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

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

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SECRET.

DOCKING PROGRAMME.

11TH NOVEMBER, 1944.

ALGIERS.

No. 1 Dock
CHATEAU LATOUR (4/5 days)
ORKLA (2 days)
LIDO (2 days)
FINISTERE (2 days)

No. 2. Dock.
Local Craft

ORAN.

No. 1. Dock

French Warships
OCEAN PRIDE

No. 2. Dock

French Warship
U. S. Warships

No. 3. Dock.

U. S. Warships
TAUTRA (2days)
VILLE D'AJACCIO (2 days)
CARA (2 days)
CAP FALCON (2/4 days)

GIBRALTAR.

No. 1. Dock

H. M. Ship (indefinite)
FULGOR & H. M. Ship

No. 2. Dock

H. M. Ships (out abt. 2and Nov.)

No. 3. Dock

H. M. Ship (out abt. end Nov.)
MORAY COAST
SAN CLAUDIO

No. 4. Dock

Dockyard Craft

CASABLANCA.

3399

No. 1. Dock

MELUSINE
VENDOME (due dock 16th Nov. for 4 days)
JANINE (4 days)

No. 2. Dock

Local Craft

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A L G I E R S.

No. 1 Dock

CHATEAU LATOUR (4/5 days)
OKKLA (2 days)
LIDO (2 days)
FINISTERE (2 days)

No. 2. Dock.

Local Craft

O R A N.

No. 1. Dock

French Warships
OCEAN PRIDE

No. 2. Dock

French Warship
U. S. Warships

No. 3. Dock.

U. S. Warships
TAUTRA (2days)
VILLE D'AJACCIO (2 days)
CARA (2 days)
CAP FALCON (2/4 days)

G I B R A L T A R.

No. 1. Dock

H. M. Ship (indefinite)
FULGOR & H. M. Ship

No. 2. Dock

H. M. Ships (out abt. 22nd Nov.)

No. 3. Dock

H. M. Ship (out abt. end Nov.)
MORAY COAST
SAN CLAUDIO

No. 4. Dock

Dockyard Craft

C A S A B L A N C A.

3299

No. 1. Dock

MELUSINE
VENDOME (due dock 16th Nov. for 4 days)
JANINE (4 days)

No. 2. Dock

Local Craft

F E R R Y V I L L E.

No. 1. Dock

French Warship (out early Dec.)

No. 4. Dock

ALEXANDRE ANDRE (out 20th Nov.)
AGATHA

No. 2. Dock

GUDVIN (abt. out)
CORFELL (2 days)
TORE JARL (2 days)
French Warship (3 days)
SUNFLOWER (2 days)

T A R A N T O/

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T A R A N T O.

No. 1. Dock

Italian Warships, MOTIA & JONATHAN WORTH (out abt. 22nd Nov.)

No. 2. Dock.

H. M. Ships, PAHLAHLEH & PERTUSOLA (out abt. 16th Nov.)
H. M. Ship

No. 12. Dock.

ARGENTINA (out abt. 14th Nov.)

No. 13. Dock

FORT CARIBOU (out abt. 25th Nov.)
ASHEVILLE

No. 10. Dock

Warship

No. 25. Dock

Warship

Merchant Ships at or for Taranto for docking in order of priority.

For cleaning & painting

OCEAN GIPSY
FORT ASTORIA
FORT VALANGO

For Repairs

NETTUNO (4 days)

B R I N D I S I.

As arranged by C. S. Taranto

CETINA (to re-dock)
LUBLIN

N A P L E S.

No. 1. Dock.

SAALEYIL (out 12th Nov.)
P.L.M. 13 & ARSIA
EMPIRE PAV & TUNISINO
TARVISINO
SAAFLUGH

No. 2. Dock

U. S. Warship (out abt. 14th Nov.)
H. M. Ship
AUDUN

No. 3. Dock

Local Craft

Floating Dock

Italian Warships & Local Craft

L E G H O R N.

H. M. Ships (about out)
CHRISTINE (3 weeks)
WELSH COAST

P A L E R M O.

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

No. 12. Dock.

ARGENTINA (out abt. 14th Nov.)

No. 13. Dock

FORT CARIBOU (out abt. 25th Nov.)
ASHLEYDALE

No. 10. Dock

Warship

No. 25. Dock

Warship

Merchant Ships at or for Taranto for docking in order of priority.

For cleaning & painting

OCEAN GIPSY
FORT ASTORIA
FORT VIRANGO

For Repairs

NETTUNO (4 days)

B R I N D I S I.
As arranged by C. S. Taranto

CETINA (to re-dock)
LUBLIN

N A P L E S.

No. 1. Dock.

SAMLEYTE (out 12th Nov.)
P.L.M. 13 & PERSIA
EMPIRE PAY & TUNISINO
TARVISINO
SAFFUGH

No. 2. Dock

U. S. Warship (out abt. 14th Nov.)
H. M. Ship
AUDUN

No. 3. Dock

Local Craft

Floating Dock

Italian Warships & Local Craft

L E G H O R N.

H. M. Ships (about out)
CHRISTINE (3 weeks)
WELSH COAST

P A L E R M O.

U. S. Warships

M E S S I N A.

H. M. Ships

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

SECRET.

AGENDA.

EIGHTYSEVENTH MEETING

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 14th NOVEMBER, 1944

1. APPROVAL OF MINUTES OF MEETING NO. 86 DATED 7TH NOVEMBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 35 dated 6th November, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 51. dated 11th November, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 33 dated 10th November, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 12th November, 1944.

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 31. Nothing to report.

7. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 11th November, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 12. dated 6th November, 1944. (No. 11 not yet received.)

9. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for 1st November, 1944 on which NASAB 686 & 687 have been despatched.

10. OTHER MATTERS.

Walter E. Fereday

(Walter E. Fereday)
Secretary,

3298

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2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 35 dated 8th November, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 51. dated 11th November, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 33 dated 10th November, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 12th November, 1944.

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 31. Nothing to report.

7. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 11th November, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 12. dated 6th November, 1944. (No. 11 not yet received.)

9. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for 1st November, 1944. on which NASAB 686 & 687 have been despatched.

10. OTHER MATTERS.

(Walter E. Fereday)
Secretary,
MEDBO.

S/13

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SECRET

(61)

Subject : MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/379/GEM

8 Nov 44

Tel: FREEDOM 443

MINUTES of Coal Meeting No 35 held at 1015 hrs 8 Nov 44
in G-4 (MOV & TN) Conference Room

In the Chair	:	Maj V. KING	G-4 (MOV & TN)
Present	:	Lt (E) A. FRODSHAM, RN	A/FEO
		Maj J. RIDDELL	QM (Coal Sec)
		Maj S. COWAN	Tn (A)
		Lt Col K. ANDERSON	MWT Rep
		Mr R. NICOL	WSA Rep
		Mr C.W. KALLOCH	" "
		J Cond M.E. GRIBBLE	Secretary

284. COAL BERTH, CIVITAVECCHIA (See Minute 270)

It had been reported that there was a mine sweeper wrecked in CIVITAVECCHIA Harbour which, it was considered, would impede ships berthing in No 3 berth. MWT rep stated that the draft at the bar was 24' 6" but that the minesweeper limited the draft to 22' The Chairman suggested that C-in-C MED be asked -

(a) for permission to put in Colliers up to 24' draft
(b) the estimated date of removal of the minesweeper :

WSA rep stated that the pilot at CIVITAVECCHIA considered it possible to berth vessels round the mine sweepers and suggested that the Port Committee at CIVITAVECCHIA be asked what size and length vessels could be accepted.

ACTION - G-4(MOV & TN)

285. COAL BERTH, LEGHORN: (See Minute 271)

PBS had stated that the ry from LEGHORN was blocked and would not be cleared for approx one month. Coal could not be accepted on the quay and this necessitated the 'HEINHOLD RICHTER' completing discharge at NAPLES. Tn(A) agreed to obtain further infm on the nature of the obstruction and to give an amended date for the expected ability to discharge.

ACTION - Tn (A)

3397

286. HEAVY LIFTS ON COLLIERS (See Minute 276)

The matter had been taken up with Liaison Officer, NAMOV who had stated that a Coal Reception Committee had been formed and all matters

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Minutes of Coal Meeting No 33 held at 10.3 hrs 8 Nov 44
in G-4 (MOV & Tn) Conference Room

In the Chair	:	Maj V. KING	G-4 (MOV & TN)
Present	:	Lt (E) A. FRODSHAM, RN	A/FEO
		Maj J. RIDDELL	QM (Coal Sec)
		Maj S. COWAN	Tn (A)
		Lt Col K. ANDERSON	MWT Rep
		Mr R NICOL	WSA Rep
		Mr C.W. MALLOCH	" "
		J Cond M.E. GRIBBLE	Secretary

284. COAL BERTH, CIVITAVECCHIA. (See Minute 270)

It had been reported that there was a mine sweeper wrecked in CIVITAVECCHIA Harbour which, it was considered, would impede ships berthing in No 3 berth. MWT rep stated that the draft at the bar was 24' 6" but that the minesweeper limited the draft to 22'. The Chairman suggested that C-in-C MED be asked -

(a) for permission to put in Colliers up to 24' draft
(b) the estimated date of removal of the minesweeper :

WSA rep stated that the pilot at CIVITAVECCHIA considered it possible to berth vessels round the mine sweepers and suggested that the Port Committee at CIVITAVECCHIA be asked what size and length vessels could be accepted.

ACTION - G-4(MOV & TN)

285. COAL BERTH, LEGHORN: (See Minute 271)

FBS had stated that the ry from LEGHORN was blocked and would not be cleared for approx one month. Coal could not be accepted on the quay and this necessitated the 'REINHOLD RICHTER' completing discharge at NAPLES. Tn(A) agreed to obtain further infn on the nature of the obstruction and to give an amended date for the expected ability to discharge.

ACTION - Tn (A)

286. HEAVY LIFTS ON COLLIERS (See Minute 276)

3397

The matter had been taken up with Liaison Officer, NAMOV who had stated that a Coal Reception Committee had been formed and all matters regarding colliers would be referred to the committee before the vessels berthed. It was hoped that this, together with the weekly coal signal to NAMOV, would eliminate all past causes for complaint.

287. GAETA TO FIUMICINO FOR AC a/c (See Minute 272)

The Chairman stated that MEDBO SCHOONER CONTROL COMMITTEE were prepared to provide schooners (50 - 100 tons) in flights of 3 at a time. MWT rep reported that there was a wreck in the harbour of FIUMICINO which the ITALIAN authorities were arranging to move and until this had been cleared no schooners could be accepted ACTION - G-4 (MOV & TN)

Contd / Sheet 2.

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MINUTES of Coal Meeting No 35 (Contd)

288. COLLIERS DUE (See Minute 273)

All Colliers in KMS 68 had been routed with the exception of the 'THISTLEFORD' which was to ORAN for orders. QM gave the destination of this vessel as BONE.

ACTION - G-4 (MOV & TN)

289. DELAY IN DISCHARGE OF SHIPS IN N. AFRICA (See Minute 274)

NAMOV had been informed that the discharge of colliers was an MWT/WSA responsibility and any arrangements made by their N. AFRICAN Ports Sub-Committee for a more speedy discharge and turn-round would have to be accepted by the French authorities whose clearance from the quay would have to be geared up accordingly. In addition, delay had been caused owing to the condition of the machinery, and it was pointed out that during maintenance or rest periods of the plant, coal discharge should continue by working in the holds with ship's gear. It had been stressed that the policy of loading coal to deep draughted vessels would have to be accepted in order to make full use of the carrying capacity of ocean-going ships.

290. 'CHARLES KEENER' (See Minute 275)

This vessel was still discharging in S. FRANCE with EDC 8 Nov.

291. 'STAL'

Naval Collier 'STAL' in KMS 68 carrying 3,179 tons Welsh coal had been handed over for Army use and routed to MARSEILLES with ETA 17 Nov. WSA rep stated that a berth would be allocated for colliers. QM stated it had been agreed that coal for military railways would be given first priority and would advise the vessel's expected arrival. After the meeting, it was agreed with COMZONE to inform SHAEF that subsequent diversions would depend on SHAEF's infm as to ability to accept.

ACTION - Tn (A)

292. RN COAL, ANCONA (See Minute 277)

(a) QM stated that 500 tons of coal had been released for Naval use and a confirmatory signal had been sent.

(b) AAI had been notified that the Naval Collier 'AMSTEL' had been nominated for arrival during the last ten days of Nov. AAI had accepted this nomination and requested an ETA. A/FEO stated that a signal was sent to FCTALI asking for an ETA and this would be notified to G-4 (MOV & TN) as soon as possible.

ACTION - A/FEO
G-4 (MOV & TN)

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this vessel as BONE.

ACTION - G-4 (MOV & TN)

289. DELAY IN DISCHARGE OF SHIPS IN N. AFRICA (See Minute 274)

NAVOV had been informed that the discharge of colliers was an MWT/WSA responsibility and any arrangements made by their N. AFRICAN Ports Sub-Committee for a more speedy discharge and turn-round would have to be accepted by the French authorities whose clearance from the quay would have to be geared up accordingly. In addition, delay had been caused owing to the condition of the machinery, and it was pointed out that during maintenance or rest periods of the plant, coal discharge should continue by working in the holds with ship's gear. It had been stressed that the policy of loading coal to deep draughted vessels would have to be accepted in order to make full use of the carrying capacity of ocean-going ships.

290. 'CHARLES KEEFER' (See Minute 275)

This vessel was still discharging in S. FRANCE with EDC 8 Nov.

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ACTION - Tn (A)

292. RN COAL, ANCONA (See Minute 277)

(a) QM stated that 500 tons of coal had been released for Naval use and a confirmatory signal had been sent.

(b) AAI had been notified that the Naval Collier 'AMSTEL' had been nominated for arrival during the last ten days of Nov. AAI had accepted this nomination and requested an ETA. A/FEO stated that a signal was sent to FOTALI asking for an ETA and this would be notified to G-4 (MOV & TN) as soon as possible.

ACTION - A/FEO
G-4 (MOV & TN)

293. SIGNAL PROCEDURE EX SARDINIA (See Minute 278)

(a) The Chairman stated that there was a submarine cable from ROME to SARDINIA and, with a connection from ROME to AFHQ, no delay in transmitting and receiving cables should occur. A routine signal despatched from SARDINIA should reach AFHQ in not more than 12 hrs.

(b) No reply had yet been received to the signal initiated by Tn(A).

Contd / Sheet 3

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Minutes of Coal Meeting No 35 (Contd)

294. BULCO SIGNALS (See Minute 279)

(a) QM stated that the BULCO signal regarding the 'PENHALE' had given the breakdown by holds but had not given the type of coal. G-4 (MOV & TN) would take up the matter with reference to this particular case.

ACTION - G-4 (MOV & TN)

(b) WSA rep's offer to distribute a document giving analysis of the types of coal from S. AFRICAN mines was welcomed.

ACTION - WSA Rep

295. RAIL WAGONS AC a/c (See Minute 282)

The Chairman stated that the question of deck loading rail wagons on colliers had been ruled out and that possibly these could be brought from SAN ANTIOCO to ITALY by train ferry.

296. ORE COLLIERS:

Three large ore carriers had been offered to this theatre from USA for carrying either bulk grain or bulk coal. In view of the equipment required to discharge these vessels it did not seem possible to use them for grain. There appeared no objection to their use as coal ships for discharge at ALGIERS. NAVOV has been asked to confirm acceptance. WSA rep suggested that AGWAR be asked what length reach would be required to unload coal from these vessels which have a 44' moulded deck.

ACTION - WSA

297. NAPLES POSITION:

(a) The Chairman proposed that the Coal Reception Committee Meeting be held at 1000 hrs in future in order that the Naples position might be discussed with a view to eliminating possible congestion. This was agreed.

(b) It was also suggested that Appendices 'F' and 'G' be incorporated in Appx 'A' in order that the future programme at the ports might be more clearly seen.

ACTION: G-4 MOV & TN

298. CIVITAVECCHIA:

'FORT FREDERICK' had been accepted for 18 Nov but 'BELGIAN TRADER', nominated for 23 Nov, could not be accepted until 1 Dec as there was no quay or anchorage available until the 'FORT FREDERICK' had cleared. MWT rep would not accept this delay. QM nominated 'HERCULES' (4th week Nov) in place of 'BELGIAN TRADER' (3rd week Nov). The amended arrangements would be advised to Allied Commission.

ACTION - G-4 (MOV & TN)

299. SICILY DISCHARGES:

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(b) WSA Rep's offer to [illegible] types of coal from S. AFRICAN mines was welcomed.

ACTION - WSA Rep

295. RAIL WAGONS AC a/c (See Item 282)

The Chairman stated that the question of deck loading rail wagons on colliers had been ruled out and that possibly these could be brought from SAN STEFANO to ITALY by train ferry.

296. ORE COLLIERS:

Three large ore carriers had been offered to this theatre from USA for carrying either bulk grain or bulk coal. In view of the equipment required to discharge these vessels it did not seem possible to use them for grain. There appeared no objection to their use as coal ships for discharge at ALGIERS. NAVOV has been asked to confirm acceptance. WSA rep suggested that AGWAR be asked what length reach would be required to unload coal from these vessels which have a 44' moulded deck.

ACTION - WSA

297. NAPLES POSITION:

(a) The Chairman proposed that the Coal Reception Committee Meeting be held at 1000 hrs in future in order that the [illegible] might be discussed with a view to eliminating possible congestion. This was agreed.

(b) It was also suggested that Appendices 'B' and 'C' be incorporated in Appx 'A' in order that the future programme at the ports might be more clearly seen.

ACTION: G-4 NAV & TN

298. CIVITAVECCHIA:

'FORT FREDERICK' had been accepted for 18 Nov but 'BELGIAN TRADER', nominated for 23 Nov, could not be accepted until 1 Dec as there was no quay or anchorage available until the 'FORT FREDERICK' had cleared. MWT rep would not accept this delay. QM nominated 'HERCULES' (4th week Nov) in place of 'BELGIAN TRADER' (3rd week Nov). The amended arrangements would be advised to Allied Commission.

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ACTION - G-4 (NAV & TN)

299. SICILY DISCHARGES:

(a) A/FEO had requested 100 tons coke per month be shipped to SICILY. This was not now required in SICILY but was needed in NAPLES. It was the intention to maintain a minimum stockpile of 200 tons at NAPLES. QM agreed to provide this coke from TARANTO subject to the provision of rail tpt. A/FEO asked that of this 200 tons, 80 tons be routed to SALERNO. This would be from 'FORT SAKISDAC'.

ACTION - G-4 (NAV & TN)

CONTD/ Sheet 4.

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Minutes of Coal Meeting No 35 (Contd)

299. SICILY DISCHARGES (Contd)

(b) TROOPERS had agreed that coke should be loaded on one ship, but as this would not be a complete cargo, the bottoms would be loaded with coal for SICILY and top loading would be coke. QM agreed to discharge the whole ship at one port if necessary and to divert vessels to fulfil SICILY demands.

ACTION - QM

(c) At the request of MOV SICILY, arrangements had been made for the 'WISLA' and all future SARDINIAN colliers to discharge at MESSINA. Information was then received that the berth would be occupied by construction for the next six months and colliers had, accordingly, been diverted to CATANIA. The present position, notified by MOV SICILY, was that the berth was occupied by landing craft under repairs and that the Navy was prepared to accept colliers up to 2,000 tons provided sufficient notice were given to NOIC in order to prepare the berth.

ACTION - C-4 (MOV & TN)

MEG/SC

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

DISTRIBUTION: As for MEDBO Minutes PLUS -

D OF STORES, ADMIRALTY, LONDON
UNDER SECRETARY OF STATE FOR WAR, WAR OFFICE
(Attention DF Mov 9(M)9)
MOV, HQ AAI (3)
GHQ, MEF
COT (4)
NA DISTRICT (NAMOV 2) (2)
Allied Commission ROME
Mov East ITALY
Mov West ITALY
Mo. SICILY.
DQMG(Mov & Tn)

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COLLIERS DUE ITALY AND SICILY POSITION AS AT 8 NOV 44

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	BRINDISI	PALERMO	CATANIA
						MWT	8500	AUGUSTA					
EMPIRE NERISSA	25'9"	USA	UGS 55	12 Oct		Army	8519						
CHARLES FOLGER	26'8"	USA	UGS 55b	18 Oct	High Vol	Army	8450			8450			
CASSIUS HUDSON	27'6"	USA	"	19 Oct	" "	"	8468			8468			
REINHOLD RICHTER		USA	UGS 56	25 Oct	" "	"	9146					9146	after
SAGEFREDDA	29'5"	S AFRICA	MKS 66	2 Nov		"	9146						
V TELERGO		SARD		3 Nov	SARD	"	4800			4800			
LADYPATRICIA		SARD		6 Nov	SARD	"	3700			3700			
VAN OSTADE		SARD		12 Nov	SARD	"	3700			3700			
CHEGA					TRANS-								
JOSE BONIFACIO	F 25'6" A 28'0"	S AFRICA	GUS 57	9 Nov	VAAL	"	8514		8514				
		SARD		9 Nov	SARD	"	4400					4400	
SCHLAFFINO		SARD		10 Nov	SARD	"	7000			7000			
EDEN		SARD		10 Nov	SARD	"	800						4200
PELICOSA		SARD		10 Nov	SARD	"	4200				4000 then ANCONA		
WISE		USA	UGS 58	14 Nov	High Vol	"	8168						
COVERT FLINCK	26'6"	USA	UGS 58	14 Nov		LST	8500		8500				
OCEAN VIGOUR (Planes)		USA	UGS 58	14 Nov		Army	8869			4000 then CIVITAVECCHIA			
FORT FREDERICK		USA	UGS 58	14 Nov	R.O.R.	"	8515		4515				4000
FORT DOURBON	26'0"	SARD		17 Nov	SARD	"	4000						
HERCULES		NAPLES		18 Nov									
FORT FREDERICK		SARD		20 Nov	SARD	"	2800						
POTEAS		BARI		21 Nov	R.O.R.	"	4000	4000					
FORT DOURBON	20'0"	SARD		24 Nov	SARD	"	3800						
BELGIAN TRADER		SARD		24 Nov	SARD	"	3600			3600			
EMPIRE BLACKMAY		BARI		26 Nov	High Val	"	4168	4168					
COVERT FLINCK		SARD		29 Nov	SARD	"	5000			5000			
CHEGA		SARD		1 Dec	SARD	"	4400			4400			
SCHLAFFINO		SARD		1 Dec	SARD		4000						
HERCULES													
V TELERGO		SARD		1 Dec	SARD	"	5000			5000			
LADYPATRICIA		SARD		3 Dec	SARD		4200						
WISE													

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SECRET

APPENDIX 'B'

COLLIERS DUE ITALY AND SICILY POSITION AS AT 8 NOV 44

	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	BRINDISI	PALERMO	CATANIA	CAGLIARI	PORT EMPEDOCLE	CIVITA VECCHIA	GALLIPOLI
"	USA	UGS 55	12 Oct		MWT	3500	AUGUSTA									
"	USA	UGS 55b	18 Oct	High Vol	Army	8519							8519			
"	USA	"	19 Oct	" "	Army	8450			8450							
	USA	UGS 56	25 Oct	" "	"	8468			8468							
"	S AFRICA	MKS 66	2 Nov		"	9146					9146 (after part discharge CATANIA)					
	SARD		3 Nov	SARD	"	4800			4800							
	SARD		6 Nov	SARD	"	3700			3700							
	SARD		12 Nov	SARD	"	3700			3700							
"				TRANS-												
"	S AFRICA	GUS 57	9 Nov	VAAL	"	8514		8514								
	SARD		9 Nov	SARD	"	4400					4400					
	SARD		10 Nov	SARD	"	7000			7000							
	SARD		10 Nov	SARD	"	800								800		
	SARD		10 Nov	SARD	"	4200						4200				
	SARD		10 Nov	SARD	"	8168				4000 then ANCONA						
"	USA	UGS 58	14 Nov	High Vol	"	8500		8500								
	USA	UGS 58	14 Nov		MWT	8500			4000 then CIVITAVECCHIA							
	USA	UGS 58	14 Nov		Army	8869										
"	USA	UGS 58	14 Nov	R.O.M.	"	8515		4515								
	SARD		17 Nov	SARD	"	4000						4000			4469	
	NAPLES		18 Nov													2800
	SARD		20 Nov	SARD	"	2800										
"	BARI		21 Nov	R.O.M.	"	4000	4000								3800	
	SARD		24 Nov	SARD	"	3800										
	SARD		24 Nov	SARD	"	3600			3600							
	BARI		26 Nov	High Vol	"	4168	4168									
	SARD		29 Nov	SARD	"	5000			5000							
	SARD		1 Dec	SARD	"	4400			4400						4000	
	SARD		1 Dec	SARD		4000										
	SARD		1 Dec	SARD	"	5000			5000							4200
	SARD		3 Dec	SARD		4200										

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 8 NOV 44.

