.

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MEDITERRANEAN SHIPPING BOARD (ITALY)

No.6.

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS on 28th JUNE,1944.

Present: Captain R. A. Trevor,R.N. Chairman
Commander J. S. Sharp,R.N.R.
Lt. Cdr. A. G. Grimsey, R.N.V.R.
Lt. Col. F. Glanville, A.C.C./Tn.
Captain J. Lusty.
Mr. A. C. Hogarth
Mr. W. Williams
Dr. E. Sarnella CO.GE.NA
Mr. Consulich CO.GE.NA.
Miss R. L. Hicks. Acting Secretary

62. MONTHLY OPERATIONS. Ref. 46. D.S.T.O. has nominated 3914 dwt. for A.C.C. and commercial account, and 3026 dwt. for Services, during the period 21st-27th June.

63. ROME RESERVE. Ref. 54. The Chairman reported that five vessels totalling 290 dwt. have been sent to Gaeta during the period 21st-27th June.

Commander Sharp reported that it is anticipated that schooners will be able to use Anzio within a few days. Dr. Sarnella stated that as a result of his recent visit he estimated that when the port has been cleared and the railway opened for traffic 500 tons per day could be discharged ex schooner on to quay. It was thought that the railway was being used exclusively on Military account for about three weeks, but A.C.C. were advised to get in touch with P.B.S. on this matter. COL. GLANVILLE.

64. "DOMENICA MADRE". Ref. 57. Permission has now been granted and the vessel has sailed to Algiers.

65. SCHOONER FOR M.E. The Chairman reported that he had received a request from P.S.T.O.,M.E. for a schooner to be allocated to ply between Tripoli and Benghazi, and the "DUCHESSA" had been nominated.

Next Meeting to be held in the offices of CO.GE.NA at 1100 hrs. on Wednesday 5th July.

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SECRET

INTERNATIONAL SERVICES BOARD (ITALY).

No.5.

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS on 21st JUNE, 1944.

Present: Captain R. A. Trevor R.N., Chairman
Commander J. D. Sharp, R.N.R.
Lt. Col. C. Ackerley
Lt. Col. F. Glanville A.C.C./Wx.
Lt. Cdr. Grimsey, R.N.V.R.
Major W. Ruffo
Major J. Mario A.C.C.
Captain J. Lusty
Colonel F. Fuller U.S. Army
Mr. A. C. Hogarth
Mr. W. Williams
Lt. A. Bartesaghi CO.GE.N.O.
Miss R. L. Hicks Acting Secretary.

52. MONTHLY OPERATIONS. Ref.46. D.S.T.O. has nominated 9340 dwt. for Army account and 2090 dwt. for A.C.C. and commercial cargoes during the period 14-20th June.

53. "PADRE MERICA" Ref.49. The Chairman stated that reports regarding this vessel now repairing at Torre del Greco indicate that the old barrels, used for wine, are quite useless owing to damage and contamination from the wine. New barrels can be obtained at some expense and refitting was estimated to take about six weeks.

54. HOME RESERVE. Ref. 47. The Chairman reported that 17 vessels totalling 910 tons deadweight have been sent to Gaeta between 14/20th June.

The Chairman asked whether some definite indication could be given as to whether the schooners held for Rome Reserve were still required, as there were 11 vessels of 2800 tons being held empty in this area which could be released elsewhere if not required. He stated that from observations the only port where food could be discharged in any quantity was Anzio, Fiumicino being completely wrecked and would not be of material help for many weeks, if at all. It was reported that there was a lot of salvage work to be done in the latter port which the Navy were not able to cope at the present time. Commander Sharp reported that Civitavecchia also was barred from use by schooner traffic, and Colonel Fuller said that if A.C.C. still required the schooners for Rome the best port would be Anzio. Colonel Glanville to advise whether the reserve is still necessary.

Commander Sharp stated that Anzio was now abandoned as a Liberty ship port and that there was room for schooners, but with this Colonel Fuller did not agree although he hoped it would be so in the near future. He suggested that A.C.C. load schooners for Anzio and hold at anchorage or outside Anzio in reserve, but until the port definitely closed for Liberty ships A.C.C. will not be permitted to put in schooners. He also pointed out that it must be borne in mind that when Anzio is released, the discharge of A.C.C. schooners must be their responsibility, and labour and transport etc. must be provided by them.

55. SCHOONERS FOR PETROL. Ref.25. D.S.T.O. reported that [illegible] 3127 is now fitted for petrol carrying and four others are completing.

56. LAMPEDUSA & PANTELLERIA. Ref.26. It was reported that the vessels nominated for [illegible] from these islands were receiving very poor

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Major J. Marie A.C.C.
Captain F. Lusty
Colonel F. Fuller U.S. Army
Mr. A. G. Hogarth
Mr. D. Williams
Mr. G. Bertuccelli C.C.C.C.
Miss M. L. Miles Acting Secretary.

52. MONTHLY OPERATIONS. Ref.4f. D.S.I.C. has nominated 4340 dwt. for Army account and 2090 dwt. for A.C.C. and commercial cargoes during the period 14-20th June.

53. "PADRE MERICA" Ref.4g. The Chairman stated that reports regarding this vessel now repairing at Torre del Greco indicate that the old barrels, used for wine, are quite useless owing to damage and contamination from the wine. New barrels can be obtained at some expense and refitting was estimated to take about six weeks.

54. ROME RESERVE. Ref. 47. The Chairman reported that 17 vessels totalling 910 tons deadweight have been sent to Gaeta between 14/20th June.

The Chairman asked whether some definite indication could be given as to whether the schooners held for Rome Reserve were still required, as there were 11 vessels of 2800 tons being held empty in this area which could be released elsewhere if not required. He stated that from observations the only port where food could be discharged in any quantity was Anzio, Fiumicino being completely wrecked and would not be of material help for many weeks, if at all. It was reported that there was a lot of salvage work to be done in the latter port with which the Navy were not able to cope at the present time. Commander Sharp reported that Civitavecchia also was barred from use by schooner traffic, and Colonel Fuller said that if A.C.C. still required the schooners for Rome the best port would be Anzio. Colonel Chenville to advise whether the reserve is still necessary.

Commander Sharp stated that Anzio was now abandoned as a Liberty ship port and that there was room for schooners, but with this Colonel Fuller did not agree although he hoped it would be so in the near future. He suggested that A.C.C. load schooners for Anzio and hold at anchorage or outside Anzio in reserve, but until the port definitely closes for Liberty ships A.C.C. will not be permitted to put in schooners. He also pointed out that it must be borne in mind that when Anzio is released, the discharge of A.C.C. schooners must be their responsibility, and labour and transport etc. must be provided by them.

55. SCHOONERS FOR PATROL. Ref.25. D.S.I.C. reported that "TRIONFO DI GIACINTO" 3127 is now fitted for petrol carrying and four others are completing.

56. LAMPEDUSA & PANTELLARIA. Ref.26. It was reported that the vessels nominated for the purpose of clearing supplies from these islands were receiving very poor turnround, there is little or no control on the Islands and the cargoes brought away have been chiefly raisins and a few empty barrels instead of full drums. Particularly was this the case with the "GITA", and Colonel Ackerley asked whether something could not be done through MEDBO in N. Africa to ensure proper control. He proposed raising the subject at the next MEDBO(MMX) meeting.

57. "DOMENICA MADRE" Ref.45. Still waiting permission from C in C. Med. to sail to Algiers for fitting refrigerator plant, and a further signal was sent to D.S.I.C. on the 19th June.

58. VESSELS CAPTURED FROM THE ENEMY. Ref.36. Two vessels "GIUSEPPE" 400 tons registered at Trieste and "PAPA PAOLO" 75 tons, Albanian, are now being registered with MEDBO Italian Schooner Control Committee. Nil report from Barletta and Taranto.

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59. SCHOONERS UNDER 50 TONS. Ref.56. Colonel Glanville reported that he had recently paid a visit to Sicily to examine the arrangements made there for the control and registration of schooners, and he had found that the clause regarding the endorsement of voyage permits by A.C.C. Supply Officers although embodied in a previous instruction had not been included in the signed instruction and no provision had been made. He said the present system was that applications were made to the Chamber of Commerce, the Chamber of Commerce referred to Supply Officers for recommendation, stamping and necessary priority and returned back to the Chamber of Commerce for employment. It was agreed that as far as Sicily was concerned it was not necessary for A.C.C. Supply Officers to endorse voyage permits.

60. REGISTRATION. Mr. Hogarth reported that SCIPS had received the copy of register as referred in Min.42, but noticed that this gave numbers only whereas certain outports were signalling according to letters. Commander Grimsey explained that the Control was keeping the original lettering for schooners but taking new numbers allocated by CO.GE.NA - the lettering for all had not yet come in but CO.GE.NA. have been asked to supply the port of registry as well as the number.

61. SCHOONERS UNDER 20 TONS. Colonel Glanville considered that there should be a greater measure of control over schooners of 10 to 20 tons, as at Messina for instance they were travelling to and from Corsica carrying anything up to 50 days of contraband cargo per day. He suggested that schooners under 10 tons should not receive a licence for carrying cargo and those 10 to 20 tons should be left to CO.GE.NA. to handle. He had already discussed this with Dr. Barnella, who said he was willing to do this work.

At the Meeting of ~~NAPLES~~(ITALY) it was decided that this Schooner Control should continue to meet in the Conference Room at A.M.L.(Rear) Naples at 1100 hours each Wednesday.

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SECRET

MEDITERRANEAN SITUATION BOARD (NAVAL)

No.5.

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS on 21st JUNE, 1944.

Present: Captain R. A. Trevor R.N., Chairman
Commander J. S. Sharp, R.N.R.
Lt. Col. G. Ackerley
Lt. Col. F. Glanville A.C.C./Fn.
Lt. Cdr. Grimsey, R.N.V.R.
Major W. Raffe
Major J. Mario A.C.C.
Captain J. Lusty
Colonel T. Miller U.S. Army
Mr. A. C. Hogarth
Mr. L. Williams
Dr. A. Breckenridge CO.(G).N.A.
Miss B. L. Hicks Acting Secretary.

52. MONTHLY OPERATIONS, Ref.46. D.S.T.C. has nominated 4340 dwt. for Army account and 2090 dwt. for A.C.C. and commercial purposes during the period 14-20th June.

53. "PADRE MERICA" Ref.40. The Chairman stated that reports regarding this vessel now repairing at Torre del Greco indicate that the old barrels, used for wine, are quite useless owing to damage and contamination from the wine. New barrels can be obtained at some expense and refitting was estimated to take about six weeks.

54. ROME RESERVE. Ref. 47. The Chairman reported that 17 vessels totalling 910 tons deadweight have been sent to Gaeta between 11/20th June.

The Chairman asked whether some definite indication could be given as to whether the schooners held for Rome Reserve were still required, as there were 14 vessels of 2800 tons being held empty in this area which could be release elsewhere if not required. He stated that from observations the only port where food could be discharged in any quantity was Anzio, Fiumicino being completely wrecked and would not be of material help for many weeks, if at all. It was reported that there was a lot of salvage work to be done in the latter port with which the Navy were not able to cope at the present time. Commander Sharp reported that Civitavecchia also was barred from use by schooner traffic, and Colonel Fuller said that if A.C.C. still required the schooners for Rome the best port would be Anzio. Colonel Glanville to advise whether the reserve is still necessary.

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Commander Sharp stated that Anzio was now abandoned as a Liberty ship port and that there was room for schooners, but with this Colonel Fuller did not agree although he hoped it would be so in the near future. He suggested that A.C.C. load schooners for Anzio and hold at anchorage or outside Anzio in reserve, but until the port definitely closes for Liberty ships A.C.C. will not be permitted to put in schooners. He also pointed out that it must be borne in mind that when Anzio is released, the discharge of A.C.C. schooners must be their responsibility, and labour and transport etc. must be provided by them.

55. SCHOONERS FOR PETROL. Ref.45. D.S.T.C. reported that "TRIONFO DI GREGORIO" is now fitted for petrol carrying and four others are completing.

56. LAMPEDUSA & PANTELLARIA. Ref.26. It was reported that the vessels nominated for the purpose of shooting supplies from these islands were receiving very poor

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Major J. Harris A.G.C.
Captain J. Lusty
Colonel T. Fuller U.S. Army
Mr. A. C. Hogarth
Mr. L. Williams
Dr. C. Cartwright CO.GS.No.
Miss B. L. Hicks Acting Secretary.

52. MONTHLY OPERATIONS. Ref.46. D.S.T.O. has nominated 4240 d.w. for Army account and 2090 d.w. for A.C.C. and commercial cargoes during the period 14-20th June.

53. "PADRE MERICA" Ref.40. The Chairman stated that reports regarding this vessel now repairing at Torre del Greco indicate that the old barrels, used for wine, are quite useless owing to damage and contamination from the wine. New barrels can be obtained at some expense and refitting was estimated to take about six weeks.

54. ROME RESERVE. Ref. 47. The Chairman reported that 17 vessels totalling 910 tons deadweight have been sent to Gaeta between 14/16th June.

The Chairman asked whether some definite indication could be given as to whether the schooners held for Rome Reserve were still required, as there were 14 vessels of 2800 tons being held empty in this area which could be released elsewhere if not required. He stated that from observations the only port where food could be discharged in any quantity was Leghorn, Piumicino being completely wrecked and would not be of material help for many weeks, if at all. It was reported that there was a lot of salvage work to be done in the latter port with which the Navy were not able to cope at the present time. Commander Sharp reported that Civitavecchia also was barred from use by schooner traffic, and Colonel Fuller said that if A.C.C. still required the schooners for Rome the best port would be Anzio. Colonel Chanville to advise whether the reserve is still necessary. 31126

Commander Sharp stated that Anzio was now abandoned as a Liberty ship port and that there was room for schooners, but with this Colonel Fuller did not agree although he hoped it would be so in the near future. He suggested that A.C.C. load schooners for Anzio and hold at anchorage or outside Anzio in reserve, but until the port definitely closes for Liberty ships A.C.C. will not be permitted to put in schooners. He also pointed out that it must be borne in mind that when Anzio is released, the discharge of A.C.C. schooners must be their responsibility, and labour and transport etc. must be provided by them.