	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ALGIERS	ORAN	BIZERTA	L.C. TUNIS
SAMEDEN	29'4"	USA	UGS 55B	13 Oct	Low Vol	Army	8307		8307		
FORT HENDEY	26'0"	"	"	14 Oct	"	"	8147	8147			
OCEAN FAME		"	UGS 56	19 Oct	High Vol	"	8659	8659			
WA JONES	27'5"	"	"	21 Oct	Low Vol	"	8600			8600	
SAMSACOLA	27'6"	S.AFRICA	MKS 65	24 Oct		"	9127				
MARTIN JOHNSON	28'6"	USA	UGS 57	28 Oct	High Vol	"	8429		8429		
OCEAN VISTA	26'0"	"	"	29 Oct	"	"	8601	8601			
PENALE	26'6"	UK	KMS 67	4 Nov	"	"	5178	5178			
MADRAS CITY	24'6"	USA	UGS 58	8 Nov	R.O.M.	MWT	7719	7719			
FORT ASSINIBOINE	26'0"	USA	"	9 Nov	High Vol	Army	8552				
LOCHEE (Slange)		"	"	8 Nov		MWT	8500	8500			
ANDREA CONTARINI		SARD-INIA		16 Nov	R.O.M.		1600				
THISTLEFORD		UK	KMS 68	14 Nov	elec & briquetting	Army	6950				
FLIMSTON		"	KMS 68	12 Nov	Elec	Army	6320		6320		

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SECRET
APPENDIX 'A'

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 8 NOV 42.

FROM	CONVOY	DUE WESTN	TYPE OF COAL	A/C	TONNAGE	ALGIERS	ORAN	BIZERTA	L.G. TUNIS	BONE	PHILIP-VILLE	CORSICA
USA	UGS 55B	13 Oct	Low Vol	Army	8307		8307					
"	"	14 Oct	"	"	8147	8147						
"	UGS 56	19 Oct	High Vol	"	8659	8659						
"	"	21 Oct	Low Vol	"	8600			8600				
S.AFRICA	MKS 65	24 Oct		"	9127					9127		
USA	UGS 57	28 Oct	High Vol	"	8429		8429					
"	"	29 Oct	"	"	8601	8601						
UK	KMS 67	4 Nov	"	"	5178	5178						
USA	UGS 58	8 Nov	R.O.M.	MWT	7719	7719						
USA	"	9 Nov	High Vol	Army	8552					8552		
"	"	8 Nov		MWT	8500	8500						
S.AFD-LIA		16 Nov	R.O.M.		1600							1600
UK	KMS 68	14 Nov	eloc & briquetting	Army	6950					6950		
"	KMS 68	12 Nov	Elec	Army	6320		6320					

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

NOVEMBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
WALKER TAYLOR		S. AFRICA	MKS 68 (Indep)	21 Nov		8500
FORT ROUILLE	27'6"	U.S.A.	UGS 59	21 Nov		8460
ALBERT VAN DER NEER		"				8500
SAINT BERNARD		"				8500
DUKE OF SPARTA	25'2"	"	UGS 59	21 Nov		7943
PENCARROW		U.K.	MKS 69			8500

DECEMBER ARRIVALS

TEMPLE ARCH		S. AFRICA				8500
FORT WALSH		"				8500
GEORGE L BAKER		"				8500
EGLYSTOK		"				8500
FORT ERIE		U.S.A.				8500
FORT LENOIR		"				8500

Contd.

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BOARD

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APPENDIX 'D'

NOVEMBER ARRIVALS

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
		S. AFRICA	HKS 68 (Indep)	21 Nov		8500	
	27'6"	U.S.A.	UGS 59	21 Nov		8460	
		"				8500	
		"				8500	
	25'2"	"	UGS 59	21 Nov		7943	
		U.K.	HKS 69			8500	

APPENDIX 'E'

DECEMBER ARRIVALS

		S. AFRICA				8500	
		"				8500	
		"				8500	
		"				8500	
		U.S.A.				8500	
		"				8500	

Contd APPENDIX 'F'

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NAVAL COLLIERS - POSITION AS AT 8 NOV

SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELA.	At Naples for docking and repairs - on completion to SAN ANTIOCO to load 2300 tons			
CARL.	-	2500 W.	ORAN	NAPLES (Arri
RENKEL	Operational orders FONAM - Discharging LEGHORN.			
AMSTEL	-	2500 W & N.C.	TARANTO	ANCONA
ST.D ARNHEM	Operational orders O.S.15 - For release to M.W.T. on completion.			
CONCENSUM	-	2500 W.	PALERMO (Now repairing)	NAPLES
SOUTHGATE	Completes discharge NAPLES 7 Nov - then to be surveyed prior to release to M.W.T.			
EMPIRE FAL	KMS 64	6474 W.	U.K.	TOULON (Disc
EMPIRE GARETH	KMS 65	3700 W.	U.K.	TARANTO (For
M. de LARRINAGA	KMS 66	6000 W.	U.K.	NAPLES
OTTINGE	KMS 66	3320 N.C.	U.K.	ALEXANDRIA
ANNA	KMS 67	6514 W.	U.K.	GIBRALTAR
AGLA VALHALLA	KX. 16	3308 W.	U.K.	AUGUSTA
ALRESFORD	KX. 16	3028 W.	U.K.	NAPLES
STAL	KX. 16	3197 W.	U.K.	MARSEILLES (E
THEODETON	KMS 68	4973 N.C.	U.K.	MALTA
MATHILDA	KMS 68	4631 N.C.	U.K.	GIBRALTAR
? PLAVNIK	KMS 69	3000 N.C.	U.K.	
EMPIRE JESSICA	KMS 69	3800	U.K.	

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APPENDIX 'C'

NAVAL COLLIERS - POSITION AS AT 8 NOV

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
At Naples for docking and repairs - on completion to SAN ANTIOCO to load 2300 tons MMRM for Naval account.				
-	2500 W.	CTAN	NAPLES (Arrived)	C in C Med
Operational orders FONAM - Discharging LECHCUM.				
-	2500 W & N.C.	TARANTO	ANCONA	C in C Med
Operational orders C.S.15 - For release to M.W.T. on completion.				
-	2500 W.	LOCHS (Now repairing)	NAPLES	C in C Med
Completes discharge NAPLES 7 Nov - then to be surveyed prior to release to M.W.T.				
KMS 64	6474 W.	U.K.	TOULON (Discharging)	M.W.T.
KMS 65	3700 W.	U.K.	TARANTO (For FUTALI)	M.W.T.
KMS 66	6000 W.	U.K.	NAPLES	M.W.T.
KMS 66	3320 N.C.	U.K.	ALEXANDRIA	M.W.T.
KMS 67	6514 W.	U.K.	GIBRALTAR	M.W.T.
KX. 16	3308 W.	U.K.	AUGUSTA	M.W.T.
KX. 16	3020 W.	U.K.	NAPLES	M.W.T.
KX. 16	3197 W.	U.K.	MARSEILLES (For Army)	M.W.T.
KMS 68	4973 N.C.	U.K.	MALTA	M.W.T.
KMS 68	4651 N.C.	U.K.	GIBRALTAR	M.W.T.
KMS 69	3000 N.C.	U.K.		
KMS 69	3800	U.K.		

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STATUS OF SHIPMENTS TO GREECE

PLACE OF SHIP	DESTINATION	FROM	TONNAGE	REMARKS
HERON	PIRAEUS	MIDEAST Stockpile	400	-
SAMOURG	"	" "	600	-
STAR OF CAIRO	"	INDIAN OCEAN	6334	-
FORT MARTIN	PATRAS	MIDEAST Stockpile	138	-
SAMOLAND	KALAMATA	" "	5	Ex vessels bunkers
ELPIS	PREVEZA	" "	5	Ex vessels bunkers
PANTELIA	KHIOS	" "	138	-
-	SYROS	" "	240	Despatched in 4 C
			7860	

Original MIDEAST Stockpile = 18000
Less: above = 1526
16474

To be made up from INDI
Less STAR OF CAIRO

Laid off to M.E. (27 Nov - 6 Dec)

PIRAEUS	5987
PATRAS	2400
KALAMATA	1430
PREVEZA	400
VOLOS	217
SALONIKA	1920
SYROS	29
KAVALLA	180
	12563

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STATUS OF SHIPMENTS TO GREECE

DESTINATION	FROM	TONNAGE	REMARKS
PIRAEUS	MIDEAST Stockpile	400	-
"	" "	500	-
"	INDIAN OCEAN	6334	-
PATRAS	MIDEAST Stockpile	138	-
KAVALLA	" "	5	Ex vessels bunkers
PREVEZA	" "	5	Ex vessels bunkers
KHIOS	" "	138	-
SAMOS	" "	240	Despatched in 4 Caiques
		7360	

Original MIDEAST Stockpile = 18000
Less above = 1526
16474

To be made up from INDIAN OCEAN = 20333
Less STAR OF CAIRO = 6334
13999

Laid off to M.E. (27 Nov - 6 Dec)

PIRAEUS	5987
PATRAS	240
KAVALLA	1439
PREVEZA	400
VOLOS	217
SALONIKA	1920
SYROS	29
KAVALLA	180
	12563

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SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETA SARROCH	TONNAGE	DESTINATION
CHERA	SARDINIAN	3 Week Oct	4600	WEST ITALY
HERA	"	4 Week Oct	7000	NAPOLI
ATLEGOS	"	4 Week Oct	800	PORT EMPEDOCLE

SARDINIAN COAL PROGRAMME - NOV

NAME	TYPE OF COAL	ETA SARROCH	TONNAGE	DESTINATION
VAN CASTLE	SARDINIAN	1 Week Nov	3700	WEST ITALY
ATLAS	"	1 Week Nov	4200	CATANIA
SCHELDEFJORD	"	1 Week Nov	4400	PALERMO
HERCULES	"	2 Week Nov	4000	CATANIA
BELGIAN TRADER	"	3 Week Nov	3800	CIVITAVECCHIA
EMPIRE TIGERAY	"	3 Week Nov	3600	NAPLES
OLYMPIA	"	4 Week Nov	5000	NAPLES
DOMINUS	"	4 Week Nov	2800	GALLIPOLI
ATLAS	"	4 Week Nov	4200	GALLIPOLI
SCHELDEFJORD	"	4 Week Nov	4400	NAPLES
HERCULES	"	4 Week Nov	4000	CIVITAVECCHIA
MEDITERRANEAN TRADER	"	4 Week Nov	5000	NAPLES

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APPENDIX 'G'

SARDINIAN COAL PROGRAMME - OCT

	TYPE OF COAL	ETA SARROCH	TONNAGE	DESTINATION	REMARKS
	SARDINIAN	3 Week Oct	4000	WEST ITALY	
	"	4 Week Oct	7000	BAGNOLI	
	"	4 Week Oct	800	PORT EMPEDOCLE	

APPENDIX 'H'

SARDINIAN COAL PROGRAMME - NOV

	SARDINIAN	1 Week Nov	3700	WEST ITALY	
	"	1 Week Nov	4200	CAGLIARI	
	"	1 Week Nov	4400	PALERMO	
	"	2 Week Nov	4000	CAGLIARI	
	"	3 Week Nov	3600	CIVITAVECCHIA	
	"	3 Week Nov	3600	NAPLES	
	"	4 Week Nov	5000	NAPLES	
	"	4 Week Nov	2000	GALLIPOLI	
	"	4 Week Nov	4200	GALLIPOLI	
	"	4 Week Nov	4400	NAPLES	
	"	4 Week Nov	4000	CIVITAVECCHIA	
ITERAS	"	4 Week Nov	5000	NAPLES	

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MEDITERRANEAN SHIPPING BOARD.

No.51. (60)

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 11th NOVEMBER, 1944.

Present: Mr. I. D. Campbell in the Chair.
Constructor Captain D.W.Smithers R.C.N.C.
Commander M. L. Hardie R.N.
Lieut.Commander E. Blair R.N.R.
Capitaine du Corvette Beilvaire.
Major Filo R.I.N.
Mr. W. E. B. Dainton.
Mr. G. W. Simmons.
Captain B. D. Bate.
Mr. W. E. Fereday Secretary.
Miss M. M. Michie Assistant Secretary.

ACTION BY:-

799. MERCHANT SHIP REPAIRS. The Chairman referred to a Meeting called by Com.(Q) on the 6th November to consider the question of Merchant ship repairs in relation to warship repairs in the Mediterranean. In view of the considerable commitments just accepted by C in C Med for refitting warships destined for another theatre, it would now be necessary for the Repair Committee to bear in mind that some relief from Merchant ship repair work would be required at Gibraltar, Malta and Taranto, as well as Alexandria. The proposed future use of Palermo for repair and refits of Merchant ships should the U.S.N.withdraw had been discussed at the Meeting and the question of provision of technical staff, stores, materials and spare gear was under examination by M.W.T.R.Med. The availability of facilities in South France was not yet favourable since all the docks were out of action and owing to the operational requirements of Marseilles no berths could be made available for repair work. A report was awaited on the first two experimental dockings of Merchant ships at Leghorn. Now that Naples was not being used operationally as fully as it had been, the port would be able to make an increased contribution to Merchant ship repairs including long term repairs but probably not long term dockings. The bringing into use of the No.2 dock at Ferryville would now assist matters there and increased facilities for Merchant ships were being provided.

Mr.Dainton considered that Palermo would not be able to undertake major repairs on large ships. He stated that the position regarding drydocking at Leghorn appeared fairly satisfactory and supplies of paint were available, though it was presently taking three days to empty the dock with temporary pumping installation which, however, was being improved.

800. LA CIOTAT. Ref.728. With reference to salvage operations at La Ciotat, the Chairman read a reply from C in C Med. setting out the following message from the P.S.V.O.:- "Refloating of blockship commenced yesterday by local firm with "assistance from Fleet Salvage. Estimate completion date 25th November. "Removal of German "F" Lighter at port entrance and tug at drydock entrance "requires further 5 days with lifting craft. French Navy have agreed to sweep "4 remaining magnetic mines in harbour. 1 sunken contact mine and several "unexploded and wired depth charges in and near blockship will be dealt with "by Fleet Salvage and American mine disposal personnel. Survey report has "been posted."

801. PIRAEUS. The Committee noted a report from D.M.W.T.R.Greece on the drydocking and repair facilities at Piraeus.

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Mr. G. W. Simmons.
Captain B. D. Bate.
Mr. W. E. Fereday — Secretary.
Miss M. M. Michie — Assistant Secretary.

ACTION BY:-

799. MERCHANT SHIP REPAIRS. The Chairman referred to a Meeting called by Com.(Q) on the 6th November to consider the question of Merchant ship repairs in relation to warship repairs in the Mediterranean. In view of the considerable commitments just accepted by C in C Med for refitting warships destined for another theatre, it would now be necessary for the Repair Committee to bear in mind that some relief from Merchant ship repair work would be required at Gibraltar, Malta and Taranto, as well as Alexandria. The proposed future use of Palermo for repair and refits of Merchant ships should the U.S.N. withdraw had been discussed at the Meeting and the question of provision of technical staff, stores, materials and spare gear was under examination by M.W.T.R.Med. The availability of facilities in South France was not yet favourable since all the docks were out of action and owing to the operational requirements of Marseilles no berths could be made available for repair work. A report was awaited on the first two experimental dockings of Merchant ships at Leghorn. Now that Naples was not being used operationally as fully as it had been, the port would be able to make an increased contribution to Merchant ship repairs including long term repairs but probably not long term dockings. The bringing into use of the No.2 dock at Ferryville would now assist matters there and increased facilities for Merchant ships were being provided.

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801. PIRAEUS. The Committee noted a report from D.M.W.T.R.Greece on the drydocking and repair facilities at Piraeus.

802. "GEORGE W.MCKNIGHT". Ref.796. Mr.Dainton reported that this vessel had been accepted by a port outside the Mediterranean for permanent repairs, but confirmation was awaited from London.

803. "JOHN S.HOPKINS". (Vide Minute 786). Mr.Simmons stated that it was estimated that this vessel would be ready at Toulon for towage about 20th November and he would follow up the question of whether she could be sent outside the Mediterranean for drydocking and repairs.

Mr. Simmons.

804. GIBRALTAR. Commander Hardie reported that the expected date for undocking the H.M.ship in the No.1 dock was yet uncertain, but it was agreed to leave the "FULGOR" on the programme for this dock. The H.M.ships in the No.2 dock were expected to come out on the 22nd November, but thereafter there would be four

/Naval

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Naval possibilities for the dock. The H.M.ship in the No.3 dock was expected to complete about the end of November. Captain Bate pressed for an early priority for the docking of the "MORAY COAST" and "SAN CLAUDIO" as it might be desired at any time to send them elsewhere, but the Committee decided that as they were Station tankers they should remain on the list for the No.3 dock in the meantime, but if required to shift they should first be docked at the earliest opportunity.

805. ORAN. Commander Hardie stated that there was no news yet as to when the French warships ~~were~~ expected to unlock from the No.1 dock. The "OCEAN PRIDE" was now at Oran and it was agreed that she should be the next priority.

The No.2 dock would be occupied for some time with the French warship, followed by U.S.warships.

U.S.warships were now in the No.3 dock and it was agreed that on position the following order of priorities should be "TAUTRA", "VILLE D'AJACCIO", "CARA". The "CAP FALCON" was now reported at sea for Ajaccio, but no advice had been received as to whether she had been docked at Oran and pending investigation it was agreed to leave her on the end of the list. Secretary.

806. ALGIERS. It was considered that the "CHATEAU LATOUR" was by now in the No.1 dock or about due to go in. It was agreed that the priorities thereafter should be "ORKLA", "LIDO", "FINISTERRE" respectively. The bids for the "COROREST" and "ESPIGUETTE" were considered but it was decided that in view of their backward position they should not yet be assigned to a dock.

807. CASABLANCA. Commander Hardie reported that information from Casablanca gave the priorities for the No.1 dock as "MELUSINE" and "VENDOME" respectively. The former was probably already in dock and the latter was due to go in on the 16th November for 4 days. With reference to the statement in Minute 786 that the "JANINE" had been docked, the Secretary reported advice from D.M.W.T.R.,N.A. that the vessel had been required to undock owing to another unknown higher priority ship and therefore would require to redock for about 4 days. It was agreed to replace the "JANINE" on the programme accordingly.

808. FERRYVILLE. The French warship was still expected to occupy the No.1 dock until early December.

Owing to the No.2 dock having come into service during the week, the "GUDVIN" had been put in this dock and should by now be about ready to come out. It had also been decided in these circumstances that the "CORFELL" should wait at Bizerta, and the "TORE JARL" be sent there, revoking the decision at the previous Meeting that they should be sent to Oran and Taranto respectively for docking (ref.Minute 769) and these vessels were accordingly left as the next priorities for the No.2 dock, after which Commander Hardie stated a French warship would require to be put in for three days. It was agreed that the "SUNFLOWER" should be docked thereafter.

The "ALMAMURA ANDRE" was still expected to undock from the No.4 dock about the 20th November and it was decided that the opportunity should then be utilised with the "AGNITA" instead of sending her to Taranto for docking (ref. Minute 790) in view of the already large programme for the latter port. Capt.Bate

809. TARANTO. Commander Hardie reported that the "JONATHAN WORTH", "MOTIA" and Italian warships were in the No.1 dock until the 22nd November. The "PAHLEHLEH" and "PERTUSOLA" with H.M.ships were in the No.2 dock and expected to come out on the 16th November when an H.M.ship would be put in. The "ARGENTINA" should be going in the No.12 dock today for 3 days. The "FORT CARIBOU" in the No.13 dock was now expected to undock about the 25th November, when the R.F.A.