55. SCHOONERS FOR PETROL. Ref.45. D.S.T.O. reported that "FRANCESCO DI GREGORIO" is now fitted for petrol carrying and four others are completing.

56. LAMPEDUSA & PANTELLARIA. Ref.26. It was reported that the vessels nominated for the purpose of clearing supplies from these islands were receiving very poor turnround, there is little or no control on the Islands and the cargoes brought away have been chiefly raisins and a few empty barrels instead of full drums. Particularly was this the case with the "RITA", and Colonel Ackerley asked whether something could not be done brought MEDSO in N. Africa to ensure proper control. He proposed raising the subject at the next MEDSO(JEWLY) meeting.

57. "DOMENICA MADRE" Ref.15. Still waiting permission from C in C. Med. to sail to Algiers for fitting refrigerator plant, and a further signal was sent to D.S.T.O. on the 19th June.

58. VESSELS CAPTURED FROM THE ENEMY. Ref.36. Two vessels "FRANCESCO" 400 tons registered at Priesto and "PAPA CARLO" 75 tons, Albanian, are now being registered with MEDSO Italian Schooner Control Committee. Nil report from Barletta and Taranto.

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59. SCHOONERS UNDER 50 TONS. Ref.50. Colonel Glanville reported that he had recently paid a visit to Sicily to examine the arrangements made there for the control and registration of schooners, and he had found that the clause regarding the endorsement of voyage permits by A.C.C. Supply Officers although embodied in a previous instruction had not been included in the signed instruction and no provision had been made. He said the present system was that applications were made to the Chamber of Commerce, the Chamber of Commerce referred to Supply Officers for recommendation, stamping and necessary priority and returned back to the Chamber of Commerce for employment. It was agreed that as far as Sicily was concerned it was not necessary for A.C.C. Supply Officers to endorse voyage permits.

60. REGISTRATION. Mr. Wogarth reported that MMSO had received the copy of register as referred in Min.42, but noticed that this gave numbers only whereas certain outports were signalling according to letters. Commander Grimsey explained that the Control was keeping the original lettering for schooners but taking new numbers allocated by CO.GE.MA - the lettering for all had not yet come in but CO.GE.MA. have been asked to supply the port of registry as well as the number.

61. SCHOONERS UNDER 20 TONS. Colonel Glanville considered that there should be a greater measure of control over schooners of 10 to 20 tons, as at Messina for instance they were travelling to and from Reggio carrying anything up to 50 days of contraband cargo per day. He suggested that schooners under 10 tons should not receive a license for carrying cargo and those 10 to 20 tons should be left to CO.GE.MA. to handle. He had already discussed this with Dr. Sarnella, who said he was willing to do this work.

At the Meeting of MMSO(MTAM) it was decided that this Schooner Control should continue to meet in the Conference Room at A.A.I.(Rear) Naples at 1100 hours each Wednesday.

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SECRET

MEDITERRANEAN SHIPPING BOARD (ITALY)

No.4.

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1500 HRS. on 14th JUNE, 1944.

Present: Captain R. A. Trevor, R.N. Chairman
Commander J.S. Sharp, R.N.R.
Colonel W. J. Legg A.C.C.
Lt. Col. G. Ackerley
Lt. Col. L.E. Vining AC.C./Tn.
Major W. Raffe S & T.
Major E. Askew
Captain J. Lusty
Colonel T. Fuller U.S. Army
Mr. R. Nicol
Mr. A. C. Hogarth
Mr. W. Williams
Dr. E. Sarnella CO.GE.NA.
Dr. A. Barttsaghi CO.GE.NA.
Miss R. L. Hicks Acting Secretary

42. GENERAL POSITION. Ref. 32. The Chairman reported that there was now a total of 493 schooners registered and as suggested at the last meeting a copy of the register was tabled. (Copy to be sent to Medbo(Italy)).

43. "DOMENICA MADRE" The Chairman reported that a request had been received for this vessel to be sent to Algiers to be fitted as a refrigerated ship. The routeing of a schooner beyond Palermo, however, was contrary to instructions laid down by C in C. Med., but he had raised this matter with P.S.T.O. Med. and asked him to obtain permission for the schooner to be sailed to Algiers.

44. SCHOONERS CAPTURED FROM THE ENEMY. Ref.36. The Chairman reported that there was still no reply regarding this matter and he was following it up.

45. "CANTAKEIT" Ref.39. Commander Sharp reported that this vessel was due to arrive in convoy from Malta at 1400 today and would return as soon as discharged. Disposal of the cargo is in the hands of A.C.C.

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46. MONTHLY OPERATIONS. Ref.33. D.S.T.O. Italy has nominated 3065 dwt. for A.C.C. and commercial account, and 7790 for Service cargoes during the period 7-13th June.

47. ROME RESERVE. Ref.35. It was reported that 8 schooners totalling 460 tons had sailed to Gaeta since the last meeting and a further 3 of 150 tons would be leaving within the next 24 hours. Colonel Fuller stated that AMG 5th Army would be handing over all craft allocated to them within the next 10 days.

In answer to his enquiry regarding the schooner VITTORIA MADRE which had been sailed to Anzio in spite of the restriction on schooners in that port, Colonel Fuller was advised that this was carrying medical supplies and had been sailed under the authority of 15th Schooner Division, Baia. Colonel Legg, however, said that this schooner had a cargo of medical soap and miscellaneous foodstuffs and the bid for tonnage had gone through the usual channels. The Chairman stated that if medical stores are urgently required at Anzio they can be shipped in hospital carriers provided the request is put through the proper channels. i.e., D.S.T.O. Italy, and the ship is not delayed on account of loading such stores.

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Major E. Askew
Captain J. Lusty
Colonel T. Fuller U.S. Army
Mr. R. Nicol
Mr. A. C. Hogarth
Mr. W. Williams
Dr. E. Sarnella CO.GE.NA.
Dr. A. Bartisaghi CO.GE.NA.
Miss R. L. Hicks Acting Secretary

42. GENERAL POSITION. Ref. 32. The Chairman reported that there was now a total of 493 schooners registered and as suggested at the last meeting a copy of the register was tabled. (Copy to be sent to Medbo(Italy)).

43. "DOMENICA MADRE" The Chairman reported that a request had been received for this vessel to be sent to Algiers to be fitted as a refrigerated ship. The routeing of a schooner beyond Palermo, however, was contrary to instructions laid down by C in C. Med., but he had raised this matter with P.S.T.O. Med. and asked him to obtain permission for the schooner to be sailed to Algiers.

44. SCHOONERS CAPTURED FROM THE ENEMY. Ref.36. The Chairman reported that there was still no reply regarding this matter and he was following it up.