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The No.2 dock [illegible]
followed by U.S. warships.

U.S. warships were now in the No.3 dock and it was agreed that on position the following order of priorities should be "TAUTRA", "VILLE D'AJACCIO", "CARA". The "CAP FALCON" was now reported at sea for Ajaccio, but no advice had been received as to whether she had been docked at Oran and pending investigation it was agreed to leave her on the end of the list. Secretary.

806. ALGIERS. It was considered that the "CHATEAU LATOUR" was by now in the No.1 dock or about due to go in. It was agreed that the priorities thereafter should be "ORKLA", "LIDO", "FINISTERRE" respectively. The bids for the "CORCREST" and "ESPIGUETTE" were considered but it was decided that in view of their backward position they should not yet be assigned to a dock.

807. CASABLANCA. Commander Hardie reported that information from Casablanca gave the priorities for the No.1 dock as "BELUSINE" and "VENDOME" respectively. The former was probably already in dock and the latter was due to go in on the 16th November for 4 days. With reference to the statement in Minute 786 that the "JANINE" had been docked, the Secretary reported advice from D.M.W.T.R.,N.A. that the vessel had been required to undock owing to another unknown higher priority ship and therefore would require to redock for about 4 days. It was agreed to replace the "JANINE" on the programme accordingly.

808. FERRYVILLE. The French warship was still expected to occupy the No.1 dock until early December.

Owing to the No.2 dock having come into service during the week, the "GUDVIN" had been put in this dock and should by now be about ready to come out. It had also been decided in these circumstances that the "CORFEIL" should wait at Bizerta, and the "TORE JARL" be sent there, revoking the decision at the previous Meeting that they should be sent to Oran and Taranto respectively for docking (ref.Minute 789) and those vessels were accordingly left as the next priorities for the No.2 dock, after which Commander Hardie stated a French warship would require to be put in for three days. It was agreed that the "SUNFLOWER" should be docked thereafter.

The "ALEXANDRA ANDRE" was still expected to undock from the No.4 dock about the 20th November and it was decided that the opportunity should then be utilised with the "AGATHA" instead of sending her to Taranto for docking (ref. Minute 790) in view of the already large programme for the latter port. Capt.Bate

809. TARANTO. Commander Hardie reported that the "JONATHAN WORTH", "MOTIA" and Italian warships were in the No.1 dock until the 22nd November. The "PAHLEHLEH" and "PERTUSOLA" with H.M.ships were in the No.2 dock and expected to come out on the 16th November when an H.M.ship would be put in. The "ARGENTINA" should be going in the No.12 dock today for 3 days. The "FORT CARIBOU" in the No.13 dock was now expected to undock about the 25th November, when the R.F.A. "ARBENDALE" would be docked.

The order of priorities thereafter desired by the Committee was: "NETTUNO", "OCEAN GIPSY", "FORT ASTORIA" and "FORT VERANGO", but it was agreed that it should be left to C.S.Taranto to allocate them to a particular dock as convenient. The "FORT ASTORIA" was now expected to complete discharge at Naples about the 12th November but after examination of the Naples situation it was decided to adhere to the previous decision that this vessel should be sent to Taranto for docking.

The "SAMIDED" was deleted from the list, Lt.Commander Blair stating that it had just been arranged for her to go to the Middle East, where she would dock.

Captain Bate stated that the "LUSITANIA" could be sent to the Middle East, and it was decided to investigate whether she could be docked there. Capt.Bate.

Other bids for docking at Taranto, readiness end November onwards, were left to be programmed at a later Meeting. In the meantime Major Filo stated /that

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that the "TORIDDU" would require alignment of shaft while in drydock.

"FREIBURG". Lt.Commander Blair pointed out that this ex-German hospital Captain (unrecognised) was recommended for drydocking for examination, but in the meantime she had not yet come under assignment to P.B.T.O.Med. When this becomes effective, however, the vessel should automatically receive high priority for docking & repairs.

810. BRINDISI. It was understood that arrangements had been made with C.S.Taranto for the "LAELIA" to proceed to Brindisi for drydocking, instead of Taranto. The "CELINA" was reported ready for second docking to fit propeller, the machining of which having been completed.

811. NAPLES. Arrangements had been made during the week to utilise the vacancy which occurred in the No.1 dock by docking the "FALKEFJELL", which vessel it had previously been arranged to send to Augusta for scrubbing. Her docking had been completed and the "SAMETTE" was now in the No.1 dock, expected to come out on the 12th November. It was decided that on position, the priorities thereafter for this dock should be: "P.L.M.13" with "ARSIA"; "EMPIRE FAR" with "TUNISINO"; "TARVISIO"; "SAFEFUGH".

A U.S.warship was in the No.2 dock until the 14th November, when an H.M. ship would be put in. The "AUDUN" had broken moorings whilst discharging at Bastia, suffering severe damage to rudder and propeller frame necessitating drydocking, and arrangements had been made for her to be towed to Naples. Commander Hardie now said that a tug had been sent and vessel should be available in about a week's time. It was agreed therefore that she should be listed for the No.2 dock after the H.M.ship.

The No.3 dock was presently occupied with local craft, and the floating dock with Italian warships and local craft.

The other vessels bidding for a drydock at Naples were left in abeyance, their positions at present being indefinite.

812. LEGHORN. The "EMPIRE COPPICE" had completed her docking and H.M.ships were now in the dock. Commander Hardie reported that the "CHRISTINE", a tanker supplying Coastal Forces, required to drydock for about three weeks as an operational necessity, and probably was about due to be put in. The Committee felt that this could not be avoided and Captain Bate said that the "WELSH COAST" could be used whilst waiting for the drydock.

813. "ORBITA". Mr.Dainton referred to a suggestion from London that the "ORBITA", temporarily repaired in the Middle East after being ashore in the Red Sea, should be sent to Taranto for repairs. He considered that the work would take between two and three months, dependent on the availability of labour, and vessel would thereafter be ready for service. He pointed out, however, that if the "ABBEYDALE" was to be taken in hand, as intended by the Navy, this would buy up a drydock, also labour and materials, which otherwise might be used for the "ORBITA". Also, the "ABBEYDALE" was a similar job to the "THORSHOVDI" which so far the Committee had declined to be undertaken. In the normal way the "ORBITA", being a personnel ship, would take priority over a tanker, and he asked whether there was any difference in the "ABBEYDALE" being an R.F.A.

Captain Smithers replied that he would examine the question with Com.(Q) Capt.Smithers and the F.E.O.

814. REPAIRS TO ITALIAN VESSELS. Mr.Dainton drew attention to a statement in the Italian Repair Report that arrangements had been made by the Italian Navy to carry out repairs to the "PERTUSOLA" at Taranto, and he understood that these were being effected by a local firm. The Secretary added that no drydocking [illegible] aspect of this vessel, but she was now in the No.2 dock. [illegible] been bid for docking

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811. NAPLES. Arrangements were made for the "EMPIRE CAPRICE" to be docked in the No.1 dock by docking the "EMPIRE FAY" which occurred in the No.1 dock by docking the "EMPIRE FAY" which had previously been arranged to send to Augusta for scrubbing. Her docking had been completed and the "SALEVTE" was now in the No.1 dock, expected to come out on the 12th November. It was decided that on position, the priorities thereafter for this dock should be: "P.L.M.13" with "ARBIA"; "EMPIRE FAY" with "TUNISINO"; "TARVISEO"; "SARTEUSE".

A U.S.warship was in the No.2 dock until the 14th November, when an H.M. ship would be put in. The "AMBUR" had broken moorings whilst discharging at Bastia, suffering severe damage to rudder and propeller frame necessitating drydocking, and arrangements had been made for her to be towed to Naples. Commander Hardie now said that a tug had been sent and vessel should be available in about a week's time. It was agreed therefore that she should be listed for the No.2 dock after the H.M.ship.

The No.3 dock was presently occupied with local craft, and the floating dock with Italian warships and local craft.

The other vessels bidding for a drydock at Naples were left in abeyance, their positions at present being indefinite.

812. LEGHORN. The "EMPIRE COFFICE" had completed her docking and H.M.ships were now in the dock. Commander Hardie reported that the "CHRISTINE", a tanker supplying Coastal Forces, required to drydock for about three weeks as an operational necessity, and probably was about due to be put in. The Committee felt that this could not be avoided and Captain Bate said that the "WELSH COAST" could be used whilst waiting for the drydock.

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815. REPAIRS AT BRINDISI. Lt.Commander Blair reported a somewhat unsatisfactory situation regarding the maintenance of the small personnel ships and hospital carriers on the Brindisi/Ancona ferry service. D.S.E.O.East Italy had complained that they were all developing minor defects which were not being adequately dealt with, and asked that the E.C.O.,E.E.O. and M.W.T.Survey staff should be strengthened at Brindisi. The vessels were only in port for a short period but it was essential that running repairs should be carried out each voyage, otherwise the defects would increase to an extent necessitating the withdrawal of the ships for repairs. There were no replacements and the vessels could not be spared from this operational service. Mr.Dainton /replied

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replied that as far as M. .T.Survey were concerned he was aware of the situation and had the matter in hand. Captain Smithers agreed to investigate the position regarding the Dockyard staff at Brindisi. Capt.Smithers.

816. "PUNTAMICI". It was reported that this Italian schooner, taken to Palermo after salving, required engine repairs which could not be executed there. She was one of two schooners drawing only 8 feet, specially constructed for working up the Tiber and was urgently required for the movement of coal from Gaeta to Fiumicino. A request was tabled from M.W.T.R.Med. for arrangements to be made for her to be towed from Palermo to another port for repairs to be put in hand as soon as possible. The Committee decided that the schooner should be brought to Castellamare where the repairs could be undertaken, and a formal bid for towage accordingly should be passed to the F.N.O. Secretary.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

(62)

No. 86. MINUTES OF MEETING HELD AT 1100 HOURS ON 7TH NOVEMBER, 1944

S/13

	Mr. Ian D. Campbell	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 W. E. Erskine U.S.N.	U. S. Navy
	Commander D. M. MacLean R.N.R.	S.O.S. to C. in C. Med.
	Colonel D. A. Greenhill	G-4 Mov. & Tn. (Br.)
	Colonel J. T. Danaher U.S.Army	G-4 Mov. & Tn. (Am.)
	Lt. Col. F. J. Hughes U.S.Army	D.D.O.H.C. W. Med.
	Major J. Riddell	M.M. Coal Section
	Major A. A. A. Launder	Petroleum Section
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Captain F. H. D. Byron R.N.	N.C.S.O. (N.A. Med.)
	Commander J. S. Sharp R.N.R.	S.O.O. to P.S.T.O. Med.
	Lt. Commander G. B. Sturt R.N.V.R.	ALCOM
	Lt. Colonel F. Glanville	
	Captain J. C. Martin Jr. U.S.Army	
	Lt. Col. H. Anderson	H.M.T.B.R.
	Mr. R. D. Heard	D.M.T.B.R.
	Mr. W. E. Fereday	Secretary

ACTION BY:-

1431. The Chairman stated that Lt. Colonel F. J. Hughes was relinquishing his post as Deputy Director of Harbour Craft to take up other duties elsewhere, and on behalf of the Board the Chairman thanked him for the very excellent work he had carried out and the valuable assistance and co-operation received from him at all times. A cordial welcome was now extended to Captain Jacob C. Martin, Jr. his successor.

1432. The Minutes of Meeting No. 85, dated 31st October, 1944 were approved with the following amendments:

Ammunition at Tripoli. Delete Minute 1414 and insert "Commodore Brock reported that the application for shipping for the dumping of this ammunition had been turned down due to non-availability of tonnage".

Tanker Committee. Minute 1419, 7th line, read "Casablanca" instead of "Gibraltar".

Delete last paragraph of same Minute and insert "The provision of special escorts for tankers to Ancona, Commander Davies stated was not possible. Major Launder pointed out that 8th Army might require a tanker every 5 days and if special escorts were not available he thought 2 tankers would shut out a cargo ship at Ancona. Commander Davies felt that the matter should be left to F.O.T. who, he considered, would be able to arrange the question satisfactorily.".

1433. PORT EQUIPMENT. Ref. 1408. Lt. Colonel Glanville stated that it was proving difficult though not impossible to obtain the required caterpillar cranes for Civita Vecchia and Colonel Greenhill added that these could not be made available from the Army quota to other needs but he would again look into the matter. Lt.

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	Colonel J. T. Panther U.S.Army	D.D.G.H.C. W. Med.
	Lt. Col. F. J. Hughes U.S.Army	W.N. Coal Section
	Major J. Riddell	Petroleum Section
	Major A. A. A. Launder	Dep.Reg.Dir., W.S.A. Med.
	Mr. R. Nicol	
Present:	Captain F. H. D. Byron R.N.	N.C.S.O. (M.A. Med.)
	Commander E. S. Sharp R.N.R.	S.O.O. to P.S.T.O. Med.
	Lt. Commander G. E. Stuart R.N.V.R.	AICOM
	Lt. Colonel F. Glanville	
	Captain J. C. Martin Jr. U.S.Army	D.M.W.T.R.
	Lt. Col. K. Anderson	D.M.W.T.R.
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Colonel Greenhill referred to the wreck at berth No. 3. at Civita Vecchia but Commander Sharp replied that this was actually at the approach to the berth but a salvage party had been sent to clear this and it was hoped that berth No. 3. would be in operation very shortly when the alongside depth would be 24 feet, the present draft being 22 feet.

1434. ITALIAN SCHOONERS. Ref. 1409. The Chairman reported a list of schooners under the Schooner Control totalling 389 with a tonnage space available of approximately 19,353. The complete list showing registered numbers, names and d.w.t. would be passed to A.C. Secretary.

1435. CRANE SHIPS. Ref. 1410. P.S.T.O. reported that the projected allocation of a crane ship to Salonica emphasised more urgently the need for the withdrawal of a

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	Lt. Commander G. B. Sturt R.N.V.R.	ALCOM
	Lt. Colonel P. Glanville	
	Captain J. C. Martin Jr. U.S.Army	M.M.W.E.R.
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	Mr. R. D. Heard	
	Mr. W. E. Faraday	Secretary

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crane ship from S. France. Colonel Dansher stated that instructions had been sent to COMZEBRA NARVIK that the crane ship would not be ordered away from Marseilles until the French 150 ton floating crane became available but DELTA BASE was requested to advise when the crane became serviceable so that the "EMPIRE VALOUR" could be released for other service.

1436. WATER SITUATION AT NAPLES. Ref. 1425. Commander Sharp reported that there was no reply yet from N.O.I.C. Naples regarding the "GULF PRINCE".

1437. "MARSHAL". Ref. 1427. It was stated that this grain elevator ship was capable of proceeding to Greece and it was arranged that a signal should be sent to D.M.T.R. Athens asking if it were considered that she would assist in Piraeus, Salonica or any port in the Balkan area. Chairman

1438. MEDITERRANEAN COAL REDEPTION SUB-COMMITTEE. Ref. 1415. Item 2 on Agenda. With reference to Coal Minute 270 (a), Lt. Colonel Glanville pointed out that the coal berth at Civita Vecchia was not the only rail-served berth in the port, as berth 4 was in the process of being rail-served.

Coal berth at Leghorn. (Minute 271). Commander Sharp reported that the maximum draft was 22 feet alongside the coal berth. Colonel Dansher drew attention to a signal from H.[illegible], P.B.S. which stated that it was expected that coal berth as well as alongside rail will be complete on 10th November. Both ships' gear and shore gear will be used. Shore gear will be Lima crane with clamshell. Buckets will be used with ships' gear. Estimated rate of discharge 800 tons per day. Draft alongside coal berth already 22 feet. Expect ships with greater draft will be lightened at Naples prior to on-routeing to Leghorn.

Major Riddell referred to a message from P.B.S. which stated that the railway at Leghorn was blocked and coal could not be cleared for one month. C-4 Mov. & Tn. were investigating. Col.Greenhill.

With reference to Coal Minute 274 regarding delay in discharge of ships in North Africa, Major Riddell confirmed to Mr. Nicol that a letter from G.M. was being circulated to interested parties requesting concurrence in the rescinding of that part of A.F.H.Q. Memo No. 40. which pertained to N. Africa. In the meantime M.W.T. were in the same position as W.S.A. as to responsibility for discharge of colliers until this had been rescinded and Lt. Colonel Anderson said that a signal would be sent clarifying this. Lt.Col.Anderson.

Fiumicino. (Coal Minute 272). Lt. Colonel Glanville stated that there was no information that Fiumicino had been swept of obstructions and the draft was still only 8 feet. Major Riddell replied that he had seen a signal that clearance of obstructions was the responsibility of A.C. This would be checked. Col.Greenhill

Rail waggons. (Coal Minute 282). Lt. Colonel Anderson reported that no colliers would be able to carry these waggons on deck as they could not be lifted with the ships' own gear and Colonel Greenhill replied that this would mean a lift on an M.T. ship when the time came for one to be sent for vehicles.

Colonel Dansher enquired what action had been taken regarding the proposal to load three 22,000 ton ore carriers with coal for this area. Ships would be loaded to 24 feet draft and would carry on this draft approximately 6000 tons coal. Major Riddell stated that these ships were 570' long with 72' beam, and would require shore appliances for discharge. They were not acceptable at Bagnoli and the only port which appeared capable of dealing with them was Algiers, and a signal had been sent by C-4 Mov. & Tn. enquiring as to their possible acceptance there.

1439. REPAIR SUB-COMMITTEE. Ref. 1416. Item 3 on Agenda. Noted.

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1439. REPAIR SUB-COMMITTEE. Ref. 1416. Item 3 on Agenda. Noted.

1440. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1417. Item 4 on Agenda. With reference to para. 6 of Report No. 32. it was decided that the Chairman in conjunction with Colonel Greenhill and Colonel Donohoe should draw up some form of Directive to the French Shipping Allocation Committee regarding a programme for the use of the "SIDI BRAHIM" and also the "G. G. LIPPEL". As stated

1441. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1418. Item 5 on Agenda. Commander Sharp stated that there was no official answer yet regarding the use of Portiglione in the winter months but he expected that it would be in the negative. Meantime the possibility was being examined of shuttling from a safe anchorage not far from Portiglione although this also would be dependent on weather.

Commander MacLean stated that Portiglione, from a minesweeping point of vi

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was now ready for use.

1442. TANKER COMMITTEE. Ref. 1419. Item 7 on Agenda. Noted.

1443. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1421. Item 9 on Agenda. The Chairman pointed out that para. 3 (a) of the 5th Meeting of this Committee would now be subject to amendment in view of MEDBO Minute No. 1438 above.

Schooners. (Ref. para. 6) Lt. Colonel Glanville pointed out that the schooner lift had been submitted at the same time and doubtless this was now in the possession of Mr. Williams of the Schooner Control. He stressed a point which he stated he had raised at the last Meeting of the Tonnage Allocation Sub-Committee which was that the majority of the schooners were under 50 tons and manned by unreliable Skippers, the schooners constantly being weatherbound or alleged to be weatherbound and cargo was often jettisoned without real reason, that in consequence the deliveries had been had and the tonnages covered had been far below a reasonable estimate. He therefore maintained that the use should given of larger schooners where the Masters might be more controllable. The Chairman pointed out that steps were now being taken by the Italians themselves to discipline these Masters and it was hoped that the position would show signs of improvement. Colonel Greenhill considered that the only remedy at present was for A.C. to report the situation and bid for movement by other means the balance which had been failed to lift by schooner but if other priorities precluded such movement nothing further could be done pending improvement in the schooner position.

1444. COASTER POSITION. Ref. 1346. Item 10 on Agenda. Report produced.

1445. SITUATION IN SOUTH FRANCE. Item 11 on Agenda. The NASAB signal agreed and despatched after the Special Meeting held on the 3rd November to examine the South France port acceptance position, was tabled.

1446. SHIPPING ROUTED IN THE MEDITERRANEAN. Ref. 1240. Item 12 on Agenda. The Board noted from the Report submitted by N.C.S.O. Med. the increase of 1,407 schooners sailed over and above those sailed for the last quarter.

1447. GREEK PORTS COMMITTEE. Item 13 on Agenda. The Board noted the formation of this Committee, the Minutes of the first Meeting now being produced.

1448. ALGERIA, MARSEILLES, SETE & PORT VENDRES. (Vide Minute 1417) The Board discussed a signal received from D. of S. T. regarding a programme proposed by the French for the importation of civil supplies from Algeria to Marseilles, Sete and Port Vendres and it was decided that MLDBO were unable to advise on the ability of South France ports to accept the tonnages indicated nor on the availability of internal transportation but it was considered that the problem would best be solved by direct discussion between SHAEF and COMZONE MEDUSA ADVANCE. The F... had suggested the return to List "B" of certain vessels to fulfil the propose... programme, whilst in addition they proposed temporarily withdrawing certain ... French vessels from the North African coast. The Board decided that the releas... of the French tonnage named could not be agreed unless the vessels withdrawn from the Mediterranean Pool were replaced by similar vessels to assure the accomplishment of the internal Mediterranean programme. The latest indications showed that Sete would not be clear of mines until the end of November and Port Vendres until January.

It was agreed that a signal should be made in reply on the above lines.

Chairman

1449. COASTERS FOR GREECE. The Board considered a signal from D.M.W.T.R. Athens 89 ... request from the Greek Government for

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that in consequence the deliveries had been [illegible]
f.r below a reasonable estimate. He therefore maintained that the use shou-
dev.n of larger schooners where the Masters might be more controllable. The
Chairman pointed out that steps were now being taken by the Italians themselves
to discipline these Masters and it was hoped that the position would show signs
of improvement. Colonel Greenhill considered that the only remedy at present
was for A.C. to report the situation and bid for movement by other means the
balance which had been failed to lift by schooner but if other priorities pre-
cluded such movement nothing further could be done pending improvement in the
schooner position.

1444. COASTER POSITION. Ref. 1246. Item 10 on Agenda. Report produced.

1445. SITUATION IN SOUTH FRANCE. Item 11 on Agenda. The NASAD signal agreed and despatched after the Special Meeting held on the 3rd November to examine the South France port acceptance position, was tabled.