45. "CANTAKEIT" Ref.39. Commander Sharp reported that this vessel was due to arrive in convoy from Malta at 1400 today and would return as soon as discharged. Disposal of the cargo is in the hands of A.C.C.

46. MONTHLY OPERATIONS. Ref.33. D.S.T.O. Italy has nominated 3065 dwt. for A.C.C. and commercial account, and 7790 for Service cargoes during the period 7-13th June.

47. ROME RESERVE. Ref.35. It was reported that 8 schooners totalling 460 tons had sailed to Gaeta since the last meeting and a further 3 of 150 tons would be leaving within the next 24 hours. Colonel Fuller stated that AMG 5th Army would be handing over all craft allocated to them within the next 10 days.

In answer to his enquiry regarding the schooner VITTORIA MADRE which had been sailed to Anzio in spite of the restriction on schooners in that port, Colonel Fuller was advised that this was carrying medical supplies and had been sailed under the authority of 15th Schooner Division, Baia. Colonel Legg, however, said that this schooner had a cargo of medical soap and miscellaneous foodstuffs and the bid for tonnage had gone through the usual channels. The Chairman stated that if medical stores are urgently required at Anzio they can be shipped in hospital carriers provided the request is put through the proper channels. i.e., D.S.T.O. Italy, and the ship is not delayed on account of loading such stores.

Arising out of the above Colonel Fuller reported that it is contemplated that the port of Anzio will be discontinued for the discharge of Liberty ships and the port will be offered to A.C.C., who would, however, have to make their own arrangements for discharge. He also stated that at Fiumicino there is space for about 20 schooners to discharge alongside direct into trucks, and good warehouse accommodation. He recommended that provided arrangements could be made for the use of this port after the canal had been cleared supplies should be loaded to move into Anzio and Fiumicino as soon as possible as the Army would not be using these ports as they moved up the coast. Colonel Legg said that in the light of this new information A.C.C. would plan at once. Draught for schooners at Fiumicino 9'.

The Chairman reported that Lt. Cdr. Grimsey had left for the Rome area to investigate the possibility of schooner discharge, and hoped he would return with some useful information.

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43. TRANSPORTATION SUB-COMMISSION : DIRECTIVE. The Chairman referred to the directive which A.C.C./TR had issued to Regional Commissioners and said that whilst this agreed in the main with the original directive issued by the Schooner Control it stated that those under 50 tons dwt, would be controlled by CO.CE.MA. and operated under the supervision of Transportation Sub-Commission(Shipping Section). He pointed out that all schooners were controlled by the Mediterranean Shipping Board Schooner Control Committee, but considered the question of supervision to be a domestic matter which had no doubt been amicably settled. Mr. Hogarth pointed out that the Transport Sub-Commission directive in para:2 referred to schooners of 50 tons and under, but this should read "under 50 tons".

49. CHARGES FOR P.L.C. Ref.57. Major Askew stated that Movements Sicily had been unable to trace for consignors of these shipments, and Colonel Fuller said he would take up this matter.

50. SCHOONERS UNDER 50 TONS. Colonel Vining asked on whose authority would fuel and oil be issued for schooners under 50 tons, and it was agreed that this issue would be governed by the voyages made, every voyage being recorded in the log and only on production of this record should supplies be issued. It was also agreed, in replying to the question raised by Colonel Vining, that it was necessary for A.C.C. Supply Officers to endorse voyage permits.

51. FREIGHTS, HIRE ETC. CO.CE.MA. requested that in order to control the time a vessel was on hire, and for the purpose of arranging freight charges and rates of hire, they be advised of the dates. [illegible] T.C.'s office will have a complete record and information will be passed as it becomes available.

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SECRET

MEDITERRANEAN SHIPPING BOARD (ITALY)

3.

MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 hours ON 7th JUNE, 1944.

Present: Captain R. A. Trevor, R.N. Chairman
Commander J. S. Sharp, R.N.R.
Lt. Cdr. A.G. Grimsey, R.N.V.R.
Colonel W. J. Legg, A.C.C.
Lt. Col. G. Ackerley
Lt. Col. F. Glanville, A.C.C./Tn.
Major Raffe, S & T.
Captain J. Lusty
Colonel T. Fuller, U.S. Army
Mr. I.D. Campbell
Mr. A. C. Hogarth
Mr. R. Nicol
Mr. W. Williams
Mr. Sarnella, CO.GE.NA.
Mr. Consulich, CO.GE.NA.
Miss R. L. Hicks Acting Secretary.

32. GENERAL POSITION. Ref.17. The Chairman reported that no further registrations had taken place since the last meeting, but CO.GE.NA. said that they now have 489 vessels registered of which 372 were over 50 tons and 117 under 50 tons deadweight. The schooner DOMENICA MADRE has returned to Naples for repairs, completion date being given as 10th June. Algiers have been informed accordingly.

As regards the number of schooners registered, Mr. Campbell suggested that a copy of the Register be tabled at the next meeting, and this was agreed.

33. MONTHLY OPERATIONS. Ref.18. D.S.T.O. Italy has nominated 3953 dwt. on A.C.C. and commercial account, and 4795 dwt. for Army account between 31st May and 6th June.

34. R.N. GAS SERVICE. Ref.20. The Chairman reported that this service has now been extended to Tripoli, owing to the breakdown of the plant at Malta.

35. ROME RESERVE. Ref.22. It was reported that 20 schooners totalling 1077 tons had sailed to Gaeta since the last meeting. Replying to Colonel Fuller, Colonel Glanville stated that he had received no further report, but he understood that it was impossible for schooners to sail further than Gaeta. This was confirmed by Commander Sharp, who said that there was a restriction on schooners sailing to Lido until the area had been cleared. Colonel Legg asked, in view of the supply programme for Rome and the possibility of diverting wheat ships, whether there were any restrictions on schooners sailing into Anzio, and Colonel Fuller replied that owing to the military craft using the port and the need of quay space for urgent operational requirements no schooners would be allowed into Anzio harbour, but he saw no objection to offshore discharge.

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36. SCHOONERS CAPTURED FROM THE ENEMY. In answering Colonel Fuller the Chairman stated that no reply had been received to his enquiry, but he had received copy of a letter from Commder Williams calling for action.

37. ORANGES FOR P.B.S. Ref.31. The Chairman reported that three schooners BIANCA ROSE 750 tons, SAMIA 500 tons and ADA 480 tons, had been nominated against the first shipment of 900 tons ready 10th June, and IMPERATORE 2700 tons had been nominated to lift the second shipment of 900 tons on the 18th June, but he had received a signal from Movements Catania stating that the June contract calls for 400 tons only, of

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Captain J. Lusty
Colonel T. Fuller, U.S. Army
Mr. I.D. Campbell
Mr. A. C. Hogarth
Mr. R. Nicol
Mr. W. Williams
Mr. Sarnella, CO.GE.NA.
Mr. Consulich, CO.GE.NA.
Miss R. L. Hicks Acting Secretary.