1446. SHIPPING ROUTED IN THE MEDITERRANEAN. Ref. 1240. Item 12 on Agenda. The Board noted from the Report submitted by N.C.S.O. Med. the increase of 1,407 schooners sailed over and above those sailed for the last quarter.

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It was agreed that a signal should be made in reply on the above lines. Chairman

1449. COASTERS FOR GREECE. The Board considered a signal from D.M.W.T.R. Athens 9889 addressed to M.W.T.R., M.E. regarding a request from the Greek Government for the release of 2 coastal vessels to assist in the re-organisation of Greece. Colonel Greenhill stated that allowances had been made in the December tonnages to cover such a situation and the Board felt it desirable that the request to the Greek Government should be acceded to. The signal under review provided for restrictions to be imposed respecting trading limits in order not to upset M.E.S.C. Control, but suggested the coasters be allowed to trade coastwise between Greece and the Islands also between Turkey and Greek ports. The Board considered that the trading restrictions should be clearly stated. A signal to be made to Chairman M.W.T.R. M.E. and .D.M.W.T.R., Athens accordingly.

1450. ITALIAN SEAMEN. The question was raised as to whether the employment of Italian Merchant Seamen should be arranged through the normal Italian channels or whether this should now be done through A.C. and the matter was left for further

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discussion between the Chairman, Mr. Nicol, Commander MacLean and Lt. Colonel Glanville.

As stated.

1451. G.U.S. CONVOYS. Ref. 679. Commander MacLean reported that GUS 58 had been delayed 3 days and GUS 59 had been advanced 7 days, thus merging the two convoys in GUS 59. Mr. Nicol drew attention to the fact that this meant some 50 ships would be held up for 3 days with a consequent like effect on the loading programme in the States, though Commander MacLean pointed out that the other ships would gain 7 days.

1452. "COLLUZA". Commander MacLean enquired regarding the sale of this vessel, damaged at Gibraltar in 1940, and her cargo, in view of requests from Madrid and Lisbon. The Chairman replied that he understood the ship would discharge at Algeciras, but the question of sale or charter was still under examination.

1453. LEGHORN. Ref. 1318. Colonel Dansher drew attention to a message from C. in C. Med. that after very careful consideration and experience of recent weeks with Libertys, it was considered undesirable that ships of the "General" class should proceed to Leghorn during the winter months.

1454. "COWANESQUE". Major Lourder asked the position regarding this fleet oiler routed to Bizerta in UGS 58 and Captain Erskine replied that she had been diverted at sea for the Pacific.

1455. INDEPENDENT SAILINGS. Ref. 1297. The Chairman drew attention to a signal from Philippeville that the "SAMUR" proceeding independently from Gibraltar to Augusta arrived at Philippeville with correction coils and compass defective, and considered impossible to proceed without examination and adjustments. He pointed out that with independent sailings delays might be greater to individual ships from such causes.

1456. RED CROSS PARCELS. Ref. 1359. The Chairman referred to a signal from M.W.T., M.E. regarding P.O.W. parcels ready in the Levant which asked if they would be acceptable at Marseilles for on-forwarding. It was decided that this should be submitted to DELTA BASE.

Col.Dansher

1457. CIVITA VECCHIA PORT CONTROL COMMITTEE. The Chairman referred to advice from D.M.W.T.R., Civita Vecchia that the Port Control Committee was now functioning there, but with the absence of an A.C. representative and Lt. Colonel Glanville replied that it was the intention that such a representative should attend regularly.

1458. FUMIGATION. The Chairman stated that D.M.W.T.R. N.A. had reported that requests for fumigation at Algiers were now very numerous and it was desired to know at which ports Admiralty held stocks of cyanide so that arrangements might be made for fumigation to be carried out at other ports. Commander MacLean agreed to investigate.

Cdr.MacLean

1459. MEDITERRANEAN SHIPPING MOVEMENT. Colonel Dansher drew attention to a signal addressed to AGWAR signed Eisenhower and McNarney which stated that responsibility for supply of Forces in Southern France will be transferred from NATOUSA to ETOUSA effective 0001A 20th November. Responsibility pertaining to movement of shipping in the Mediterranean remains with NATOUSA and C. in C. Med.

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programme in the States, though Commander MacLean pointed out that the other ships would gain 7 days.

1452. "BELLENZA". Commander MacLean enquired regarding the sale of this vessel, damaged at Gibraltar in 1940, and her cargo, in view of requests from Madrid and Lisbon. The Chairman replied that he understood the ship would discharge at Algeciras, but the question of sale or charter was still under examination.

1453. LEGHORN. Ref. 1316. Colonel Dancher drew attention to a message from C. in C. Med. that after very careful consideration and experience of recent weeks with Libertys, it was considered undesirable that ships of the "General" class should proceed to Leghorn during the winter months.

1454. "CONANICUT". Major Lounder asked the position regarding this fleet oiler routed to Bizerta in UGS 58 and Captain Erskine replied that she had been diverted at sea for the Pacific.

1455. INDEPENDENT SAILINGS. Ref. 1297. The Chairman drew attention to a signal from Philippeville that the "SAMUR" proceeding independently from Gibraltar to Augusta arrived at Philippeville with correction coils and compass defective, and considered impossible to proceed without examination and adjustments. He pointed out that with independent sailings delays might be greater to individual ships from such causes.

1456. RED CROSS PARCELS. Ref. 1359. The Chairman refered to a signal from M.W.T., A.A. regarding P.O.W. parcels ready in the Levant which asked if they would be acceptable at Marseilles for on-forwarding. It was decided that this should be submitted to BELTA BASE.
Col.Dancher

1457. CIVITA VECCHIA PORT CONTROL COMMITTEE. The Chairman referred to advice from D.A.M.W.T.R., Civita Vecchia that the Port Control Committee was now functioning there, but with the absence of an A.C. representative and Lt. Colonel Glanville replied that it was the intention that such a representative should attend regularly.

1458. FUMIGATION. The Chairman stated that D.M.W.T.R. N.A. had reported that requests for fumigation at Algiers were now very numerous and it was desired to know at which ports Admiralty held stocks of cyanide so that arrangements might be made for fumigation to be carried out at other ports. Commander MacLean agreed to investigate.
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DRYDOCKING LIST.

11TH NOVEMBER

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	
ALGIERS.	CHATEAU LATOUR	ANT.IN DOCK			
	OTELA	Due Algiers	12th Nov.	Jan.1944	Speed reduced from 7½
	LIDO	In S.France dschg.	15th Nov.	May 1944	Speed reduced from 8½ to 6 k. & c
	FINISTERE	At Algiers		Dec.1943	Cleaning & paint
	CORCREST	At Ajaccio for Leghorn	end Nov.	Mar.1944	Speed reduced from 9½ to 7 k. Hul
	ESPIGUETTE	@ Malta for Cagliari		Nov.1944	Foul, speed reduced from 8 to 5½
ORAN.	OCEAN FREDS	At Oran	ready		Cleaning & Paint
	TAUTRA	At Oran	ready	May 1944	Speed reduced from 8 to 7 k.
	CAVA	At Naples awaiting dspc.	end Nov.	Oct.1943	Admty.Collier
	CAP FALCON	At sea for Ajaccio		Mar.1944	Cleaning & Paint
	VILLE D'AJACCIO	At Algiers		Mar.1944	" " "
CASABLANCA.	VENDOME	At Oran for Casa.		Oct.1943	" " "
	JANUS	at Casablanca		Oct.1944	to re-d.
GIBRALTAR.	FULGOR	At Gibraltar		Ital.Tanker.Requires new stern tube, tail s	
	MORAY COAST	At Gibraltar	ready	Jan.1944	. Tanker. Cleaning & Painting
	SAN CLAUDIO	At Gibraltar	ready	Sept.1943	Tanker. Cleaning & Painting
BIZERTA.	GLOVER	IN DOCK			
	CORFIEL	At Bizerta	ready	Feb.1944	Speed reduced from 8½ to 7 k
	TORE JARL	At Ancona to dspc.	18th Nov.	Mar.1944.	" " " 8½ to 7 k
	SUNFLOWER	At Bizerta	ready	Nov.1943	Tanker. Cleaning & Painting
TARANTO. Cleaning & Painting.	LYTIA	IN DOCK			
	ARGENTINA.	At Taranto	ready	June 1944	Speed reduced from 12 to 10
	OCEAN GIPSY	At sea for Taranto	15th Nov.		
	FORT ASTORE	At Naples dschg.		Feb.1944	Fo
	SAMFORD	At sea for Greece	25th Nov.		
	FORT VIVANCO	At Taranto	25th Nov.	Feb.1944	Speed reduced from 11½ to 9½
	CHENGA	At Taranto		Dec.1943	Cleaning & Painting.(Awaiting re
	WORCESTERSHIRE	Taranto/Greece	early Dec.		Personnel ship. Reduced speed
	ALSTEL	At Taranto for Ancona	early Dec.	Sept.1943	Reduced Speed.
	ASTEN.	Heel/Ancona Ferry	early Dec.	Feb.1944	Italian. Reduced speed

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

11TH NOVEMBER, 1944.

POSITION	HEADLESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
OUR ABT.IN DOCK			
Due Algiers	12th Nov.	Jan.1944	Speed reduced from 7½ to 5 k. (PSTO BID)
S.France dschg.	15th Nov.	May 1944	Speed reduced from 8½ to 6 k. & damaged prop. "
At Algiers		Dec.1943	Cleaning & painting (FRENCH BID)
Ajaccio for Leghorn	end Nov.	Mar.1944	Speed reduced from 9½ to 7 k. Hull defects (PSTO BID)
Malta for Cagliari		Nov.1944	Foul, speed reduced from 8 to 5½ k. (French) (PSTO BID)
At Oran	ready		Cleaning & Painting (PSTO BID)
At Oran	ready	May 1944	Speed reduced from 8 to 7 k. "
les awaiting dsge.	end Nov.	Oct.1943	Admty.Collier (MWTR/FDO BID)
At sea for Ajaccio		Mar.1944	Cleaning & Painting (FRENCH BID)
CCIO At Algiers		Mar.1944	" " " "
At Oran for Casa.		Oct.1943	" " " (2 days) "
at Casablanca		Oct.1944	to re-dock (4 days) "
At Gibraltar			Ital.Tanker.Requires new stern tube, tail end & prop.
At Gibraltar	ready	Jan.1944	Tanker. Cleaning & Painting (MWTR BID)
At Gibraltar	ready	Sept.1943	Tanker. Cleaning & Painting & exam.of tail end shaft (MWTR BID)
IN DOCK			
At Bizerta	ready	Feb.1944	Speed reduced from 8½ to 7 k. (PSTO BID)
At Ancona to dsge.	18th Nov.	Mar.1944.	" " " 8½ to 7 k. "
At Bizerta	ready	Nov.1943	Tanker. Cleaning & Painting (MWTR BID)
IN DOCK			
At Taranto	ready	June 1944	Speed reduced from 12 to 10 k. (PSTO BID)
At sea for Taranto	15th Nov.		"
At Naples dschg.		Feb.1944	Foul "
At sea for Greece	25th Nov.		"
At Taranto	25th Nov.	Feb.1944	Speed reduced from 11½ to 9½ k. "
At Taranto		Dec.1943	Cleaning & Painting.(Awaiting repairs) Ital. (MWTR BID)
Taranto/Greece	early Dec.		Personnel ship. Reduced speed (PSTO BID)
Taranto for Ancona	early Dec.	Sept.1943	Reduced Speed. (MWTR/FDO BID)
Bol/Ancona Ferry	early Dec.	Feb.1944	Italian. Reduced speed (PSTO BID)

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PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TARANTO.	PAHLEHLEH	IN DOCK			
For repairs.	NETTUNO	At Taranto	ready		Ital.Tanker.Cleaning & Painting & examination of r
	AGATHA	At Malta for Taranto	mid.Nov.	Mar.1944	Tanker.Cleaning & Painting & exam.of tail s
	LUISETTA	At Ancona	end Nov.	Feb.1944	Tanker. Foul & examination of hull
	ORATA	At Taranto	26th Nov.	Not docked for 5 years.	Ital.Requires 1 month's repairs & Paint.
	TURIDDU	At Taranto	end Nov.		Ital. (repairing till abt.27th Nov.)
	TERESA SCHIAFFINO	At Taranto			Ital. Removal of prop. shaft
	FREIBURG	At Brindisi			For inspection (PRO
BRINDISI.	GEMINA	At Brindisi	ready	Oct.1944	Requires re-docking to renew prop.
	LUELLEN	At sea for Ancona	26th Nov.		Reduced speed
NAPLES.	FALKENFELS	DOCKED			
	SALENTE	IN DOCK			
	F.L.I. 13	At Naples	12th Nov.		Self-operating collier.Max.speed 4 k.
	ANNA	At Naples	ready		(Ital.) Cleaning & Painting
	TREVISIO	At Naples	mid.Nov.	Nov.1943	Ital.tanker. Reduced speed. Minor hull def
	MARIO MAY	At Naples	13th Nov.	Jan.1944	Tanker.Reduced speed. Changes crew at Napl
	TUNISINO	At Civita Vecchia to dsge. then Naples	14th Nov.	Nov.1943	Foul.Speed reduced from 8½ to 6½ k.
	EMPIRE LASS	In S.France	on relief shortly	Apr.1944	Tanker. Damaged prop. Been ashore
	SAFTRUCH	At Leghorn dischg.	20th Nov.		Builder repairs & collision damage
	APPENNIST	At Naples awaiting dischg.	end Nov.	Dec.1943	Reduced speed
	ANDREA CONTARINI	Cagliari/Corsica	end Nov.		Ital. Cleaning & Painting
	FANNY BRUNER	On Inter-island service	indefinite	Apr.1944	(Ital.) Speed reduced from 10½ to 7 k.
	CAPO MELE	At Castellamare		Aug.1942	(" " " " 10½ to 6½ k. R
	TRITON MARIS	At Castellamare	mid.Dec.	Dec.1943	Cleaning & Painting & draw shaft (
	AUDUN	At Bastia awaiting tow		June 1944	Speed reduced from 8½ to 6 K.Severe damag prop.fram
LEGHORN	EMPIRE CORTICE	DOCKED			
	WELSH COAST	At Leghorn	when discharged & gas-free		Tanker.

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11TH NOVEMBER, 1944.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
IN DOCK				
At Taranto	ready		Ital.Tanker.Cleaning & Painting & examination of rudder	(MWTR BTD)
t Malta for Taranto	mid.Nov.	Mar.1944	Tanker.Cleaning & Painting & exam.of tail shaft	"
At Ancona	end Nov.	Feb.1944	Tanker. Foul & examination of hull	
At Taranto	26th Nov.	Not docked for 5 years.	Ital.Requires 1 month's repairs & Cleaning & Painting	"
At Taranto	end Nov.		Ital. (repairing till abt.27th Nov.)	"
HLAFFINO At Taranto			Ital. Removal of prop. shaft	
At Brindisi			For inspection	(PROVISIONAL PSTO BTD)
At Brindisi	ready	Oct.1944	Requires re-docking to renew prop.	
t sea for Ancona	26th Nov.		Reduced speed	(PSTO BTD)
DOCKED				
IN DOCK				
At Naples	12th Nov.		Self-operating collier.Max.speed 4 k.	(MTB BTD)
At Naples	ready		(Ital.) Cleaning & Painting	(PSTO BTD)
At Naples	mid.Nov.	Nov.1943	Ital.tanker. Reduced speed. Minor hull defects	(MWTR BTD)
At Naples	13th Nov.	Jan.1944	Tanker.Reduced speed. Changes crew at Naples	"
At Civita Vecchia to dago. then Naples	14th Nov.	Nov.1943	Foul.Speed reduced from 8½ to 6½ k.	(PSTO BTD)
SS In S.France	on relief shortly	Apr.1944	Tanker. Damaged prop. Been ashore	(MWTR BTD)
At Leghorn dischg.	20th Nov.		Rudder repairs & collision damage	(PSTO BTD)
ST At Naples awaiting dischg.	end Nov.	Dec.1943	Reduced speed	"
ONTARINI Cagliari/Corsica	end Nov.		Ital. Cleaning & Painting	"
UPPER On Inter-island service	indefinite	Apr.1944	(Ital.) Speed reduced from 10½ to 7 k.	"
At Castellamare		Aug.1942	" " " " 10½ to 6½ k. Requires repairs	(MWTR BTD).
HIS At Castellamare	mid.Dec.	Dec.1943	Cleaning & Painting & draw shaft	(MWTR BTD)
t Bastia awaiting tow		June 1944	Speed reduced from 8½ to 6 K.Severe damage to rudder & prop.frame	(PSTO BTD)
OFFICE DOCKED				
AST At Leghorn	when discharged & gas-free		Tanker.	(MWTR BTD)

SECRET

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REPORT OF MERCHANT SHIP REPAIR POSITION FOR MEETING AT 1600 HRS ON 11th NOVEMBER 1944.

SIGNAL KEY

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
NAPLES - 9/11/44				
EMPIRE GAWAIN	A 23/10 B 16/10 C 23/10	Routine D/D. Gen. overhaul. Boiler clean.	D 24/10 E 4/11	Completed.
EMPIRE OUTPOST	A 24/10 B 25/10	Repairs to rudder head bearing block.	E 4/11	Completed.
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Re-wooding stern tube. Hull repairs.	D 8/11 E 17/11	
VILLE D'ORAN (Fr)	A) B) 26/10 C)	Re-wooding stern tubes; extensive general repairs.	D 3/11 E 4/11	Completed.
ELISE (Norw)	A 28/10 B 26/10	Repairs to davit sockets and deck.	E 4/11	Completed.
THELMA	A 27/10 B 28/10 C 27/10	Routine D/D. Rudder pintles renewed. Hull repairs. Steering gear quadrant brake re-wooded.	D 31/10 E 4/11	Completed.
FALKENFELL	A) B) 6/11 C)	Routine D/D.	D) E) 9/11	
SOUTHGATE	A) B) 8/11	Repairs to boiler feed check valves.	E 14/11	"Off" survey, also being held.
SAMLAITE	A) B) 9/11 C)	Routine D/D and suspected bottom damage.	E 12/11	

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Minor repairs since 2/11/44.

VAN HONTHORST — REMLEDI — SAMSTRULE
SAMOIS — OCEAN STRANGER — CAPE SABLE

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
NAPLES - 9/11/44.				
EMPIRE GAMAIN	A 23/10 B 16/10 C 23/10	Routine D/D. Gen. overhaul. Boiler clean.	D 24/10 E 4/11	Completed.
EMPIRE OUTPOST	A 24/10 B 25/10	Repairs to rudder head bearing block.	E 4/11	Completed.
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Re-wooding stern tube. Hull repairs.	D 8/11 E 17/11	
VILLE D'ORAN (Fr)	A) B) 26/10 C)	Re-wooding stern tubes; extensive general repairs.	D 3/11 E 4/11	Completed.
ELISE (Norw)	A 28/10 B 26/10	Repairs to davit sockets and deck.	E 4/11	Completed.
THELMA	A 27/10 B 28/10 C 27/10	Routine D/D. Rudder pintles renewed. Hull repairs. Steering gear quadrant brake re-wooded.	D 31/10 E 4/11	Completed.
FALKEFJELL	A) B) 6/11 C)	Routine D/D.	D) E) 9/11	
SOUTHGATE	A) B) 8/11	Repairs to boiler feed check valves.	E 14/11	"Off" survey, also being held.
SAMLAYTE	A) B) C) 9/11	Routine D/D and suspected bottom damage.	E 12/11	

3387

Minor repairs since 2/11/44.

VAN HONTHORST	HERMEDI	SAMSTRULE
SAMOIS	OCEAN STRANGER	CAPE SABLE
ANGLO AFRICAN	OCEAN VESPER	OCEAN VANITY
SAMESK	PALERMO	THAMESFIELD
ATLE JARL	NERE II	SANGEBU
LAURENT MEEUS	FORT CARLTON	SANTAMPA
PLM 13	FORT COLUMBIA	
TREVANION	FACTO	
SAMFEUGH	SAMNETH	
ED. BRUCE	MARY CLARE	
FORT NICHIPICOTEN	ARUNDEL CASTLE	
EMPIRE HARMONY	HILDSHOLM	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS - 6/11/44 (Including w/e 30/10/44).				
ELENI	A) B) 7/9 C 10/10	Routine D/D, general repairs. Fumigation.	D 12/10 E 24/10	Completed except for fumigation.
	A) B) 3/11	Fumigation.	E 4/11	Compasses adjusted 2/11. Machinery working satisfactorily. Completed.
HINDSHOLM	A) B) C) 21/10	Routine D/D; deck and engine repairs.	E 24/10	Completed.
SHUNA	A) B) 26/10	Fumigation.	E 27/10	Completed.
FORT CHESTERFIELD	A) B) 28/10	- do -	E 29/10	Completed.
SAMOA	A) B) 2/11	- do -	E 3/11	Completed.
SERULA	A) B) 28/10 C)	Routine D/D. Rudder and boiler repairs.	D 3/11 E 11/11	
ABRAZZIA	A) B) 4/11	Fumigation and minor repairs.	E 5/11	Completed.
MARION McKINLEY BOUVARD (U.S.)	A) B) 31/10	Scrubbing.	E 3/11	Completed.
P.L.M.14	A) B) 5/11	Fumigation.	E 6/11	Minor repairs in hand.

ALBION STAR	EMPIRE BAXTER	OCEAN FAME	Minor repairs 24-30/10/44.
ABAZZIA	HINDSHOLM	SAMOA	
BOLTON HALL	FORT CUMBERLAND	SAMATERIC	
CORCHESTER	OCEAN GLORY	SAMGLORY	
EMPIRE NERISSA	OCEAN RIDER	CAMPIDOGLIO	
EMPIRE UNICORN	OCEAN GYPSY		

CORCHESTER	OCEAN RIDER	SAMTRUTH	Minor repairs since 30/10/44.
EMPIRE NERISSA	OCEAN FAME	SAMGLORY	
CAMPIDOGLIO	FORT CUMBERLAND	FORT STAGER	
EMPIRE UNICORN	FORT HENLEY	SAMNEX	
OCEAN GYPSY	FORT CHESTERFIELD	PENHALE	
OCEAN GLORY	RODSLEY	VON HONTHORST	

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	A) B) 3/11	Fumigation.	E 4/11	Compasses adjusted 2/11. Machinery working satisfactorily. Completed.
HINDSHOLM	A) B) 21/10 C)	Routine D/D; deck and engine repairs.	E 24/10	Completed.
SHUNA	A) B) 26/10	Fumigation.	E 27/10	Completed.
FORT CHESTERFIELD	A) B) 28/10	- do -	E 29/10	Completed.
SAMOA	A) B) 2/11	- do -	E 3/11	Completed.
SERULA	A) B) 28/10 C)	Routine D/D. Rudder and boiler repairs.	D 3/11 E 11/11	
ABRAZZIA	A) B) 4/11	Fumigation and minor repairs.	E 5/11	Completed.
MARION McKINLEY BOUVARD (U.S.)	A) B) 31/10	Scrubbing.	E 3/11	Completed.
P.L.M.14.	A) B) 5/11	Fumigation.	E 6/11	Minor repairs in hand.