32. GENERAL POSITION. Ref.17. The Chairman reported that no further registrations had taken place since the last meeting, but CO.GE.NA. said that they now have 489 vessels registered of which 372 were over 50 tons and 117 under 50 tons deadweight. The schooner DOMENICA MADRE has returned to Naples for repairs, completion date being given as 10th June. Algiers have been informed accordingly.

As regards the number of schooners registered, Mr. Campbell suggested that a copy of the Register be tabled at the next meeting, and this was agreed.

33. MONTHLY OPERATIONS. Ref.18. D.S.T.O.Italy has nominated 3953 dwt. on A.C.C. and commercial account, and 4795 dwt. for Army account between 31st May and 6th June.

34. R.N. GAS SERVICE. Ref.20. The Chairman reported that this service has now been extended to Tripoli, owing to the breakdown of the plant at Malta.

35. ROME RESERVE. Ref.22. It was reported that 20 schooners totalling 1077 tons had sailed to Gaeta since the last meeting. Replying to Colonel Fuller, Colonel Glanville stated that he had received no further report, but he understood that it was impossible for schooners to sail further than Gaeta. This was confirmed by Commander Sharp, who said that there was a restriction on schooners sailing to Lido until the area had been cleared. Colonel Legg asked, in view of the supply programme for Rome and the possibility of diverting wheat ships, whether there were any restrictions on schooners sailing into Anzio, and Colonel Fuller replied that owing to the military craft using the port and the need of quay space for urgent operational requirements no schooners would be allowed into Anzio harbour, but he saw no objection to offshore discharge.

3124

36. SCHOONERS CAPTURED FROM THE ENEMY. In answering Colonel Fuller the Chairman stated that no reply had been received to his enquiry, but he had received copy of a letter from Commder Williams calling for action.

37. ORANGES FOR P.B.S. Ref.31. The Chairman reported that three schooners BIANCA ROSE 750 tons, SAMIA 500 tons and ADA 480 tons, had been nominated against the first shipment of 900 tons ready 10th June, and IMPERATORE 2700 tons had been nominated to lift the second shipment of 900 tons on the 10th June, but he had received a signal from Movements Catania stating that the June contract calls for 400 tons only, of which SAMIA had already loaded 300 tons. He asked that this matter be clarified, in order that the schooners may be put to other service if not required. Colonel Fuller said he would look into the matter.

438. DIRECTIVE FOR CONTROL AND OPERATING OF ITALIAN SCHOONERS. Ref.21. Captain Trevor reported that an officer from his Department and one from CO.GE.NA had gone to the East Coast to distribute documents in connection with this Control, and to investigate arrangements made in that area.

39. "CANTAKIT". Mr. Campbell reported that this vessel, taken in prize, had been released fromcharter to the Governor of Malta for 20 days, and that the owner who is acting as purser has bought a cargo of wine and fruit with the intention of selling in Naples. In order to prevent this cargo reaching the Black Market DEFTR Sicily has stipulated that the goods should be consigned to A.C.C. at Naples, and the Food Sub-Commission have been advised accordingly.

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40. "PADRE MERICA". Mr. Campbell reported that this vessel was repairing at Torre del Greco, she was originally a wine carried but he understood that the wine butts had been taken out. This schooner has a carrying capacity of 120 tons, and Mr. Campbell suggested that the butts be refitted and the vessel used as a water carrier, possibly for the Lipari Islands. This was agreed and the Chairman said he would issue instructions accordingly.

41. SCHOONERS UNDER 50 tons. Mr. Campbell reported that an unofficial meeting had been held between CO.GE.MA, TM/Sub.Commission and himself to discuss the possibility of allocating schooners of under 50 tons to A.C.C. who had urgent need of tonnage to relieve the pressure on rail services. He stated it had been agreed that CO.GE.MA would handle these vessels, as originally set out in the directive issued 1st. June, and that A.C.C. would make arrangements with the local representatives of CO.GE.MA. Colonel Glanville said that A.C.C. were very concerned about the cargo to be carried, and that the vessels should be under their direct supervision. Commander Grimsey pointed out that these schooners were still controlled by this Committee, who had allocated them to CO.GE.MA, thus any restrictions in trading should come from the Control rather than direct from A.C.C. The question of supervision was considered to be one which could be settled apart from this meeting, and further discussions were arranged between TM/Sub-Commission and AMGOT(Italy).

The next meeting of the Schooner Control Committee was convened for 1500 hrs. on Wednesday 14th June, 1944.

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1- 20	110 x 10	= 1100 +
20- 30	43 x 25	= 1075
30- 40	38 x 35	= 1330
40- 50	47 x 45	= 2115
50- 70	48 x 60	= 2880
70- 100	44 x 85	= 3740
100- 130	79 x 115	= 9085
130- 160	14 x 145	= 2030
160- 175	7 x 167,50	= 1172,50
175- 200	8 x 187,5	1500 =
		26027,50 +
200- 250	15 x 225	3375 =
		29402,50

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SECRET

MEDITERRANEAN SHIPPING BOARD (ITALY).

No. 2. MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1430 HOURS ON 31ST MAY, 1944.

Present: Captain R. A. Trevor, RN. Chairman
Lt. Commander A. G. Grimsey, RNVR.
Commander J. S. Sharp, R.N.R.
Lt. Huggill, R.N.V.R.
Lt. Col. G. Ackerley
Lt. Col. Glanville, A.C.C.
Major Askew, Nov. 5. Shipping
Major Raffe, S. & T.
Captain J. Lusty, DSTO's Office
Colonel T. Fuller, U.S.Army
Mr. Ian D. Campbell
Mr. R. Nicol
Mr. A. C. Hogarth
Mr. W. Williams
Mr. Sarnella, CO.GE.NA.
Mr. Cosulich, CO.GE.NA.
Miss M. M. Michie, Secretary.

17. GENERAL POSITION. Ref. 1. The Chairman reported that 476 vessels had now been registered by CO.GE.NA. These total 38,000 tons, of which RASC operate about 24,000 tons. The schooner SAN LORENZO MAIORANA, at the request of FOTALI, has been allocated to Officer in charge R. N. works, East Italy, for the transportation of OCW materials. The refrigerated schooner NANDO has now been handed to Royal Navy and DOMENICA MADRE, 420 tons, which is taking her place is proceeding to Algiers for fitting out as a refrigerated craft.

18. MONTHLY OPERATIONS. Ref. 2. DSTO (Italy) nominated 13,941 dwtons on army account and 7,247 dwtons on A.C.C. account between 16th - 30th May.

19. SICILY - ITALY. Ref. 3. In addition to the 35 schooners previously mentioned, the Chairman reported that IMPERATORE was now operating on this service. Details of tonnages lifted had yet to be received from the Army.

20. R. N. GAS SERVICE. Ref. 4. Replying to Major Askew the Chairman stated that 7 schooners are now carrying gas cylinders between Malta - Taranto and Naples. At present they did not call at Tripoli for it was understood that Malta was able to fill all empty cylinders.

21. DIRECTIVE FOR CONTROL AND OPERATING OF ITALIAN SCHOONERS. Ref. 5. The Chairman tabled an "Instruction for the control and operation of Italian registered schooners" which had been agreed at the MEDBO Meeting that morning and which was to be issued forthwith, effective 1st June, to take the place of the "Directive". In reply to Lt. Colonel Glanville, it was stated that CO.GE.NA.'s representatives were in a position to carry out the duties allotted to them. 3122

22. ROME RESERVE. Ref. 6. It was reported by the Chairman that 12 vessels, totalling 695 tons, had already sailed for Gaeta and that five more total-

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Commander J. S. Sharp, R.N.R.
Lt. Huggill, R.N.V.R.
Lt. Col. G. Ackerley
Lt. Col. Glanville, A.C.C.
Major Askew, Mov. & Shipping
Major Raffe, S. & T.
Captain J. Lusty, DSTO's Office
Colonel T. Fuller, U.S.Army
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22. ROME RESERVE. Ref. 6. It was reported by the Chairman that 12 vessels, totalling 695 tons, had already sailed for Gaeta and that five more totalling 238 tons were to sail the next day. Colonel Fuller asked whether A.C.C. were planning to send schooners to forward ports with supplies for Rome, but Colonel Glanville stated that G-4 Army were to hand over the transportation of foodstuffs to FBS, but as Colonel Fuller thought this might not be the case said he would check his information.

23. SCHOONERS CAPTURED FROM THE ENEMY. Ref. 7. Replying to Colonel Fuller, the Chairman said he had as yet heard nothing from SSTO Adriatic Ports in answer to his enquiry.

24. CHARTERS. Ref. 8. A bare boat charter for schooners and motor fishing vessels has now been agreed with CO.GE.NA. and the Chairman stated that it

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had already been printed.

25. FORCE 266. Ref. 9. Five more mfvs have now been allocated to this Force and the Chairman reported that several schooners are being fitted to carry petrol. Mr. Campbell asked whether the schooners were Italian or Yugoslav and was told they were under the former flag.

26. PANTELLERIA AND LAMPEDUSA. Arising out of the above Minute Major Askew asked whether more schooners could not be fitted to carry petrol in order to clear supplies from the islands of Pantelleria and Lampedusa. He was informed by Mr. Campbell that Algiers were making arrangements to clear stores from these two islands.

27. NAPLES HARBOUR. Colonel Fuller passed on a request from Transportation Officer, PBS, that only those schooners specially ordered to load or discharge in Naples harbour should be allowed in the port and that the remainder should be routed to satellite ports. It had been found that they were hampering operations, endangering security and often taking up Liberty ship berths. Commander Grimsey reported that instructions had now been given that only military cargo should be loaded or discharged in Naples; this included A.C.C. cargoes but not goods carried commercially under A.C.C. authority.

28. COTTON FROM SICILY - TORRE ANNUNZIATA. The Chairman stated that a bid had been received from A.C.C. to lift 610 dw. tons cotton from six ports in Sicily. He said that it was not practicable to carry the cotton in schooners and thought that if A.C.C. could accumulate the whole amount in one port that a coaster might be asked for. Colonel Glanville said that warehouse space was short but he would try to arrange this. Colonel Fuller stated that an occasional Liberty ship made the voyage Palermo - Naples and thought he might be able to assist if the total amount of cotton were available at Palermo.

I think that this is the answer

29. SCHOONER CONTROL COMMITTEE. At the MEDBO (Italy) meeting that morning, Mr. Campbell reported the composition of the Schooner Control Committee had been agreed as follows: Chairman: DSTO (Italy), DSTO's Schooner Controller, representatives of Naval Control Service, Movements, S & T., Tn(A)., A.C.C., W.S.A., M.W.T. and CO.GE.MA.

Mr. Campbell reiterated that this Committee is the only authority responsible for the allocation of cargo space on schooners and the supply of such vessels themselves.

30. DSTO's STAFF. The Chairman stated that apart from one member of RASC his staff were alone carrying on all work connected with the operation of schooners and requested assistance from other departments concerned. He needed one able book-keeper and one clerk. Mr. Campbell said that M.W.T. could offer assistance in issuing the daily position list of schooners and keeping records of their particular voyages. This offer was accepted as helping considerably in the matter.

31. ORANGES FOR PBS. Three vessels carrying about 320 tons of oranges for PBS were reported to have arrived in Naples during the last two days and the Chairman also said that three more were due shortly, one of 200 tons was presently loading at Catania.

NEXT MEETING. It was decided to hold Committee meetings weekly and limit

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NEXT MEETING. It was decided to hold Committee meetings weekly and limit subjects for discussion to matters of policy alone. The next meeting will take place at 1100 hours, Wednesday 7th June, 1944 in MEDBO offices.

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INSTRUCTIONS FOR THE CONTROL AND OPERATION OF ITALIAN ROYAL SAILED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251023 January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.

3. Each schooner will be issued with a licence valid for three months ; all licences issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licences will be dated as from 1st. April 1944, and be coloured blue. Licences will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid licence cards.

5. Routeing orders will be issued by the Naval Control Service Officer/United States Routeing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Centrale Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Centrale Navi will be responsible for allocation of freights, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

3121

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(a) Allied Control Commission will communicate all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in

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3121

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits : the following procedure to be adopted :-

(a) Allied Control Commission will coordinate all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In case of coastal voyages in Sicilian waters, such demands will be coordinated through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia (A.M.G. civilian supply demands will be coordinated through the office of the Regional Commissioner, who will refer such demands to the local Port Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

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10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O.(Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD(ITALY)

1st. JUNE, 1944.

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SECRET

MEDITERRANEAN SHIPPING BOARD (ITALY).

No. 1. MINUTES OF SCHOONER CONTROL COMMITTEE HELD AT 1100 HOURS ON 16TH MAY, 1944.

Present: Captain R. A. Trevor, R.N. Chairman
Lt. Commander A. G. Grimsey, RNVR.
Lt. Huggill, R.N.V.R.
Major Glanville, A.C.C.
Major Aaba..., Nov. 5. Shipping
Major Raffe, S. & T.
Captain Lusty, DSTO's Office
Colonel T. Fuller, U.S.Army
Captain D. M. Kerr, U.S. Army
Mr. R. Nicol
Mr. A. C. Hogarth
Mr. W. Williams
Mr. Sarnella, CO.GE.NA.
Mr. Cosulich, CO.GE.NA.
Miss M. M. Michie, Secretary.

1. GENERAL POSITION. The Chairman reported that CO.GE.NA. have now registered about 450 vessels totalling 33,000 tons, of which RASC are operating about 20,000 tons. The registration is nearing completion and final lists from Sicily and the Adriatic Coast are expected shortly. Captains of Ports on the West Coast are making daily returns of schooners and arrangements are being made for this practice to be extended to the East Coast and Sicily. All vessels are being surveyed by the Registro Italiano Navale. 60 schooners have been chartered and settlements of hire are being made. The Army and A.C.C. were requested to supply weekly figures of cargoes loaded.