ALBION STAR	EMPIRE BAXTER	OCEAN FAME	Minor repairs 24-30/10/44.
ABRAZZIA	HINDSHOLM	SAMOA	
BOLTON HALL	FORT CUMBERLAND	SAMAFRIC	
CORCHESTER	OCEAN GLORY	SAMGLORY	
EMPIRE NERISSA	OCEAN RIDER	CAMPIDOGLIO	
EMPIRE UNICORN	OCEAN GYPSY		

CORCHESTER	OCEAN RIDER	SANTRUTH	Minor repairs since 30/10/44.
EMPIRE NERISSA	OCEAN FAME	SAMGLORY	
CAMPIDOGLIO	FORT CUMBERLAND	FORT STAGER	
EMPIRE UNICORN	FORT HENLEY	SUSSEX	
OCEAN GYPSY	FORT CHESTERFIELD	PENHALE	
OCEAN GLORY	RODSLEY	VON MONTHORST	

ORAN - 31/10/44 (No report received for w/e 24/10/44).

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side No.s 2 & 3 holds & very extensive damage in way Nos. 2 & 3 bulkheads.	D Est. 10/11 E Not stated.	Bottom of vessel badly damaged & lifted across ship.
ODYSSEUS	A 14/10 B) C) 17/10	Defects not stated.	D 19/10 E 31/10	Completed. Commenced loading 30/10/44.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAM (Cont'd)				
AISNE	C 16/10	Routine D/D.	D 21/10 E Not stated.	
EGRET	C 21/10	Routine D/D.	D 25/10 E 2/11	
CRACKSHOT	A 29/10 B) C)30/10	Routine D/D. Stern tube to re-wood. Winch gear renewals. Extensive machinery repairs.	E5/11 E20/11	
FORT FIDLER		L.A.S.F.		Arrangements being made to commence stiffening bulkheads in about 14 days.
TITUS SAGEDEN CARA NEA	ANDREW PICKENS FILIPE DE NASTRUP EMPIRE NIGHTINGALE	JOHN C. SPENCER BENJAMIN CHEW ANGELE B. GOSSE		Minor repairs since 24/10/44.
MARSEILLES - 7/11/44.				
MORIALTA	A 25/9 B 23/9	Supposed mine damage, starb'd side No.2 Hold.	F 21/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	F 13/11	Construction of temporary bow in hand. Remainder of ship intact.
BENJAMIN TAY	A) B)3/11	Dynamo repairs.	E 7/11	
FORT BEAUSEJOUR	A 22/10 B 18/10	General service pump repairs.	E 26/10	Completed.
SAMMEX BENJAMIN TAY OCEAN PRIDE FORT CUMBERLAND	OCTANE MANNINGTON EMPIRE LORENZO VARDERFJELL	STAR (Awaiting berth for major repairs).		Minor repairs since 31/10/44.
BIZERTE - 7/11/44 (Including w/e 31/10/44).				

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stated.

EGRET	C 21/10 Routine D/D.	D 23/10 E 2/11	
CRACESNGT	A 29/10 Routine D/D. Stern tube to B) 30/10 re-wood. Winch gear renewals. C) Extensive machinery repairs.	D 3/11 F 20/11	
PORT MODLER	L.A.S.F.		Arrangements being made to commence stiffening bulkheads in about 14 days.
TITUS SAMEDEN CARA HRA	ANDREW PICKENS PHILIPE DE DASTRIP EMPIRE NIGHTINGALE	JOHN C. SPENCER BENJAMIN CHEW ANGELE B. GOSEE	Minor repairs since 24/10/44.

MARSEILLES - 7/11/44.

MORIALTA	A 23/9 Supposed mine damage, B 23/9 starb'd side No.2 Hold.	F 21/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 Mine damage. Bow section B 11/10 missing.	F 18/11	Construction of temporary bow in hand. Remainder of ship intact.
BENJAMIN TAY	A) B) 3/11 Dynamo repairs.	E 7/11	
FORT BEAUSEJOUR	A 22/10 General service pump repairs. B 18/10	E 26/10 Completed.	

SAMDEX BENJAMIN TAY OCEAN PRIDE FORT CUMBERLAND	OCTANE MANNINGTON EMPIRE LORENZO VARDEFJELL	STAR (Awaiting berth for major repairs).	Minor repairs since 31/10/44.

BIZERTE - 7/11/44 (Including w/e 31/10/44).

P.L.M.4	A) B) 10/10 Routine D/D: Overhaul of C 12/10 boiler mountings; deck & engine repairs.	D 17/10 Completed. E 28/10	
LISS (Nor)(T)	A 10/10 Routine D/D: deck and B 11/10 engine repairs: boiler C 21/10 cleaning.	D 26/10 Completed. E 29/10	
NORDNES	A 24/10 Routine D/D and examination C 27/10 suspected bottom damage. Donkey boiler overhauled & cleaned.	D) E) 31/10 Completed.	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
BIZERTE (Cont'd)				
ALEXANDRE APERT	A) B) 26/10 C 31/10	Underwater damage.	D) E) 20/11	
GUDVIN (Norw)	A) B) 29/10 C 8/11	Routine D/D. Deck & engine repairs.	D 12/11 E 15/11	
BELGIAN TRADER: HEBE II; UGO FIORELLI - Minor repairs 25/10/44 to 31/10/44.				
BELGIAN TRADER: EMPIRE EMERALD: PONTFIELD: UGO FIORELLI - Minor repairs since 31/10/44.				
GIBRALTAR - 7.11.44				
EMPIRE GLEDE	A 25/10 B) C) 27/10	Fitting spare propeller blade and weld cradle in stern frame.	D) E) 31/10	Completed.
JOHN McKINLEY	A 29/10 B 30/10	Adjusting H.P. crank bearings and fitting gland packing.	E 31/10	Completed.
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E Ltd.	Dockyard work stopped owing to labour shortage.
FULCOR (T)	A 30/11	Requires new stern tube, propeller and tail end shaft.	D Not stated.	Awaiting D/D to fit new stern tube & propeller. New propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
NEA	A 7/11 B 8/11	Boiler and engine repairs.	E Not stated	

Minor repairs since 24/10/44. EMPIRE CONFIDENCE, FRESNO STAR, FORT MACHAULT, MIGUEL DE LARRINAGA, SANKEY, SAMTYDE, ST. ROSARIO.

Minor repairs since 31/10/44. BRITISH TENACITY - Water tube boiler repairs.
ASHBURY - Main condenser tubes to renew. Awaiting immobilisation.

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GODVIN (Norw)	A) B) 29/10 C 8/11	Routine D/D. Deck & engine repairs.	D 12/11 E 15/11	

BELGIAN TRADER: HEBE II: UGO FIORELLI - Minor repairs 25/10/44 to 31/10/44.

BELGIAN TRADER: EMPIRE EMERALD: PONTFIELD: UGO FIORELLI - Minor repairs since 31/10/44.

GIBRALTAR - 7.11.44.

EMPIRE CEYLON	A 25/10 B) C) 27/10	Fitting spare propeller blade and weld cradle in stern frame.	D) E) 31/10	Completed.
JOHN McKINLEY	A 29/10 B 30/10	Adjusting H.P. crank bearings and fitting gland packing.	E 31/10	Completed.
TARGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E Ird.	Dockyard work stopped owing to labour shortage.
FULCOR (T)	A 30/11	Requires new stern tube, propeller and tail end shaft.	D Not stated.	Awaiting D/D to fit new stern tube & propeller. New propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
AEA	A 7/11 B 8/11	Boiler and engine repairs.	E Not stated	

Minor repairs since 24/10/44. EMPIRE CONFIDENCE, FRESNO STAR, FORT MACHAULT, MIGUEL DE LARRINAGA, BARKEY, CANTYRE, ST. ROSARIO.

Minor repairs since 31/10/44. BRITISH TENACITY - Water tube boiler repairs.
ASHBURY - Main condenser tubes to renew. Awaiting immobilisation.

TARANTO - 7/11/44

PORT 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 30/11 E 12/12	Final D/D for war-time & semi-permanent repairs (hull).

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
WEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 30/11	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SPINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E Ind.	Repairs to machinery & boilers suspended due to higher priorities. Dock repairs completed.
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D 3/11 E 30/11	Extensive repairs reqd. to rudder, necessitating 2nd docking for refitting.
CETUS (Brindisi)	A 25/9 C 28/9 C 18/11	To dock for removal of propeller.	D 3/10 D) F) 21/11	Machining of propeller completed. Awaiting 2nd docking for fitting.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive mach'y repairs following near miss by mine.	D 14/10 F 16/11	Repairs to P. & S. main engines and auxiliaries proceeding satisfactorily.
LUBLJANA (Brindisi)	A 10/10 B 14/10 C 19/10	Routine D/D and minor repairs.	D 1/11 E 3/11	Completed.
EMPIRE RAVEN	A 8/10 B 9/10	Repairs to boilers and mountings & auxiliaries.	E 12/11	Machinery trials in hand. Vessel to fumigate later.
JOHN ELLIS WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered & rudder missing.	D 22/11 E 30/11 Est.	Repairs to stock & new rudder in hand. To D/D to fit new sole piece to stern frame. Comp'n date based on est. of present knowledge of damage.
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Repairs to main engines, auxiliaries, electric winches etc.	E 6/11	Completed.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E 11/11	Drydocking requested.
EMPIRE DACE	A 29/10 B)	Routine D/D & minor repairs.	D 3/11 E 5/11	Completed.

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completion of repairs.

SPINGA	A 25/9 B 24/9 C 19/10	Fairly extensive repairs following salvage.	D 5/11 E Ind.	Repairs to machinery & boilers suspended due to higher priorities. Dock repairs completed.
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D 3/11 E 30/11	Extensive repairs reqd. to rudder, necessitating 2nd docking for refitting.
CESTRIA (Brindisi)	A 25/9 C 28/9 C 18/11	To dock for removal of propeller.	D 3/10 D) F) 21/11	Machining of propeller completed. Awaiting 2nd docking for fitting.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive mach'y repairs following near miss by mine.	D 24/10 F 16/11	Repairs to P. & S. main engines and auxiliaries proceeding satisfactorily.
LUBLJANA (Brindisi)	A 10/10 B 14/10 C 19/10	Routine D/D and minor repairs.	D 1/11 E 3/11	Completed.
EMPIRE RAVEN	A 6/10 B 9/10	Repairs to boilers and mountings & auxiliaries.	E 12/11	Machinery trials in hand. Vessel to Amalgate Inter.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered & rudder missing.	D 22/11 E 30/11 Est.	Repairs to stock & new rudder in hand. To D/D to fit new sole piece to stern frame. Comp'n date based on est. of present knowledge of damage.
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Repairs to main engines, auxiliaries, electric winches etc.	E 6/11	Completed.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E 11/11	Drydocking requested.
EMPIRE DALE	A 29/10 D) C) 30/10	Routine D/D & minor repairs.	D 5/11 E 5/11	Completed.
EMPIRE CENTRE	A 29/10 B) C) 2/11	- do -	D 5/11 E 7/11	Completed.
AMSTEL	A 30/10 B 2/11 C 16/11	- do -	E 21/11 D 22/11	
PAHLEHLEH	A 31/10 B 2/11 C 6/11	Routine D/D & repairs to keel plating.	D 16/11 E 26/11	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
MOIRA	C 11/11	Routine D/D and minor repairs iv available in time.	D 22/11 E 24/11	
PERTINACIA	B 15/10 C 6/11	Routine D/D & minor hull repairs.	D 16/11 E 6/12	
GIUSEPPE MESSINA	C 11/11	- do -	D 22/11 E 28/11	
ARGENTINA	A 7/11 F 8/11 C 13/11	Routine D/D & minor engine repairs.	D 16/11 E 17/11	

TARANTO:

ALBION STAR, SAMTIDY, SAMZEFIC, EAGLE, SAMTIDY, ASTIPA, FORT VENANGO, QUEEN OF BERMUDA, SAMSTRAD, LECK, FORT LA BAYE, EMPIRE ADUR, LUPLIN, SAXFORD, FAIVETTE, EMPIRE ROCK, OXFORDSHIRE, JERSEY HART, SAMDARING, WORCESTERSHIRE, SAMCLINE, DON

Minor repairs since 31/10/44.

BARI:

DARLEN II, VARANKA PARK, MATHOU ALGIE, SALTCOURT, EMPIRE LIONEL, NICHOLAS MICKALOS, OCEAN LIBERTY, EMPIRE CANDIDA, FORT ARLAVIK

BRINDISI:

No report.

AUGUSTA - 10/10/44. (Delayed report)

KISTNA	A) B) 3/10	Cracked cylinder head liner.	E 4/10	Spare line fitted by ships staff. Completed.

OCEAN VIRTUE: COMO: BARON YARBOROUGH: EMPIRE SPARTAN - Minor repairs since 4/10/44.

AUGUSTA - 7/11/44. (Including w/e 31/10/44).

No major repairs reported.

DON: THOS.HOWELL (U.S.): EMPIRE COLLINS (T): JOS.STANTON (U.S.): -

Minor repairs since 24/10/44.

COMO: LYMINGE.

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GUNSHIP MESHED	C 11/11	- do -	D 22/11 E 28/11
ARGENTINA	A 7/11 P 8/11 C 13/11	Routine D/D & minor engine repairs.	D 16/11 E 17/11

BARI:

ALBION STAR	SAMUSON	SAMATRIC	EAGLE	Minor repairs since 31/10/44.
SAINTON	ASTRA	FORT VERANGO	QUEEN OF BERMUDA	
SAMSTAR	LECK	FORT LA RAMEE	EMPIRE ADUR	
LIGELI	SALFORD	FAUVETTE	EMPIRE ROCK	
OXFORDSHIRE	JERSEY PART	SANDARING		
WORCESTERSHIRE	SAMCLINE	DON		

BARI:

DARIEN II	VANJASKA PARK	NATHON HALE
SALTSTEEL	EMPIRE LIONEL	NICHOLAS NICHALOS
OCEAN LIBERTY	EMPIRE CANDIDA	FORT ANNAVIK

BRINDISI:

No report.

AUGUSTA - 10/10/44. (Delayed report)

KISTNA	A) B) 3/10	Cracked cylinder head liner.	E 4/10	Spare liner fitted by ships staff. Completed.

OCEAN VIRTUE: COMO: BARON YARBROUGH: EMPIRE SPARTAN - Minor repairs since 4/10/44.

AUGUSTA - 7/11/44. (Including w/e 31/10/44).

No major repairs reported.

DON: THOS.HOWELL (U.S.): EMPIRE COLLINS (T): JOS.STANTON (U.S.): -

Minor repairs since 24/10/44.

COMO: LYMINGE.

Minor repairs since 31/10/44.

PORT - 7/11/44. (No report received for w'e 31/10/44.)

No major repairs reported.

ESSEX TRADER	OCEAN RIDER	T.S.S. CHAMPOLLION	Minor repairs since 31/10/44.
EMPIRE ROSALIND	EASTGATE		
FORT PINE	SAMEMOLA		

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

No report received from CASABLANCA & MALTA

REPORTS RECEIVED FROM W.S.A. 9/11/44.

CASABLANCA

HOWARD GIBSON — Collision & Fire Damage. Completed discharging 3/11. Est. complete repairs December 20th.

ALGIERS

MARION McKINLEY EGVALT — Commenced scrubbing operations. No further information.

CHATEAU LATOUR — Est. complete drydocking & boiler repairs 20/11. Docking scheduled for November 10th.

CARAWAGA / MOSES ROGERS — Minor repairs Nov. 3rd. - Nov. 6th.

ORAN

JOHN D. CUTLER — Work proceeding on schedule. Est. complete middle of December.

DANIEL WEBSTER — L.A.S.F.

CLEVELAND ABBEE / ALEXANDER GRAY — GEORGE KENNY, CORNELIUS GILLIAM — Minor repairs Nov. 2nd Nov. 6th.

LEGHORN

JOHN SWEET — Expect to complete discharge Nov. 12th, thence to Naples for repairs.

TOULON

JOHN JENKINS — Est. ready for tow to Oran about November 20th.

HELEN HALE — Expect to repair afloat for passage home; no details.

TARANTO:

JONATHAN WORTH — In drydock -- commence work Nov. 12th. New sole piece to stern frame. Est. completion date Nov. 25th.

NAPLES:

MARY LYONS	ANNA M. SHAW	CASSIUS HUDSON	Minor repairs Nov. 2nd Nov. 8th.
FRANCIS E. WARREN	EDWIN MOORE	LT. DE LATOUR	
JONATHAN EDGER	INDIANA	FORT DE DOUAMONT.	
JOHN EATON	GEORGE GALE		

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HOWARD GIBSON — Collision & Fire Damage. Completed discharging 3/11. Est. complete repairs December 20th.

ARGENTINA:

MARION McKINLEY EOVARD — Commenced scrubbing operations. No further information.

CHARLES LATOUR — Est. complete drydocking & boiler repairs 20/11. Decking scheduled for November 10th.

CANADA
MORRIS ROGERS — Minor repairs Nov. 3rd. - Nov. 6th.

CHILE:

JOHN B. COXELL — Work proceeding on schedule. Est. complete middle of December.

DANIEL WEBSTER — L.L.S.F.

CHEVELAND ABBEE
ALEXANDER CLAY
GEORGE HENRY
CORNELIUS GILLIAM — Minor repairs Nov.2nd Nov. 6th.

LEGHORN:

JOHN SWEET — Expect to complete discharge Nov.12th, thence to Naples for repairs.

TOKIO:

JOHN HOPKINS — Est. ready for tow to Oran about November 20th.

HENRY KNOX — Expect to repair afloat for passage home; no details.

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TARANTO:

JONATHAN WORTH — In drydock - commence work Nov.12th. New sole piece to stern frame. Est. completion date Nov.25th.

NAPLES:

MARY INGRAM	ANNA M. SHAW	CASSIUS HUDSON	Minor repairs Nov.2nd Nov.6th.
FRANCIS E. WARREN	EDWIN MOORE	LT. DE LATOUR	
JONATHAN BLAGER	INDIANA	FORT DE DUMAHUT.	
JOHN EATON	GEORGE GALE		

GIBRALTAR

U.S.A. H/S WISTERIA - Minor repairs.

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REPORT ON ITALIAN MERCHANT SHIP REPAIR POSITION ON 10/1/44.

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR		**VESSELS IN HAND**		
TANGIER	A 29/6 B 6/7	Repairs to cargo pumps, valve extension rods.	E Not stated.	Dockyard work stopped owing to labour shortage.
FULGOR	A 30/11 C 26/10	Requires new stern tube propeller & tail end shaft.	D 30/11 E 10/12	Awaiting D/D to fit new stern tube & propeller. Propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
		VESSELS L.A.S.E.		
OLTENIA	A	Not repairable for the duration.		Has crew of 10 for greasing machinery.
POLIENZIO	A 1940	In very bad condition.		Left in present state for 4 years. Fully loaded with pig iron. Not fit for long towing.
TARANTO		**VESSELS IN HAND**		
SFINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 30/11	Repairs to machinery. Boilers suspended due to higher priorities. D/D repairs completed.
TERESA SCHIAFFINO	B 20/10	Boiler tubes to be changed. Shaft to be drawn out.	E 11/11	Repairs completed except D/D; dates of which are not yet stated.
ORATA	A) B) C) 8/11	24 tubes to be changed. Cleaning & painting of hull.	E 28/11	Best of all ships rec'd from Spain. Docking will have to be carried out when repairs near completion. Dates approx.
SANTA CHIARA	Not stated.	Hull plating repairs.	Not stated.	Already docked once. Repair to hull not completed at time due to restricted dock space. Sailed to Augusta with temporary repair.

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FULGOR	A 30/11 C 26/10	Requires new stern tube propeller & tail end shaft.	D 30/11 E 30/12	Awaiting D/D to fit new stern tube & propeller. Propeller loose rec'd from U.K. Final machining of stern tube not possible until ship docks.

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VESSELS I.A.S.P.

OLTERRA	A	Not repairable for the duration.	Has crew of 10 for greasing machinery.
POLLENZIO	A 1940	In very bad condition.	Left in present state for 4 years. Fully loaded with pig iron. Not fit for long towing.

TARANTO

VESSELS IN HAND.