2. OPERATIONS APRIL/MAY. Between 15-29th April DSTO (Italy) ordered 130 vessels of 17,540 total tonnage, of which the Army took up 13,600 tons. Schooners on regular runs, such as Brindisi-Bari, those allocated to Force 266 and on the Sicily coastwise service, as also vessels under 50 tons are not included in these figures. Of vessels allocated between 1-15th May the Army took 16,890 tons and A.C.C. 4,021 tons.

3. SICILY - ITALY. There are now 35 schooners, total tonnage 8,500 tons, on this service and the Chairman reported that IMPERATORE, 2,200 tons, which was presently at Malta was to run exclusively on this service.

4. R.N. GAS SERVICE. Five vessels have been allocated for the carriage of oxygen and acetylene cylinders between Tripoli, Malta and Taranto and are now operating. In addition one is on the regular service Naples - Messina.

5. DIRECTIVE FOR CONTROL AND OPERATING OF ITALIAN SCHOONERS. The Chairman reported that as yet no information had been received from Algiers as to whether this Directive had been approved. A.C.C. Legal Sub Commission had, however, stated that the clause concerning punishments and fines needed further consideration and possible amendments before punishments could be legally imposed. Licence cards were awaiting stamping but would not be issued until the Directive was signed.

6. ROME RESERVE. There are 9 vessels left under load, all of which are under

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Major Raffe, S. & T.
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6. ROME RESERVE. There are 9 vessels left under load, all of which are under 60 tons. Colonel Fuller explained that due to impending operations last week orders had been given cancelling discharge. It was stated that delay was caused in unloading the whole reserve due to lack of storage space, but that those cargoes discharged were found to be in good condition. Major Glanville asked how the schooners which formed the Reserve were to be disposed of and the Chairman replied that all those which had been unloaded were now in operation. He thought it might be necessary to keep some in hand for supplying small forward ports whose drafts and particulars he would obtain. Major Glanville raised the question of the feeding of Rome which Colonel Fuller said would be undertaken by AMG 5th Army who would have vessels available. There should be no lack of co-ordination if bids were

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placed through the Transportation Sub Commission in the normal way. The allocation of schooners for the Rome Reserve was arranged on a high level before the present system of placing bids was in operation.

7. SCHOONERS CAPTURED FROM THE ENEMY. Colonel Buller asked whether schoohers captured from the Germans in the Adriatic were being incorporated into the Pool. He had seen three such captured vessels at Monopoli. The Chairman thought they were taken in Prize and operated by the Navy but will make enquiries.

Chairman

8. CHARTERS. Mr. Hogarth stated that he understood STLO Naples was proposing to charter on gross form a number of schooners and he asked whether this was the case. Cdr. Grimsey said that this was for a special service and vessels would be taken up on bareboat charter. However it was pointed out that STLO intended to charter direct with the owner of the SAN GEORGIO using a gross form charter which Mr. Hogarth considered incorrect and thought the vessel should be chartered by CO.GE.NA. in the usual way and thereafter be allocated to STLO. The Chairman agreed and Cdr. Grimsey said he would look into the case.

Cdr. Grimsey

In reply to Mr. Hogarth, Commander Grimsey said that STOs arranged bareboat charters for all schooners required for special service. It was suggested that it would be more satisfactory if, in the first place, CO.GE.NA. arranged a bareboat charter with the owners and thereafter such vessels required by the Allied authorities would be taken by them from CO.GE.NA. under a master charter; in this way CO.GE.NA. would have a proper record of all schooners and it would also be following the procedure already adopted for vessels taken up on gross form. The Committee agreed and CO.GE.NA. were asked to submit a draft bareboat charter on production of which the matter would be considered further.

CO. GE. NA.

9. FORCE 266. This Force has 11 vessels totalling 2,200 tons allocated to them. Arising out of the above Minute, Mr. Hogarth asked what arrangements were made in the case of schooners handed to the Yugoslavs. The Chairman said the vessels were mainly MFVs and considered DSTO should pay charter rates. It was suggested that these vessels should be taken on bareboat charter in the first place by CO.GE.NA. as suggested in the above Minute. Commander Grimsey agreed.

10. PAYMENT OF HIRE. Mr. Hogarth mentioned that schooner owners were complaining that vessels had been requisitioned and no payments had been received. Commander Grimsey said that owners have received money for crews' wages and food, but possibly no actual hire for the vessel.

11. SCHOONERS OPERATED BY RASC. Major Raffe stated that for schooners under their control, RASC had been advancing crews' wages, stores, rations and had been doing repairs for which no payments had been made. He understood that from 1st May CO.GE.NA. were taking over all such payments. Records and accounts were not yet made up but pending their completion he asked whether CO.GE.NA. might make advances as otherwise schooners would be without funds. Mr. Cosulich said this could and would be done provided CO.GE.NA. were authorised to do so.

12. FREIGHT RATES. Replying to Major Glanville who asked whether freight rates were in operation, the Chairman said these were rates of hire plus cost of fuel consumed.

13. LUMBER FROM CALABRIA - PATRAS

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vessels would be taken up on bareboat charter. However it was pointed out that STLO intended to charter direct with the owner of the SAN GEORGIO using a cross form charter which Mr. Hogarth considered incorrect and thought the vessel should be chartered by CO.GE.NA. in the usual way and thereafter be allocated to STLO. The Chairman agreed and Cdr. Grimsey said he would look into the case. Cdr.Grimsey

In reply to Mr. Hogarth, Commander Grimsey said that STOs arranged bareboat charters for all schooners required for special service. It was suggested that it would be more satisfactory if, in the first place, CO.GE.NA. arranged a bareboat charter with the owners and thereafter such vessels required by the Allied authorities would be taken by them from CO.GE.NA. under a master charter; in this way CO.GE.NA. would have a proper record of all schooners and it would also be following the procedure already adopted for vessels taken up on cross form. The Committee agreed and CO.GE.NA. were asked to submit a draft bareboat charter on production of which the matter would be considered further. CO.GE.NA.

9. FORCE 266. This Force has 11 vessels totalling 2,200 tons allocated to them. Arising out of the above Minute, Mr. Hogarth asked what arrangements were made in the case of schooners handed to the Yugoslavs. The Chairman said the vessels were mainly MFVs and considered DSTO should pay charter rates. It was suggested that these vessels should be taken on bareboat charter in the first place by CO.GE.NA. as suggested in the above Minute. Commander Grimsey agreed.

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12. FREIGHT RATES. Replying to Major Glanville who asked whether freight rates were in operation, the Chairman said these were rates of hire plus cost of fuel consumed.

13. LUMBER FROM CALABRIA - PALERMO. A signal from COMNOB Palermo requesting tonnage for 100 tons lumber from Calabria to Palermo was quoted. Commander Grimsey asked through what department this bid was supposed to come and Colonel Fuller said he would like to look into the matter before an allocation was made. Col.Fuller

14. CARGO SPACE. It was reported that additional cargo space was available on vessels sailing from the Naples area and Commander Grimsey said an extra 1,500 tons per week could be handled for the next month or two. If Italian civilians have additional goods to be lifted these could be carried subject to the usual A.C.C. agreement. A suggestion was made that such

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schooners might be used to relieve mail traffic, but Major Askew said that mail traffic to the South and from West to East was not heavy. Mr. Nicol asked about the schooner service from Sicily to Taid as there was some orange pulp for ramsdale to be lifted to the East.