SAIMEH	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 30/11	Repairs to machinery. Boilers suspended due to higher priorities. D/D repairs completed.
TERESA SCHIAFFINO	B 20/10	Boiler tubes to be changed Shaft to be drawn out.	E 11/11	Repairs completed except D/D; dates of which are not yet stated.
ORATA	A) B) 8/11 C)	24 tubes to be changed. Clearing & painting of hull.	E 28/11	Best of all ships ret'd from Spain. Docking will have to be carried out when repairs near completion. Dates approx.
SANTA CHIARA	Not stated.	Hull plating repairs.	Not stated.	Already docked once. Repair to hull not completed at time due to restricted dock space. Sailed to Augusta with temporary repair.
PERTUSOLA	A B 14/10 C	Boiler repairs. Shaft alignment.		Arrangements made by Italian Navy to carry out repairs.
TURIDDU	A B 14/10 C	Small repairs following salvage. Shaft alignment.	D - E -	Estimated time 4 mths but considered excessive.
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Repairs to main engines auxiliaries, electric winches etc.	E 10/11	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
		DOCKS FOR REPAIRS		
ANDROMEDA.		Engine & boiler repairs & woodwork. Routine D/D. Repairs to double bottom.		30 days have been asked. Docking will have to be carried out when repairs near completion. Unloading commenced.
CHERCA.		Boiler & engine defects.		30 days have been asked at Taranto.
		.....		
		VESSELS L.A.S.F.		
LUANA	A	General repairs. Ship mined.		4 months have been asked.
MISENO	A B 10/11	- do -		5½ " " " "
DORA		Badly damaged by torpedo		
ULANO		- do -		
ASSUNZIONE		- do -		
		.....		
APOLLO		No information received.		
CASABLANCA				
		VESSELS IN HAND		
ISONZO		General repairs afloat and in dry dock.		Presumed all repairs completed.
NAPLES				
		VESSELS IN HAND		
SESTRIERE		Engine overhaul.		20 days asked.
TARVISIO	A 1/11 B 2/11 C	Very sensible leakage into D - tanks.		Docking after making ship gas free.
AGNO	A	Not stated.	D 17/10	Completed.
CAPANO	B		E 31/10	
	C 24/10			
CHERATO	A 1943 B 1/8 C 23/10	Hull repairs & machinery overhaul.	D 30/10 E -	Released by R.N. as not fit for Naval employment.
AMARELLA.	A B	Auxiliary boiler defects.	E 18/11	

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		Repairs to double bottom.	carried out when repairs near completion. Unloading commenced.
CHIRICO.		Boiler & engine defects.	30 days have been asked at Taranto.

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VESSELS L.A.F.F.

LOASTA	A	General repairs. Ship mined.	4 months have been asked.
MISENO	A B 10/11	- do -	3½ " " " "
DORIA ULANO ASSUNZIONE		Badly damaged by torpedo - do - - do -	

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APOLLO — No information received.

CASABLANCA.

VESSELS IN HAND

ISONZO		General repairs afloat and in dry dock.	Presumed all repairs completed.

NAPLES.

VESSELS IN HAND

MESTRINE		Engine overhaul.		20 days asked.
TARVISIO	A 1/11 B 2/11 C	Very sensible leakage into tanks.	D -	Docking after making ship gas free.
ANTO CAPANO	A B C 24/10	Not stated.	D 17/10 E 31/10	Completed.
ONORATO	A 1943 B 1/8 C 25/10	Hull repairs & machinery overhaul.	D 30/10 E -	Released by R.N. as not fit for Naval employment.
ANNARELLA	A B	Auxiliary boiler defects.	E 18/11	
PARTENOPE	B 23/8 C 11/11	General engine & hull repairs. Hull.	D) E)	12/11.

.....

BIDS FOR REPAIRS

ARSIA	Routine D/D.	1 day only asked.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
NAPLES (Cont'd)				
		BIDS FOR REPAIRS (Cont'd)		
S. LUCIA		Routine D/D. Superheater tubes to change. To fit as petrol carrier.		15 days asked. Last D/D 6 months ago. Vessel to be sent M.E.
ULYSSE (Torre Annunziata)		Shaft alignment. Some deck plating to renew under steering gear & capstan. False keels to replace.		Arrived from Leghorn with boilers leaking. 20 days asked for repairs at Naples. 5 days docking if all material available.
		VESSELS L.A.S.F.		
CAPO NOLI (Castellamare)		Large hole in hull. Ship mined.		Under examination. Repairs in D/D could be reduced 20 to 10 days.
		VESSELS AT SEA - BIDS FOR REPAIRS		
TUNISINO		Foul. Speed reduced from 8-6 knots.		
EDERA		Repairs to capstan.		6 days repairs.
FANNY HAUBER		Foul. Speed reduced from 10-7 knots.		
ANDREA CONTARINI.		Foul. Last D/D 23/5/44.		
LIDO		Routine D/D.		Speed reduced from 8-6 knots.

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1203

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PIRAEUS.

Facilities.

Drydocks. No.1 Graving Dock, the larger of the two in the port, has been rendered useless as a drydock, the caisson having been holed and sunk in the dock. No.2 has suffered in a like manner. To make them serviceable again as drydocks would entail very extensive work.

Floating Docks. One floating dock has been sunk with an Italian destroyer in it at the entrance to Leontas Harbour without however blocking it. As a considerable amount of work would be involved salvaging it nothing will be done in the meantime. Another floating dock, capable of lifting 6000 tons, has been sunk by bomb splinters at Salamis. This should be easily salved and when raised it will be towed across and probably moored off Vassilindus shipyard.

Slipways. There is one small slipway at Vassiliades shipyard capable of taking a vessel of 7/800 tons. There are also several slipways at Ambiliki and Perama suitable for tugs and lighters.

Repairs. Vassiliades shipyard, although some of the machinery has been damaged, is a well equipped yard and in a short time should be able to carry out most running repairs. It has been requisitioned by the R.N. through the R.H.N. There are also several other shops able to deal with small repairs and a full report is being made. Material is in very short supply.

Extract from Report from D.M.W.T.R., Greece. 4/11 Wh.

3282

c/o.D.M.W.T.R. North Africa.
ALGIERS.

(59)

No.33.

10th.NOVEMBER 1944.

To: THE CHAIRMAN, MEDBO;

From: French Liaison, D.M.W.T.R. N.A.

FRENCH SHIPPING ALLOCATION COMMITTEE.
8th.November 1944.

1.- PROGRAM FOR COASTERS: Copy of prgrm. enclosed. Read and approved without changes.

2.-REPAIR COMMITTEE: Current week's lists of drydock bids and repairs were despatched earlier this week. There are no changes to be reported in said lists.

3.-s.s."CHATEAU LATOUR": (para 3.Report No.32.) Is now expected to have completed repairs and to be available for the 20th.November, to resume her previous functions. The mule stalls remain on board as requested.

4.-s.s."AISNE": (para 5. Rep.32.)- Vessel left ORAN for MARSEILLES on the 6th.November with a cargo of coal. The Committee awaits confirmation that the D.M.M. Paris accept the proposed conditions under which this vessel will work for the MWT.

5.-s.s."MEDIE 2.": Committee was informed that this vessel is presently in Bizerta carrying out repairs and in particular retubing of boilers. It is pointed out that this latter work is proceeding very slowly owing to the lack of suitable labour in the area.

6.-s.s."G.G.LEPINE" & "SIDI BRAHIM": These vessels are carrying out a trip F.N.A./NAPLES with troops for the Allies and once completed these vessels will proceed to Algiers and placed once again at the disposal of the French.

7.-s.s."KOUTOUBIA": LINER.- This vessel has been refloated at BOUGIE and after preliminary rpairs has undergone quite satisfactory trials, having been abale to make an average of 11 knots without incident. A seperate request to MEDBO that she might be sent to some Med.port for permanent repairs has been made and a reply is awaited.
It is asked that she should call at Algiers to take bunker-oil and about 1.000 tons of ballast so that she may proceed safely.

3381

8.-s.s."ISONZO" (Italian - This vessel has been placed at the dipposal of the French to help them with F.N.A. program, for a voyage CASABLANCA/ORAN/ALGIERS/TUNIS. She has loaded at CASABLANCA, General cargo of which 361 T.for ORAN, 3314 T. for ALGIERS and 933 T. for TUNIS.

9.-REPAIRS: The D.M.M. advise that the port of CASABLANCA is almost exclusively

I 2 0 4
Declassified E.O. 12356 Section 3.3/NND No. 785021

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3.81

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9.- REPAIRS: The D.M.M. advise that the port of CASABLANCA is almost exclusively used for the repair of French Naval units. As a result the program of repairs drawn up for this port for merchant vessels cannot be maintained and one must anticipate that this program will have to be shared by the ports of DAKAR, ORAN and ALGIERS.

10.- CREW RELIEF: The following crew reliefs have been or are in process of being carried out: "GULF PRINCE"- Carried out. Late crew expected this side 9/11. "MARIGOT". Relief crew is ready and 36 hours notice is asked for for assembly. "P.L.M. 13." Will change crew on her return to ALGIERS.-"P.L.M. 14"- New crew will sign on within the coming week. "EAGLE", A relief is ready for on-roubing. "ATHOS 11". Relief of 29 men was carried out. Vessel making a special call at Algiers for the purpose.

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

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

1206

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

(50)

SECRET

Subject : G-4 (Mov & Tn) Weekly Report to MEDNO on Civil Sups.

ALLIED FORCE HEADQUARTERS

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

12 Nov 44

Tel: FREEDOM 443

49. WHEAT:

(a) Nine vessels have been nominated for Nov loading of wheat from USA for discharge S. FRANCE, ITALY or BALKANS -

'CAT[illegible]INO'
'SA[illegible]LOYAL'
'SAMTWEED'
'SA[illegible]ELLIOT'
'NORMAN KING'
'PRINCESSE'
'DELHI'
'SAMCALIA'
'SAMCHESS'

A.C.M.T. has pointed out that tonnage will have to be switched from S. FRANCE to BALKANS to compensate such quantities as have been shipped MIDDLE EAST to S. FRANCE.

(b) Table of current arrivals for ITALY is shown at Appendix 'A'

50. SUPPLY REQUIREMENTS FOR UNRRA ITALIAN RELIEF OPERATIONS:

UNRRA requirements follow -

	Feb	Mar	Total
Milk	2,400	3,200	5,600
Sugar	900	1,200	2,100
Flour	4,800	6,400	11,200
Other Commodities	5,000	6,600	11,600
	13,100	17,400	30,500

Tentative requirements for April to June are -

April	22,000
May	18,000
June	13,000
Total =	53,000

3230

These requirements are additional to AC relief measures and are not in connection with the programme for Displaced Persons Refugee Camps in ITALY for which UNRRA will assume responsibility in due course.

Delivery of the following to NAPLES in Jan has been requested -

Milk 800

49. WHEAT:

(a) Nine vessels have been nominated for Nov loading of wheat from USA for discharge S. FRANCE, ITALY or BALKANS -

'CATALINO'
'SAMLOYAL'
'SAMTWEED'
'SAMCALLIOT'
'NORMAN KING'
'PRINCESSE'
'DELHI'
'SAMCALIA'
'SAMCHESS'

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	Feb	Mar	Total
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Sugar	900	1,200	2,100
Flour	4,600	6,400	11,200
Other Commodities	5,000	6,600	11,600
	13,100	17,400	30,500

Tentative requirements for April to June are -

3280

April	22,000
May	18,000
June	13,000
Total =	53,000

These requirements are additional to AC relief measures and are not in connection with the programme for Displaced Persons Refugee Camps in ITALY for which UNRRA will assume responsibility in due course.

Delivery of the following to NAPLES in Jan has been requested -

Milk	800
Sugar	300
Flour	1,600
Other Commodities	1,600
Total =	4,300

Contd / Sheet 2

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51. MANUFACTURE OF SOAP IN S. FRANCE:

With regard to the second 90 days' period, AFHQ notified ACWAR that 2,700 tons fats could be accepted in lieu of 4,000 tons of soap. The French now wish to supply 10,000 tons of palm kernels in place of 2,700 tons fats. This quantity of palm kernels should produce considerably more than the 4,000 tons of soap originally requested. AFHQ has been asked to advise TROOPERS if this quantity can be accepted in December and, if so, CCAC will be requested to authorise.

52. SWEDISH / SWISS SHIPMENTS FOR GREECE:

AFHQ has been requested to give particulars of arrangements made for the SWEDISH ships already arrived in GREECE and proposed arrangements for ships now 'en route'. Arrangements are now being negotiated through diplomatic channels for the continued use of SWEDISH ships in order that SWEDISH / SWISS relief shipments may be made up to the end of the year. Below are given details of Relief Ships for GREECE, now loading, 'en route' or at GREECE -

SHIP	TOTAL	SUPPLIES					
		Flour	Wheat	Milk	Sugar	Soap	Other Commodities
AKKA	7,833	-	5,612	-	-	33	2,188
NAGARA	9,083	-	6,991	169	-	134	1,789
BORELAND	3,527	-	2,759	194	-	-	574
BOOLONGENA	8,050	-	8,050	-	-	-	-
SUERVA	7,951	1,000	1,200	90	191	-	5,470
PEDRO CHRISTOPHERSEN	6,000	-	6,000	-	-	-	-
FORMOSA (A)	4,620	-	2,920	-	-	-	1,700
SAGGAR (A)	8,225	-	4,218	138	-	-	3,869
TAMARA	9,243	-	5,851	336	409	-	2,647
FENRIS	2,826	-	2,041	68	38	-	679
TOTAL =	67,356	1,000	45,642	995	638	167	18,916

(A) = Sailed from GREECE 9 Nov. BNA ANKARA has informed FOLEM that the [illegible] 5,676 metric tons to PIRAEUS

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considerably more than the 4,000 tons of soap originally requested. AFHQ has been asked to advise TROOPERS if this quantity can be accepted in December and, if so, CCAC will be requested to authorise.

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PEDRO CHRISTOPHERSEN	6,000	-	6,000	-	-	-	-
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TOTAL =	67,358	1,000	45,642	995	638	167	18,916

(A) = Sailed from GREECE 9 Nov. HNA ANKARA has informed FOLEM that the TURKISH Govt wish to send SS 'EGE', 5,275 gross tons, to PIRAEUS, shortly, with relief supplies to GREECE.

53. PYRITES:

Ref para 37 of report dated 22 Oct 44: advice has now been received that the harbour of PORTIGLIONE has now been swept of mines

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

MEC/SD

DISTRIBUTION: As for MEDBO Minutes PLUS
UNDER SECRETARY OF STATE (WAR OFFICE) LONDON (2) BY AIR
(Attention DF MOV Q(M)9)
G-5, AFHQ (2) : HQ MOV LAI GHQ, MEF : HQ AC (MAIN) (2) : DQ (MOV & TN) : MOV 1

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SHIP	Bulk Wheat	Bag Wheat	Bag Barley	Convoy	FROM	Due AUGUSTA	Draft	BARI	NAPLES	CASTELLAMMARE	BRINDISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	SYR CUS CRO ONE
													1000		
FORT RICHELLEU		1000(F		GUS55	ME	17 Oct									
FORT STAGER		2530(F		GUS55	ME	17 "						3855			
JOHN HATHORN			6855	GUS56	IRAQ	27 "	21' Fwd 25'6" Aft								
													8800		
AFGHANISTAN		8800(F		GUS57/ VN 76	AUSTR ALLA	6Nov	24'6"								
JACOB S MANSFIELD	7732	1711		MKS67	"	11 "	27'			9443					
SAMOTA		8000		MKS67	ME	11 "		8000							
TREVINCE			8162	GUS58	IRAQ	16 "	27'			1000				7162	
THISTLEMUIR		8000		GUS58	ME	16 "								8000	
IONIAN			7468	Sails 16 Nov	ME	21 "	26'			7468					
FORT HALL		8000		Sails 16 Nov	ME	21 "					8000				
ALEXANDER RAMSEY		8000		UGS59	USA	21 "						8000			
BOSKOOP		7468(F		Ready ALEX 20Nov	AUSTR ALLA	25 "	25'6"						7468		
FORT BEAUSEJOUR & Craft		8000		Ready ALEX 20Nov	ME	25 "									8
SKAGERAK		7598(F			AUSTR ALLA										

(F) = Flour

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SECRET

APPENDIX 'A'

Bulk Wheat	Bag Wheat	Bag Barley	Convoy	FROM	Due AUGUSTA	Draft	BARI	NAPLES	CASTELLAMMARE	BRINDISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	SYRACUSE/CROTONE	ANCONA	
	1000(F		GUS55	ME	17 Oct							1000				Also carries MT
	2530(F		GUS55	ME	17 "										2530	" " "
		6855	GUS56	IRAQ	27 "	21'Fwd 25'6" Aft					3855					3000 CROTONE
	8800(F		GUS57/VN 76	AUSTRALIA	6Nov	24'6"						8800				
7732	1711		MKS67	"	11 "	27'			9443							Also carries MT
	8000		MKS67	ME	11 "		8000									" " "
		8162	GUS58	IRAQ	16 "	27'			1000				7162			" " "
	8000		GUS58	ME	16 "								8000			" " "
		7468	Sails 16 Nov	ME	21 "	26'			7468							" " "
	8000		Sails 16 Nov	ME	21 "					8000						
	8000		UGS59	US.	21 "			8000								
	7468(F		Ready ALEX 20Nov	AUSTR ALIA	25 "	25'6"						7468				
	8000		Ready ALEX 20Nov	ME	25 "									8000		
	7598(F			AUSTR ALIA												

(F) = Flour

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58B

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE

AS AT 1200 HOURS 11 NOVEMBER 1944

	CLEAN: No. of Vessels	CLEAN: Cargo Capacity (barrels)	DIRTY: No. of Vessels	DIRTY: Cargo Capacity (barrels)	No. of
A. On Ocean Service					
1. With Cargo	14	1,481,000	2	124,000	16
2. In ballast	5	551,000	2	138,000	7
3. In dry dock or repairing	---	---	---	---	---
B. On Coastal Service (including shuttle or lightening duties but excluding C, D, and E)					
1. Working	17	285,000	---	---	17
2. Drydock or Repairs	12	245,000	1	52,000	13
C. Water Carriers	22	223,000	---	---	22
D. Harbor Fuelers	4x	78,000	8	218,000	12
E. On Operational Service (including R.F.A.)	11	188,000	7	330,000	18

x One Vessel (ROEBUCK - 68,000 bbls) used as floating

1213

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SECRET

SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

AS AT 1200 HOURS 11 NOVEMBER 1944

	CLEAN: No. of Vessels	CLEAN: Cargo Capacity (barrels)	DIRTY: No. of Vessels	DIRTY: Cargo Capacity (barrels)	TOTAL: No. of Vessels	TOTAL: Cargo Capacity (barrels)
	14	1,481,000	2	124,000	16	1,605,000
	5	551,000	2	138,000	7	689,000
repairing	---	---	---	---	---	---
ico ls or light- s excluding						
	17	285,000	---	---	17	285,000
Repairs	12	245,000	1	52,000	13	297,000
	22	223,000	---	---	22	223,000
	4*	78,000	8	218,000	12	296,000
Service A.)	11	188,000	7	330,000	18	518,000

* One Vessel (CORDOU - 66,000 bbls) used as floating storage

(Mediterranean Shipping Board)

MINUTES OF MEETING HELD AT 1100 HOURS, 6th. NOVEMBER 1944.

(57)

Present :

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

Lt.Col. W.R.Macleod	(Tn.Au.)	Cmdr. T.K.Garrard,R.N.R.	(S.S.T.O.)
Lt.Col. E.L.Triffitt	(Tn.Br.)	Lt. R.W.Calcutt,R.N.V.R.	(S.T.O.)
Lt.Col. E.Williams	(AQMG (M))	Lt. R.Bradley, U.S.N.R.	(Pet.Sec.)
Capt. W.P.Addison	(Tn.Am.)		

Mrs.E.A.Bertrand. (Acting Secretary)

Action

The Minutes of Meeting No.11 of October 30th. were reviewed.

No.68. COAL DISCHARGE.

Commander Garrard suggested that, in order to avoid delays such as have taken place recently at Algiers, the D.M.W.T.R. in the port should take over entire control of the priorities for berthing, use of cranes and transporters as well as the rest of the discharging operations of colliers, his policy to be formulated in conjunction with NAIEM and Port Commandant's Office and submitted as agreed demands at the daily Port Committee Meetings.
Lt.Col. Williams expressed the view that if this course were adopted the whole responsibility for the discharge of colliers would have to be taken by M.W.T. and W.S.A., and the Army relieved of all liability; further, that as the past procedure had been to make the Port Commandant responsible, the question of any change would have to be referred to MEDBO.

Afterwards a general discussion took place, in which Lt.Col. Williams maintained that any improvement in the present machinery could best be tackled by the newly constituted Port Policy Committee, it was decided that Commander Garrard and Lt.Col. Triffitt should make a thorough examination of the circumstances governing the long delays in the discharge of the "OCEAN FAME" and "EMPIRE MERISSA", and make recommendations for an improved machinery.

Cdr.Garrard.
Lt.Col.Triffitt.

Lt.Col. Triffitt reported that 40 one-ton coal buckets had been collected at Algiers but, as they were not found acceptable at Algiers where the dockers were accustomed to work with baskets or slings, they would be sent elsewhere to meet demands already received.

No.69. FRENCH SHIPPING.

The Chairman reported that the French Military Authorities had approached him seeking some improvement in the present system which existed for the taking up from the Marine Marchande of their personnel carriers. The Chairman suggested that NAMOV might in future contact the French Army at the same time as he approached the Marine Marchande. 3377

Lt.Col.Williams.
Mr.Henderson.

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Action

The Minutes of Meeting No. 11 of October 30th. were reviewed.

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Lt. Col. Williams.
Mr. Henderson.

In reply to Captain Addison, the Chairman reported that following arrangements just made with the French, the "SIDI BRAHIM" would come along from Casablanca to Oran by joining up with UGS 36, whereas the "G.G. LEFEVRE" could probably make Oran from Algiers by the morning of 8th. November.

No. 70. TRANSSHIPMENT OF CARGO AT CASABLANCA.

Lt. Col. Williams advised that Casablanca was experiencing some difficulty in checking the cargo now being transferred from the "GEORGE W. GIBSON" to the "JOHAN FRINZ" owing to obliteration of marks etc., whereas at the same time Milstaff were anxious to have particulars of missing or damaged material as soon as possible in order to replace where necessary. The Chairman expressed

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the opinion that if the position was as bad as reported and it was found impossible to check properly from documents available, the best solution might be to detail the sound cargo and, by process of elimination, let Milstaff decide what re-ordering was necessary.

Lt. Col. Williams

The Next Meeting of the Committee will be held at 1100 hours on Monday, 13th November 1944.

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1217

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MEDITO SHIPPING INTELLIGENCE & DIVISIONS ROOM.

3326

To :- M.W.T.R., MEDITERRANEAN.