15. OPERATION OF SCHOONERS A.C.C.O SICILY. Major Glanville asked the correct procedure in Sicily for having A.C.C. cargoes moved, for he believed that at present the wrong type of goods were being lifted and that it was done illegally. It was explained that until the Directive is approved and signed operation of schooners around Sicily is under the control of STO, Sicily. Bids for A.C.C. cargoes are placed through the Transportation Sub Commission in Sicily and STO does not allocate space unless cargoes are approved by A.C.C. The Chairman suggested that if any difficulties arose A.C.C. officials should consult STO Sicily.

16. RECREATIONAL SAILING. In reply to Colonel Miller the Chairman stated that small sailing boats are maintained by DSTO (Italy) but it is left to individuals wishing to sail to make their private arrangements regarding terms of hire etc., with the owners. Not more than £5 should be paid for any class of boat per month, and the Chairman said that his department could not be held responsible in any way for payment of hire for such boats. In each case a permit to sail must be obtained from DSTO.

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ACF/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/197/6.
Date : 4 July '44.

TO : Brig. R.W.L. Fellowes.
M.M.G.(M). HQ. AAI., CMF.

SUBJECT : Diversion Meetings.

1. It is thought most desirable that Transportation Sub-Commission concerned as it is with rail and water movement, should be represented at Diversion Meetings.

2. Major A.H. Street has been attached to office of D.C.M.H.Q., Rome, and would be available for attending such meetings, and at all times available as our liaison officer in Rome.

3. Will you please let me know if you concur with this view, then he can be instructed to liaise with Food Sub-Commission representative accordingly.

L.E. VINING.
Lieut-Colonel.
Director, Transportation Sub-Commission, ACC.

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Mary Stuck

Admitted by phone

1817144

ALP

1129

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ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/197/8

Date : 20 July '44

TO : Major A.H. Street,
Tn. Sub-Commission Liaison Officer.
Rome.

SUBJECT : Diversion Meetings.

1. As our Liaison Officer for Rome, please arrange to attend Diversion Meetings at H.Q., AAI, to be held at 11.00 hours Wednesday 19 July, and thereafter every five days, and submit brief report. This confirms telephone conversation Major Street-Capt. Ping.

D.S. ADAMS.
Colonel, C.E.,
Director, Transportation Sub-Co

Copy to :- Economic Section.

3117

1130

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ACF/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/198/3

Date : 30 June 44

TO : Vice President,
Economic Section,
H.Q., ACC.

SUBJECT : ACC Representative at MEDBO (Italy).

1. Reference is to your letter ES/46 dated 16 may '44 to MEDBO (Italy).

2. It is essential that Transportation Sub-Commission be represented at MEDBO Meetings, to deal with the many points arising from a purely transportation angle.

3. Food Sub-Commission who are represented thereat are concerned with supply, and this Sub-Commission is concerned with the movement of such supplies.

4. It is understood that the Mediterranean Shipping Board will function in this area early in July, and your support is asked to ensure Transportation Sub-Commission being represented thereat in order that its correct functions can be fully carried out.

L.F. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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198 / 2

TRANSPORTATION SUB-COMMISSION.

TIME RECEIVED: 1630

28 JUN 1944

LT.COL. VINING.

P.A.
CAPT.PING.
LT.COL.BROWN.

RAIL SECTION:
MAJOR. RICHARDSON.
CAPT. DEAN.
CAPT. BOOTY.
CAPT. LONG.
SQNS. LDR.

ENGINEERING SECTION.
MAJOR. MOLE.

SCHOONER & I.W.T. SECTION.
LT.COL. CLANVILLE.
CAPT. SMITH.
LT. HART

ROADS SECTION.
LT.COL. CARNES
LT.COL. BOND-SS.
CAPT. MORETTI.

COAL DIVISION.
LT.COL. CALEY
MAJOR RESVE.

LIAISON SECTION.
LT. BARNE

GL-133.
SGT. GREEN.

The contents of your letter has been noted.

I have to point out that the Food Sub Commission, as any other Sub Com put in bids for Rail, road, or shipping space, to Sub-Com: and do not put in bids for shipping directed. This being the case, if bids are to be put up for Shipping Space it is essential that a representative of this Sub Com attend Meeting of the Medbo Committee irrespective of a representative of the Food Com attending

JW 29/6

3115

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DEPUTY MEDITERRANEAN REPRESENTATIVE

MINISTRY OF WAR TRANSPORT

Foxhole
Tel : ~~EXMBOX~~ 179
DIAL 52904

9, Via del Chiostro,
NAPLES.

27th June 1944.

To: Director,
Transportation Sub-Commission, A.C.C.

Subject: Medbo Meetings.

In reply to your letter of 23rd June, ref: ACC Tn/198/1, I have to advise you that in compliance with A.F.H.Q's letter AG/322-1 (MEDBO) GLS-O of 8th May 1944, the Allied Control Commission were requested to nominate a member on MEDBO as representing the Allied Control Commission.

It was agreed with the Executive Officer, Economic Section, that as the Director of Food Sub-Commission would have more problems arising on shipping questions that Officer should be nominated as representing A.C.C. as a whole. Official notification was received from A.C.C., H.Q., by letter dated 16th May, of which copy is attached hereto.

For your information the regular meetings of the Mediterranean Shipping Board(Italy) were terminated at a meeting of the Board on the 21st June. It is anticipated that the Mediterranean Shipping Board will commence operations in this area during the early part of July, at which time your request for representation will be placed before the Board.

Land Campbell.

CHAIRMAN
MEDITERRANEAN SHIPPING BOARD(ITALY)

2114

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

MH/lab

16 May 44.

ES/46

SUBJECT: ACC Representative on MEDBO (Italy)

TO : Medbo (Italy)

1. Reference AFHQ AG/322-1 (MEDBO) GMS-O of 8 May 44, Colonel W. L. LEGG, Director Food Sub-Commission is hereby nominated as ACC Representative on MEDBO (Italy).

2. Notices of meetings may be addressed to Colonel LEGG direct but all other correspondence should be addressed through Shipping Sub-Commission as at present.

(Sd) D. S. Adams

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

Copy to:
Colonel Legg
AFHQ (MEDBO)
AFHQ MGS
Shipping Sub-Comm.

3113

T 134

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LEV/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/193/1

Date : 23 June '44

TO : Chairman,
Mediterranean Shipping Board.

SUBJECT : Medbo Meetings.

It does not appear clear that it is essential that a representative of the Transportation Sub-Comaission should be represented on the Medbo Committee.

Frequently points arise which screen bids which have been put forward by this Sub-Commission on behalf of ACC.

Food Sub-Commission who are represented on the Medbo Committee are not in a position to represent this Sub-Commission and I would be grateful if you will please notify this Sub-Commission of meetings to be held by the Medbo Committee so that my representative can be directed to attend.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to:- Food Sub-Commission, ACC.

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