DATE :-

Proforma for N.A.S.A.B. Agreed Signal, "North African and Southern France Port State" for the 1st

"GERMGOING" Store Ships.	CASA.	ORAN	ALGIERS	BONE	SOUTHERN FRANCE	BIZERTA	MALTA	TOTAL
A. No. of vessels awaiting to discharge.	NIL	NIL	1	NIL	16	NIL	NIL	17
B. No. of vessels discharging.	2	4	6	2	45	1	NIL	60
C. No. of vessels empty awaiting convoy or orders.	1	2	NIL	NIL	4	NIL	NIL	7
D. No. of vessels awaiting to load.	NIL	NIL	1	NIL	NIL	NIL	NIL	1
E. No. of vessels loading.	2	6	2	3	NIL	NIL	NIL	13
F. No. of vessels loaded awaiting convoy or orders.	3	8	1	NIL	NIL	NIL	NIL	12
TOTAL	8	20	11	5	65	1	NIL	110

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

Total 110

NASAB 686 and 687 despatched accordingly.

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MEDITERRANEAN SHIPPING INTELLIGENCE & DIVERSIONS ROM. 33

, MEDITERRANEAN. DATE :- 1ST NOVEMBER, 1944.

H.A.S.A.B. Agreed Signal, "North African and Southern France Port State" for the 1st, 11th and 21st of each month.

Ref. H.A.S.A.B. 605.

Store Ships.	CASA.	ORAN	ALGIERS	BONE	SOUTHERN FRANCE	BIZERTA	MALTA	TOTAL
awaiting .	NIL	NIL	1	NIL	16	NIL	NIL	17
discharging.	2	4	6	2	45	1	NIL	60
empty awaiting ders.	1	2	NIL	NIL	4	NIL	NIL	7
awaiting	NIL	NIL	1	NIL	NIL	NIL	NIL	1
loading.	2	6	2	3	NIL	NIL	NIL	13
loaded awaiting ders.	3	8	1	NIL	NIL	NIL	NIL	12
	8	20	11	5	65	1	NIL	110

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

Total 110

86 and 687 despatched accordingly.

1219

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...O SHIPPING INTELLIGENCE & DIVERSIONS ROOM.

DATE :- 1ST M...

To :- H.M.T.R., MEDITERRANEAN.

Proforma for N.A.S.A.F. Agreed Signal, "Italian and Sicilian Port State" for the 1st, 11th and 21st ...

Ref. ...

"OCEAN GOING" Store Ships.	NAPLES	TARANTO	BRINDISI	BARI	ANCONA	PALERMO	AUGUSTA	LECHO...
A. No. of vessels awaiting to discharge.	24	NIL	NIL	1	1	NIL	NIL	3
B. No. of vessels discharging.	19	NIL	5	8	4	1	NIL	12
C. No. of vessels empty awaiting convoy or orders.	5	NIL	1	NIL	NIL	NIL	4	1
D. No. of vessels awaiting to load.	5	4	NIL	NIL	NIL	NIL	NIL	NIL
E. No. of vessels loading.	9	5	1	2	NIL	NIL	NIL	1
F. No. of vessels loaded awaiting convoy or orders.	11	4	NIL	NIL	NIL	NIL	17	NIL
TOTAL	73	13	7	11	5	1	21	17

G. No. of vessels held at GIBRALT... Italian and Sicilian Ports.

NASAB 686 and 687 despatched accordingly.

1220

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SECRET INTELLIGENCE & DIVERSIONS ROOM.

DATE :- 1ST NOVEMBER, 1944.

EDITERRANEAN.

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

Ref. H.A.S.A.B. 605.

Ports Ships.	NAPLES	TARANTO	BRINDISI	BARI	ANCONA	PALERMO	AUGUSTA	LEGHORN	CATANIA	TOTAL
ding	24	NIL	NIL	1	1	NIL	NIL	3	NIL	29
anging.	19	NIL	5	8	4	1	NIL	12	2	51
waiting	5	NIL	1	NIL	NIL	NIL	4	1	1	12
ding	5	4	NIL	NIL	NIL	NIL	NIL	NIL	NIL	9
ding.	9	5	1	2	NIL	NIL	NIL	1	NIL	18
ded waiting	11	4	NIL	NIL	NIL	NIL	17	NIL	NIL	32
	73	13	7	11	5	1	21	17	3	151

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

151

despatched accordingly.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 85

MINUTES OF MEETING HELD AT 1100 HOURS ON 31ST OCTOBER, 1944.

	Mr. Ian D. Campbell	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 W.L. Erskine U.S.N.	U.S. Navy
	Commander J.C. Davies R.N.R.	S.O.S. to C in C Med.
	Colonel D.A. Greenhill	G-4 Mov & Tn. (Br.)
	Colonel J.F.M. Leese	Tn. (Br.)
	Colonel J.T. Darraher U.S. Army	G-4 Mov & Tn. (Am.)
	Lt.Col. F.J. Hughes U.S. Army	D.D.O.H.C., W.Med.
	Major J. Riddell	Q.M. Coal Section
	Major A.A.A. Launder	Petroleum Section
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Captain F.H.D. Byron R.N.	N.C.S.O. (N.A. Med.)
	Commander J.S. Sharp R.N.R.	
	Commander D.M. MacLean R.N.R.	D.M.W.T.R.
	Lt.Col. K. Anderson	
	Mr. W.E. Feroday	Secretary
	Miss M.M. Michie	Assistant Secretary

ACTION BY:-

1406. The Chairman welcomed Captain F.H.D. Byron who is shortly to relieve Captain Wilson as N.C.S.O. Med. and introduced him to the Board.

On behalf of the Board the Chairman expressed great regret at Commander Davies' impending departure and thanked him most warmly for the assistance and co-operation he had given since the inauguration of N.A.S.P.O. He then introduced Commander D.M. MacLean who would succeed as S.O.S. to C in C Med. and extended the Board's welcome to the Meetings.

1407. The Minutes of the last Meeting were approved. It was decided that the Minutes of the Extraordinary Meeting held on 27th October, 1944 should be distributed to the Members and those present only.

1408. PORT EQUIPMENT. Ref. 1382. In reply to the Chairman, Commander Sharp reported that the position at Civita Vecchia regarding tugs was not entirely satisfactory but arrangements had been made for a tug to be available and assist in berthing whenever a vessel were due.

A letter from G-4 containing a list of gear required for Civita Vecchia in addition to that already requested by W.S.A./M.W.T. was quoted by the Chairman. (Vide Minute 1327). Colonel Leese stated that there were no caterpillar cranes available and Colonel Greenhill said A.C. had been asked to obtain this equipment through their own sources.

3375

1409. ITALIAN SCHOONERS. Ref. 1383. A letter from A.C. Transportation Sub-Commission stating that Regional Commissioner, Sardinia recommended the retention of all schooners under 36 tons totalling 761 tons d.w. and all sailing vessels numbering 6 totalling 432 tons, was quoted by the Chairman (vide 1364). It was considered the matter should first be referred to the Schooner Control before action were taken.

Chairman.

	Colonel J.F.N. Leese	Tn. (Br.)
	Colonel J.T. Dannher U.S. Army	G-4 Mov & Tn. (Am.)
	Lt.Col. F.J. Hughes U.S. Army	D.D.O.H.C., W.Med.
	Major J. Riddell	Q.M. Coal Section
	Major A.A.A. Lauzier	Petroleum Section
	Mr. R. Nicol	Dep.Reg.Dir., U.S.A. Med.
Present:	Captain F.H.D. Byron R.N.	N.C.S.O. (N.A. Med.)
	Commander J.S. Sharp R.N.R.	
	Commander D.M. MacLean R.N.R.	D.M.W.T.R.
	Lt.Col. K. Anderson	
	Mr. W.E. Feroday	Secretary
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1407. The Minutes of the last Meeting were approved. It was decided that the Minutes of the Extraordinary Meeting held on 27th October, 1944 should be distributed to the Members and those present only.

1408. PORT EQUIPMENT. Ref. 1582. In reply to the Chairman, Commander Sharp reported that the position at Civita Vecchia regarding tugs was not entirely satisfactory but arrangements had been made for a tug to be available and assist in berthing whenever a vessel were due.

A letter from G-4 containing a list of gear required for Civita Vecchia in addition to that already requested by W.S.A./M.W.T. was quoted by the Chairman. (Vide Minute 1327). Colonel Leese stated that there were no caterpillar cranes available and Colonel Greenhill said A.C. had been asked to obtain this equipment through their own sources.

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1410. CRANE SHIPS. Ref. 1385. In view of the signal from Delta Base stating that the retention of "EMPIRE VALOUR" until end of November was essential, Commodore Brock withdrew his request for use of this vessel. Colonel Dannher agreed to inform the Board should the French 150 ton floating crane become available.

1411. DEGAUSSING. Ref. 1397. Commodore Brock reported that the position had been clarified by the following signal from C in C Med.

"Ships are not to be sailed to newly captured ports for the first three months of occupation or to ports in the Adriatic North of Bari with Degaussing switched off.

2. Ships required to load cased petrol whose D.G. equipment is not designed or adapted for such cargo, or who cannot be fitted with temporary deck coils should not therefore be taken up for this purpose.

3. N.C.S.O.s are to obtain from Masters Boarding reports and inform Sea Transport and D.G. Authorities that ships D.G. equipment requires attention, so that ships are not loaded unnecessarily.

4. Sea Transport Officers are to inform N.C.S.O.s when any ship is about/

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/about to be lo[illegible]ed for areas in para 1.
5. MSCI 42 is being amended."

1412. "SRBIN". Ref. 1401. A signal from F.O.T.A.L.I. to C in C Med. repeating a request from the Yugo-slavs that this vessel be routed to Bari for operations in the Adriatic and that her present voyage under M.W.T. be cancelled, was quoted by Commander Davies. It was considered that it would be suitable to return this vessel to the Yugo-slavs as otherwise further tonnage would have to be allocated for their needs but the Chairman pointed out that she had been specially fitted out as a store ship, that before her release another vessel would have to be fitted for the same purpose with consequent delay in time and extra expense, and that the Yugo-slavs themselves were at present benefiting through the issue of stores from "SRBIN". Colonel Greenhill suggested the Yugo-slavs be asked to submit an estimate of their requirements so that shipping could be provided and Commander Davies said he would take up the matter along these lines. Cmdr. Davies.

1413. "LUCIA C". Ref. 1403. CO.GE.NA.'s agents had reported that this vessel required 14 days' repairs whereas Commodore Brock had been informed by the Master that she was able to proceed to the Middle East at once. As a result of these conflicting reports he thought "LUCIA C" might be needlessly delayed and the Chairman stated that the matter was being looked into.

1414. AGGUISITION AT TRIPOLI. Ref. 1404. Commodore Brock reported that this matter had now been arranged.

1415. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1388. Item 2 on Agenda. The draft alongside the coal berth at Civita Vecchia had not yet been confirmed, but Commander Sharp reported that the Royal Navy were taking soundings and the information should be available shortly.

Referring to Meeting No. 33 Minute 260, Major Riddell stated that the majority of coal at Gaeta was Welsh, amounting to approximately 10,000 tons and that it was in good condition. He considered it could all be moved by schooner.

1416. REPAIR SUB-COMMITTEE. Ref. 1389. Item 3 on Agenda. Noted.

1417. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1390. Item 4 on Agenda. The Chairman considered that the question of refugees (ref. para 3. report No. 31) should now be co-ordinated with all interested parties.

The proposed release of "CANADA" did not have C in C Med.'s concurrence and the Chairman reported that the N.A.S.A.B. signal had accordingly not been sent. The Chairman referred to the French proposal to send French Naval vessel "BARTLEUR" to Madagascar to load civil supplies as he believed D. of S.T. had this vessel in view for the Far East. Commander Davies said the matter was being taken up direct between C in C Med. and D. of S.T.

(Report 30 para 3). A signal from S.H.A.E.F. was quoted by the Chairman saying that, subject to A.F.H.Q. concurrence and certain conditions, they were ready to approve to the total of 5000 tons daily the French proposal to import French procured civil supplies through Marseilles, Sete and Port Vendres. The project was said to be under consideration and would be further discussed later.

1418. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1392. Item 5 on Agenda. With reference to para. 39 the Chairman pointed out that import of cotton and woollen rags would take place through Leghorn which was not entirely acceptable from a port reception point of view.

Para. 43. Replying to the Chairman, Colonel Greenhill said that every effort would be made to avoid a two port discharge.

The Chairman reported that A.C. had now stated the amounts of pyrites they wished to ship to various ports around the coast from Portiglione. These were

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Para. 43. Replying to the Chairman, Colonel Greenhill said that every effort would be made to avoid a two port discharge.

The Chairman reported that A.C. had now stated the amounts of pyrites they wished to ship to various ports around the coast from Portigliono. These were as follows:

4th quarter 1944	30,550 tons
1st quarter 1945	19,250 tons
2nd quarter 1945	28,400 tons

Commander Sharp reported that the channel had been swept but the question of the use of the port in winter months was again raised and in view of this Commander Sharp was asked to investigate the position fully. Cmdr. Sharp.

1419. TANKER COMMITTEE. Ref. 1393. Item 7 on Agenda. Unescorted sailings of fast tankers to United States had now commenced, Commander Davies reporting that two had already left.

Captain Wilson stated that tankers had now been instructed to sail to Gibraltar for onward routeing, as a result of which Major Launder feared that tankers for the Mediterranean which put into Casablanca to off-load deck cargo might be/

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/be delayed for some time at Gibraltar now that independent sailings between the two ports had been temporarily cancelled. It was considered, however, that there would be no undue delays.

The provision of special escorts for tankers to Ancona, Commander Davies stated was not possible. Major Launder pointed out that 8th Army required a tanker every five days and if special escorts were not available he thought a tanker might have to shut out a cargo ship in a normal convoy. Commander Davies felt that the matter should be left to F.O.T.A.L.I. who, he considered, would be able to arrange the question satisfactorily.

1420. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1395. Item 8 on Agenda. The Board agreed that it would be desirable to have a representative of F.O.W.M. at the Meetings of this Sub-Committee.

1421. MEDITERRANEAN TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1384. Item 9 on Agenda. Noted.

1422. POINT STATE. Ref. 1396. Item 10 on Agenda. It was reported that N.A.S.A.B. signals 683 and 684 had already been despatched.

1423. HARBOUR CRAFT. Ref. 1357. Lt.Col. Hughes requested that when bids for harbour craft were submitted they should be in terms of tonnage to be lifted and not types of craft required. He considered this procedure should eliminate needless moves of special craft between different ports.

1424. ITALIAN MERCHANT SHIPPING. Ref. 1330. The Chairman reported that an extract of a telegram from the Ambassador to the Foreign Office had been passed to him. The Ambassador's view was that the somewhat unsatisfactory food situation was due in the main to lack of transport for moving surpluses of food from one place to another, and that these goods could be taken in sailing or motor vessels which he contended the Italians were not allowed to use. The Ambassador thought the position would be ameliorated if restrictions on the use of Italian Shipping could be relaxed and he felt this should be seriously considered from a political point of view. The Chairman had replied that vessels of the type envisaged were fully employed in the carriage of military requirements and their release would be to the detriment of the military programme. It was pointed out that tonnage for Italian civil goods was made available on schooners and that all bids received had been met. The Board considered the Ambassador should be informed of this fact and that all bids for carriage of Italian civil goods should be passed through Transportation Sub-Commission of Allied Commission.

The Director General of Italian Merchant Marine had also approached the Chairman for the release of some Italian vessels, to whom a similar reply as above had been given.

1425. WATER SITUATION AT NAPLES. Ref. 1325. The Board agreed that the following addition be made to Minute under reference.

"In view of the above and the explanation set out in Minute 1306 it was agreed to delete from Minute 1293, 16th line, the words "The Board agreed that this disclosed a most unsatisfactory and uncoordinated situation and"".

"GULF PRINCE" was said to be in operation at Naples and the time taken to supply water was now considerably reduced. Colonel Danaher had heard this vessel was under consideration for use elsewhere and considered this should not be agreed to. Major Launder explained that there was a shortage of harbour fuellers in Greece and "GULF PRINCE" had been suggested for such use. It was decided that the matter should be put to N.O.I.C. Naples for his views.

Cmdr. Sharp.

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Meetings of this Sub-Committee.

1421. MEDRO TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1384. Item 9 on Agenda. Noted.

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1425. WATER SITUATION AT NAPLES. Ref. 1325. The Board agreed that the following addition be made to Minute under reference.

"In view of the above and the explanation set out in Minute 1306 it was agreed to delete from Minute 1295, 16th line, the words "The Board agreed that the disclosed a most unsatisfactory and unco-ordinated situation and"".

"GULF PRINCE" was said to be in operation at Naples and the time taken to supply water was now considerably reduced. Colonel Dunbar had heard this vessel was under consideration for use elsewhere and considered this should not be agreed to. Major Launder explained that there was a shortage of harbour fuellers in Greece and "GULF PRINCE" had been suggested for such use. It was decided that the matter should be put to N.O.I.C. Naples for his views.

Cmdr. Sharp.

1426. DUNNAGE. Ref. 293. Commodore Brock reported that the dunnage situation was acute and that he had asked various organisations if any could be supplied for immediate use. Some 500,000 ft. had now been made available for shipment to M.E. and London were aware of the general position. Colonel Greenhill considered supplies might be available shortly from Portugal and possibly also the Balkans.

Commodore Brock also raised the question of the return to the M.E. of dunnage brought from there in W.S.A. ships, and suggested if the vessel in question were not returning that it might be taken back in another ship. Mr. Nicol agreed to take up this matter.

Mr. Nicol.

In reply to Lt.Col. Anderson who stated there was difficulty in disposing of dunnage discharged at Naples, Commodore Brock said he would arrange for Sea Transport to take this over if authority were granted by the persons concerned.

Commodore Brock.

1427. "NARWHAL". In reply to Commodore Brock who stated that this grain elevator ship had been idle several weeks at Bari, Colonel Greenhill said that although this had been the case there would shortly be numerous opportunities for her/

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/her employment, and it had been previously agreed that "GLENHILL" should be retained for use in the area. He agreed to look into the matter. Col. Greenhill.

1428. CRAFT FOR SWEDEN. A signal from the Admiralty asking agreement to the proposal that a Swedish ship should load oranges at an Italian port or Haifa was quoted by Commander Davies who also stated that F.O.L.E.M. had no objection to Haifa being used for this purpose. The Chairman hoped that the amount of boxes, already in short supply, for shipment of citrus fruit to U.K. would not be reduced by this scheme. The Board preferred that the oranges should be loaded at Haifa but saw no objection to Sicilian ports being used if the cargo were available. Cmdr. Davies.

1429. "EMDEN". The case of this German hospital carrier which had been taken into custody was mentioned by Commodore Brock who requested that she be allocated to the hospital carrier pool if she were deemed a "Prize". There was some doubt as to whether this could be the case and Commander Davies said that C in C Med. had the whole question in hand.

1430. FISH FOR MALTA. G-4 had put forward a proposal that the Italian trawler "VINCENZO S" be allocated to fish the Lampedusa grounds and deliver the catch once or twice a week to Malta. The island had previously been supplied by a Maltese vessel but this would no longer be possible with the advent of rougher weather, and the Governor considered it imperative that alternative arrangements should be made. Provided this vessel was not needed for more urgent work the Board saw no objection to her use for this purpose.

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(262)

ENTER MED MAST 5655 (r) LNER (INE?) MAS 58 From: D. of S.T.
032052 November.

SECRET.

Ref. M.W.A.E. W Europe Mast 3 to Mediterranean (r) London Mast 26 Understand limiting factor at Marseilles CENTRE and Port Vendres will be extent of road and rail clearance from Ports which Military can release for French use. Amount of civil supplies which French could import on their own account must therefore be assessed not (r) not on discharge capacity of Port assigned to them by A.F.H.Q. but on available clearance facilities inland.

2. Ref. para.3 of telegram referred to French are assuming CENTRE will be able to accept for discharge (r) discharge 2500 tons daily from 15th November. On this basis they propose an emergency civil programme of 142000 tons from 15 November to 31st November of this 102000 from North and West Africa do you consider 2500 tons daily could be cleared from CENTRE without using roads and railways required by Military authorities for clearing operational cargo North from Marseilles.

3. Ref. para.2 of telegram referred to French have suggested return to list B of following vessels to fulfil proposed programme MAROC KRISTEL ESPIGUETTE LE BRAIT RICHELIEU MARIE-LOUISE LE BORGNE, in addition they propose temporarily withdrawing from North African Coast PROSPER SCHIAFFINO VILLE DE DJIDJELLI CAP PUN DE GALLIUS AUGUSTIN LE BORGNE PAUL DE ROUSIERS

4. In view of current heavy demands on Mediterranean shallow draught shipping most economic method would seem to be for this programme if approved to be considered by MEDBO and EFSOEGE allocated as to other claimants on Mediterranean Pool French tonnage would be allocated for French programme whenever consistent with shipping economy. In view of critical shortage of Coastal tonnage we will seek clarification from SHAEF on priority attached to proposed French programme through CENTRE. We think SHAEF should be prepared to support French when allocations are discussed at MEDBO.

5. We should be glad of your urgent views on proposed use of French tonnage. We have discussed with Graham who is anxious about effect on ability of Mediterranean Pool to meet all demands including Greece if flexibility is impaired by earmarking French ships for employment solely on French account.

6. Please also let us have your views urgently on amount of inland (r) inland clearance which you consider will in practice be available to French for movement of civil supplies from CENTRE between 15th November and 31st December. If A.F.H.Q. give consideration to use of ports VENDRES and any part of Marseilles for French civil imports your views on availability of clearance also essential.

3373

MOC 032052 November.

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

SECRET.

AGENDA.

EIGHTYSIXTH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 7TH NOVEMBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 85 DATED 31ST OCTOBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 34 dated 1st November, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 50 dated 3rd November, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 32 dated 3rd November, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 4th November, 1944.

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 30. Nothing to report.

7. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 4th November, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 11 dated 30th October, 1944.

9. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 5 dated 3rd November, 1944.

10. COASTERS IN THE MEDITERRANEAN.

Report on Working of Coasters under control of P.S.T.O. Med. for October, 1944.

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11. SITUATION IN SOUTH FRANCE.

Signal (NASAB 685) made following Special Meeting held on 3rd November, 1944.

12. SHIPPING ROUTED IN MEDITERRANEAN.

Summary and synopsis of Merchant Shipping sailed from ports on the Mediterranean Station for the third quarter of 1944.

#9 Jo. 56.

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Minutes of Meeting No. 34 dated 1st November, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 50 dated 3rd November, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 32 dated 3rd November, 1944.

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Minutes of Meeting No. 11 dated 30th October, 1944.

9. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 5 dated 3rd November, 1944.

10. COASTERS IN THE MEDITERRANEAN.

Report on Working of Coasters under control of P.S.T.O. Med. for October, 1944. 3372

11. SITUATION IN SOUTH FRANCE.

Signal (NASAB 635) made following Special Meeting held on 3rd November, 1944.

12. SHIPPING ROUTED IN MEDITERRANEAN.

Summary and synopsis of Merchant Shipping sailed from ports on the Mediterranean Station for the third quarter of 1944.

13. OTHER MATTERS.

(Walter E. Foreday).
Secretary,
MEDBO.

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

SECRET

Subject : MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/379/GDM

2 Nov 44

Tel: FREEDOM 443

MINUTES of Coal Meeting No ~~37~~ 34 held at 1015 hrs, 1 Nov 44
in G-4 (Mov & Tn) Conference Room

In the Chair	:	Lt Col M.J. SIEFF	G-4 (Mov & Tn)
Present	:	Lt A. FRODSHAM, RN	A/FEO
		Maj V. KING	G-4 (Mov & Tn)
		Maj J. RIDDELL	QM (Coal Sec)
		Capt P. CHRISTIAN	" " "
		Capt H.T. McCONE	Tn (A)
		Mr J.J. LYNCH	WSA
		Lt Col K. ANDERSON	MWT Rep
		Mr R. NICOL	WSA Rep
		J Comd M.E. GRIBBLE	Secretary

270. COAL BERTH - CIVITAVECCHIA (See MINUTE 258)

(a) Fresh soundings were to be taken by the Navy to determine the accurate draft ; until these were firm, no ship over 22' could at present be berthed.

(b) G-4 (Mov & Tn) stated that the berth should be ready by approximately 15 Nov.

(c) The Chairman suggested that as soon as the berth was open, a Collier should be switched to CIVITAVECCHIA in order to relieve the congestion in the NAPLES area. In the meantime, QM would nominate the first collier for discharge.

ACTION - QM

(d) QM (Coal Sec) requested clarification as to whether the berth was to be used solely for coal or also for civil supps. The Chairman stated that the port was controlled by AC and the Italian government and that commodities would be taken in order of priority, but that as it was the only rail-served berth in the port, it would probably be used primarily as a coal berth.

271. COAL BERTH - LEGHORN (See MINUTE 259) 3371

The maximum available draft was given as 28'6" (Subsequently, the draft was given as 22 ft) Tn (A) was requested to obtain the ETC of this berth.

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In the Chair	:	Lt Col M.J. SIEFF	G-4 (Mov & Tn)
Present	:	Lt A. FRODSHAM, RN	A/FEO
		Maj V. KING	G-4 (Mov & Tn)
		Maj J. RIDDELL	QM (Coal Sec)
		Capt P. CHRISTIAN	" " "
		Capt H.T. McCONE	Tn (A)
		Mr J.J. LYNCH	WSA
		Lt Col K. ANDERSON	MWT Rep
		Mr R. NICOL	WSA Rep
		J Cond M.E. GRIBBLE	Secretary

270. COAL BERTH - CIVITAVECCHIA (See MINUTE 258)

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ACTION - QM

(d) QM (Coal Sec) requested clarification as to whether the berth was to be used solely for coal or also for civil supp. The Chairman stated that the port was controlled by AC and the Italian government and that commodities would be taken in order of priority, but that as it was the only rail-served berth in the port, it would probably be used primarily as a coal berth.

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271. COAL BERTH - LEGHORN (See MINUTE 259)

The maximum available draft was given as 28'6" (Subsequently, the draft was given as 22 ft) Tn (A) was requested to obtain the ETC of this berth.

ACTION - Tn (A)

272. GAETA TO FIUMICINO FOR AC a/c (See Minute 260)

The coal at GAETA had been seen by a Mov rep who had given an approximate estimate of 12,000 tons. QM considered this could be used as coal for electricity works.

Contd / Sheet 2

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272. ~~ASHTA~~ TO FIUMICINO FOR AC a/c (Contd)

Info had been received that -

(a) FIUMICINO had now been swept of mines
(b) AC would be able to take over on approx 7 Nov
(c) Three addnl berths could be discharged at any one time direct to rail wagons. Arrangements would be made for the first lift of the coal to proceed.

ACTION - G-4 (Mov & Tn)

273. COLLIERS DUE:

Confirmation of destinations for colliers due for N. AFRICA in NOV 68 would be given by QM when contents were known.

274. DELAY IN DISCHARGE OF SHIPS IN N. AFRICA (See MINUTE 262)

(a) N.AMOV had been asked to give reasons for inadequate working shifts of colliers discharging in N. AFRICA at a time when possible shortages in their future imports programme might have serious economic consequences. The 'FREDERICK L. DAU' had been retained beyond due convoy date for discharge of a remaining 1,000 tons when that ship's time could ill be afforded.

(b) N.AMOV had replied that the discharge of colliers in N. AFRICA was undertaken by French contractors who, despite repeated representations, alleged inability to procure sufficient skilled labour to work longer shifts than at present. The stepping up of the programme depended upon co-operation of the French authorities whose own economic welfare was at stake. Addl rep considered that the discharge of the ship was an M.W.T./W.S. responsibility and that any arrangements made for a speedier discharge of the vessels would have to be accepted by the French authorities whose arrangements for removal of the coal would have to be geared accordingly. Instrs to this effect would be sent by M.W.T. and W.S. to their reps in N. AFRICA.

ACTION - M.W.T. / W.S.

(c) N.AMOV had further stated that the tired condition of the machinery made the continuous working of the plant undesirable. The recent breakdown of transformers had been due to almost continuous use with inadequate maintenance over a long period. This point was not acceptable to the Board as a reason, in itself, for discharge delays. Chairman could see no reason why the plant should not be given adequate maintenance and/or rest periods. During these intervals, discharge should continue using ship's gear.

by

ACTION - G-4 (Mov & Tn)

(d) The policy of loading coal to deep drafted vessels, necessitating lightening at buoys was undesirable

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ACTION - G-4 (Mov & Tn)

273. COLLIERS DUE:

Confirmation of destinations for colliers due for N. AFRICA in MAY 60 would be given by QM when contents were known.

274. DELAY IN DISCHARGE OF SHIPS IN N. AFRICA (See MINUTE 262)

(a) N.AMOV had been asked to give reasons for inadequate working shifts of colliers discharging in N. AFRICA at a time when possible shortages in their future imports programme might have serious economic consequences. The 'FREDERICK L. DAU' had been retained beyond due convoy date for discharge of a remaining 1,000 tons when that ship's time could ill be afforded.

(b) N.AMOV had replied that the discharge of colliers in N. AFRICA was undertaken by French contractors who, despite repeated representations, alleged inability to procure sufficient skilled labour to work longer shifts than at present. The stepping up of the programme depended upon co-operation of the French authorities whose own economic welfare was at stake. AFHQ rep considered that the discharge of the ship was an MWT/WSA responsibility and that any arrangements made for a speedier discharge of the vessels would have to be accepted by the French authorities whose arrangements for removal of the coal would have to be geared up accordingly. Instns to this effect would be sent by MWT and WSA to their reps in N. AFRICA.

ACTION - MWT / WSA

(c) N.AMOV had further stated that the tired condition of the machinery made the continuous working of the plant undesirable. The recent breakdown of transporters had been due to almost continuous use with inadequate maintenance over a long period. This point was not acceptable to the Board as a reason, in itself, for discharge delays. Chairman could see no reason why the plant should not be given adequate maintenance and/or rest periods. During these intervals, discharge should continue using ship's gear.

by

ACTION - G-4 (Mov & Tn)

(d) The policy of loading coal to deep drafted vessels, necessitating lightening at buoys, was one which would have to be accepted to make full use of the carrying capacity of ocean-going ships.

(e) The recommendations quoted by N.AMOV for alleviating the situation, involving the diversion of 'MARTIN JOHNSON', had not been received at AFHQ. It would be advised to N.AMOV, however, that the 'MARTIN JOHNSON' was now diverted to ORAN. The present programme involved a discharge of 25,000 tons in 24 days which ALGIERS should handle easily with their facilities.

ACTION - G-4 (Mov & Tn)

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274. DELAY IN DISCHARGE OF SHIPS IN N. AFRICA (Contd)

(f) NAMOV's suggestion that the complaint should have been reported through MEDBC was not understood since the N. AFRICAN Ports Sub Committee was answerable to the MEDBO COAL RECEPTION COMMITTEE on all matters affecting coal reception and discharge.

ACTION - G-4 (Mov & Tn)

275. 'CHARLES KEETER' (See MINUTE 263)

This vessel was now discharging in S. FRANCE.

276. HEAVY LIFTS ON COLLIERS (See MINUTE 264)

G-4 (Mov & Tn) stated that the agreed signal had not been sent, as this info in the case of the LESLIE M. SHAW had been communicated to NAMOV. This point would be taken up with HQ on arrival.

277. BN COAL - ANCONA (See MINUTE 265)

(a) AFHQ requested release from the Army of 500 tons of coal. Alternatively, he would have to arrange for a Naval collier to be sent there. QM (Coal Sec) agreed to release 500 tons of coal and would send a confirmatory signal.

ACTION - QM

(b) It was agreed that the next Naval collier, approx 2,600 tons, would be required at the end of November and that AAI was to be informed in order that this collier should be phased into the AAI programme.

ACTION - G-4 (Mov & Tn)

278. SIGNAL PROCEDURE IN SARDINIA (See MINUTE 266)

No reply had yet been received to the signal initiated by Tn (A).

ACTION - Tn (A)

279. BULCO SIGNALS (See MINUTE 267)

A signal would be despatched regarding the non-arrival of BULCO signals as soon as the details were received of the vessels which were the subject of QM rep's complaint. 3379

ACTION - QM

280. 'JOHN M. PARKER' - ARRIVAL DRAFT (See MINUTE 268)

The Chairman stated that he had spoken to MIDEAST Liaison Offr who would take the matter up with MOV PORT SAID.

281. SARDINIAN COAL PROGRAMME (See MINUTE 247)

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This vessel was now discharging in S. FRANCE.

276. HEAVY LIFTS ON COLLIERS (See MINUTE 264)

G-4 (Mov & Tn) stated that the agreed signal had not been sent, as this info for the Capt of the LADDIE H. SHAW had been communicated to NAMOV, this point would be taken up with LO on arrival.

277. 500 COAL - ANCONA (See MINUTE 265)

(a) C-in-C requested release from the Army of 500 tons of coal. Alternatively, he would have to arrange for a Naval collier to be sent there. QM (Coal Sec) agreed to release 500 tons of coal and would send a confirmatory signal.

ACTION - QM

(b) It was agreed that the next Naval collier, approx 2,600 tons, would be required at the end of November and that AMI was to be informed in order that this collier should be phased into the AMI programme.

ACTION - G-4 (Mov & Tn)

278. SIGNAL PROCEDURE EX SARDINIA (See MINUTE 266)

No reply had yet been received to the signal initiated by Tn (A).

ACTION - Tn (A)

279. BULCO SIGNALS (See MINUTE 267)

A signal would be despatched regarding the non-arrival of BULCO signals as soon as the details were received of the vessels which were the subject of QM rep's complaint.

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ACTION - QM

280. 'JOHN M. PARKER' - ARRIVAL DRAFT (See MINUTE 268)

The Chairman stated that he had spoken to MEDEAST Liaison Offr who would take the matter up with NOV PORT SAID.

281. SARDINIAN COAL PROGRAMME (See MINUTE 247)

Loading instructions for the 'VAN OSTADE', due to load first week in Nov, had been requested by SARDINIA. These had been sent off and it was pointed out that the original loading instructions were still effective and that SARDINIA should be referred to the original order.

ACTION - G-4 (Mov & Tn)

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282. RAIL WAGONS - AC a/c:

G-4 (Mov & Tn) stated that AC wished to ship approx 200 rail wagons from SAN ANTIOCO to ITALY and asked if MWT would accept these wagons as deck load on SARDINIAN colliers. MWTR rep considered that priority would have to be allotted between the wagons and ITALIAN army vehs which it had already been arranged to move by this means.

ACTION - G-4 (Mov & Tn)

283. CORRECTION:

The heading of Minute 265 - 'QM COAL SEC ANCONA' - should be amended to read - 'RN COAL REQUIREMENT, ANCONA'

M.J. Sieff Lt-Col.

M.J. SIEFF, LT-COL.,
for Brigadier,
D.Q.M.G.(Mov & Tn).

LEC4/tgl

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)
C.H.Q., M.E.F.
C.C.T. (4)
N.A. District (NAMOV 2) (2)
All present.

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE NORTH AFRICA POSITION AS AT 1 NOV 44

NAME	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	
SAMEDEN	29' 4"	USA	UGS55B	13 Oct	Low Vol	Army	8307		8307	
FORT HENDLEY	26' 3"	"	"	14 Oct	"	"	8147	8147		
OCEAN FAME		"	UGS 56	19 Oct	High Vol	"	8659	8659		
W A JONES	27' 5"	"	"	21 Oct	Low Vol	"	8600			8
SAMSACOLA	27' 6"	S"AFRICA	UGS 65	24 Oct		"	9127			
MARTIN JOHNSON	28' 6"	USA	UGS 57	28 Oct	High Vol	"	8429		8429	
OCEAN VISTA	26' 0"	"	"	29 Oct	"	"	8601	8601		
PINDALE	26' 6"	UK	KMS 67	4 Nov		"	5178	5178		
ATHOS CITY	24' 6"	USA	UGS 58	8 Nov	High Vol	MWT	7719	7719		
FORT ASSINIBOINE	26' 0"	"	"	9 Nov	"	Army	8552			
LOCHEE (Planes)		"	"	8 Nov		MWT	8500	8500		

COLLIERS DUE ITALY & SICILY POSITION AS AT 1 NOV

NAME	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	TAR-ANTO
ESTHER NELSON	25' 9"	USA	UGS 55	12 Oct		MWT	8500			AUGUSTA TO	
JEL WELDY	27' 5"	"	"	14 Oct		Army	8121			8121	
EDWARD A BOYER	26' 2"	"	"	15 Oct	High Vol	"	8265		8265		
GEORGE T BOLGER	26' 8"	"	"	16 Oct	"	"	8519				
FORT ERIE	24' 9"	USA	UGS55B	18 Oct		"	8500				
CASSIUS DIXON	27' 6"	"	"	19 Oct	"	"	8450			8450	
JOHN M PARKER	27' 8"	S AFRICA	GUS 55	20 Oct		"	8500		8500		
REINGLP LICHTER		USA	UGS 56	25 Oct	"	"	8463			8463	
SCHENECTADY	29' 5"	S AFRICA	KMS 66	2 Nov		"	9146				
JOSE FERRECLO		"	GUS 57	9 Nov		"	8514		8514		
GOVERT FLINCK	26' 6"	USA	UGS 58	13 Nov	"	"	8168				8168
FORT MACLEOD	27' 0"	"	"	14 Nov	"	"	8469			8469	
OCEAN VIGOUR (Planes)		"	"	14 Nov		MWT	8500		8500		
FORT BOURBON	26' 0"	"	"	14 Nov	"	Army	8515		4515		
	20' 0"	BAR		21 Nov	"	"		4000			

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COLLIERS DUE NORTH AFRICA POSITION AS AT 1 NOV 44

APPENDIX 'A'

DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ALGIERS	ORAN	BIZERTA	L. G. TUNIS	BONE	P'VILLE
29' 4"	USA	UGS55B	13 Oct	Low Vol	Army	8307		8307				
26' 0"	"	"	14 Oct	"	"	8147	8147					
	"	UGS 56	19 Oct	High Vol	"	8659	8659					
27' 5"	"	"	21 Oct	Low Vol	"	8600			8600			
27' 6"	S AFRICA	SLS 65	24 Oct		"	9127					9127	
28' 6"	USA	UGS 57	28 Oct	High Vol	"	8429		8429				
26' 0"	"	"	29 Oct	"	"	8601	8601					
26' 6"	UK	KMS 67	4 Nov		"	5178	5178					
24' 6"	USA	UGS 58	8 Nov	High Vol	MWT	7719	7719					
26' 0"	"	"	9 Nov	"	Army	8552					8552	
	"	"	8 Nov		MWT	8500	8500					

COLLIERS DUE ITALY & SICILY POSITION AS AT 1 NOV

APPENDIX 'B'

DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	TAR-ANTO	BRIN-DISI	PAL-ERMO	PEC-ORO	CAT-ANIA	CAG-LIARI
25' 9"	USA	UGS 55	12 Oct		MWT	9500			AUGUSTA for orders						
27' 5"	"	"	15 Oct		Army	8121			8121						
26' 2"	"	"	15 Oct	High Vol	"	8252		8252							
26' 8"	"	"	16 Oct	"	"	8519									8519
24' 9"	USA	UGS55B	16 Oct		"	8500								8500	
27' 6"	"	"	19 Oct	"	"	8450			8450						
27' 8"	S AFRICA	GUS 55	20 Oct		"	8500		8500							
	USA	UGS 56	25 Oct	"	"	8463			8463						
29' 5"	S AFRICA	SLS 66	2 Nov		"	9146						9146 (After part discharge CATANIA)			
	"	GUS 57	9 Nov		"	8514		8514							
26' 6"	USA	UGS 56	15 Nov	"	"	8150				8150					
27' 0"	"	"	14 Nov	"	"	8469			8469						
	"	"	14 Nov		MWT	8500		8500							
26' 0"	"	"	14 Nov	"	Army	8515		4515							
20' 0"	UKRT		21 Nov	"	"		4060								

APPENDIX 'C' / Sheet 2

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

NAVAL COLLIERS POSITION AT 1 NOV 44

NAME	CONVOY	CARGO	LOADING PORT	DESTINATION
THELMA HENKEL ANSTEL STAD AGDER SOUTHGATE	At NAPLES for docking and repairs Operational orders FOTAL now discharging LEGHORN Operational Orders CS 15 now at TARANTO Operational Orders CS 15 For release to MWT on completion of present discharge Completing discharge NAPLES prior to survey and release to MWT			
CARA		2500 Welsh	ORAN	NAPLES
CORCHESTER	Loading	2500 Welsh	ALGIERS	"
HOKEAS	KMS 63	3270 Welsh	UK	BRINDISI
EMPIRE FAL	KMS 64	6474 Welsh	"	S F Ports
EMPIRE CASSETA	KMS 65	3700 Welsh	"	TARANTO(orders FOTA
M de LANCHARCA	KMS 66	6000 Welsh	"	NAPLES
BELGIAN TRADER	KMS 66	3700 NC	"	BIZERTA
OTTINGE	KMS 66	3320 NC	"	ALEXANDRIA
[illegible]	KMS 67	4514 Welsh	"	[illegible]
Advised future sailings - not yet confirmed:				
MAL VIKING ALDERFORD SELA EMPIRE JESSICA THEOTOKOS [illegible] [illegible]	KX 16 " " KMS 68 " " KMS 69	3500 Welsh 3200 Welsh 3197 Welsh 3300 NC 5700 NC 3000 NC 3000 NC		

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BOARD

NAVAL COLLIERS POSITION AT 1 NOV 44 APPENDIX 'C'

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
At NAPLES for docking and repairs Operational orders FOTALI now discharging LEGION Operational Orders CS 15 now at TARANTO Operational Orders CS 15 For release to MWT on completion of present discharge Completing discharge NAPLES prior to survey and release to MWT				
	2500 Welsh	CRAT	NAPLES	C in C MED
Loading	2500 Welsh	NAPLES	"	"
KMS 65	3270 Welsh	UK	MIDDLE EAST	MWT
KMS 64	6474 Welsh	"	S F Ports	"
KMS 65	3700 Welsh	"	TARANTO(orders FOTALI)	"
KMS 66	6000 Welsh	"	NAPLES	"
KMS 66	3700 NC	"	BIZERTA	"
KMS 66	3320 NC	"	ALEXANDRIA	"
KMS 67	6544 Welsh	"	GIBRALTAR	"
- not yet command:				
KX 16	3500 Welsh			
"	3200 Welsh			
"	3197 Welsh			
KMS 68	3300 NC			
"	5700 NC			
"	3000 NC			
KMS 69	3000 NC			

APPENDICES 'D' & 'E' / Sheet 3

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

NOVEMBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
WALKER TAYLOR		S AFRICA				8500	
FORT ROUILLE		USA				8500	
ALBERT VAN DER NEER		"				8500	
SAINT MEDARD		"				8500	
DUKE OF SPARTA		"				8500	
TEXTILE PORT		UK	KMS 68	16 Nov		5000	
FULLERTON		"	"	16 Nov		6800	
PENGARROW		"				8500	

DECEMBER ARRIVALS

TEMPLE ARCH		S AFRICA				8500	
FORT WALSH		"				8500	
[illegible]		"				8500	
BIALYSTOK		"				8500	
FORT BUFFALO		USA				8500	
FORT MORGAN		"				8500	

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APPENDIX 'D'

NOVEMBER ARRIVALS

PACK	CONVOY	DUE ALGIERS	TYPE OF CARGO	TONNAGE	REMARKS
S AFRICA				8500	
USA				8500	
"				8500	
"				8500	
"				8500	
UK	KMS 60	16 Nov		5000	
"	"	16 Nov		6800	
"				8500	

APPENDIX 'E'

DECEMBER ARRIVALS

S AFRICA				8500
"				8500
"				8500
"				8500
USA				3500
"				3500

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SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
EVA THORSEN	SARDINIAN	2 Wk Oct	3600	GALLIPOLI
WISLA	"	2 Wk Oct	4400	CATANIA
GERD	"	3 Wk Oct	27[illegible]	WEST ITALY
MARIE	"	3 Wk Dec	4400	CATANIA
BLATTENVOG	"	4 Wk Oct	4400	PALERMO
KATRINGO EUROPEAN	"	3 Wk Oct	6000	NAPLES
ELISA	"	4 Wk Oct	7000	AGNOLI
PENAGOS	"	4 Wk Oct	800	PORT [illegible]DOCLI

SARDINIAN COAL PROGRAMME - NOV

VAN OSTADE	SARDINIAN	1 Wk Nov	3700	WEST ITALY
WISLA	"	1 Wk Nov	4200	CATANIA
SCHELDING	"	1 Wk Nov	4400	PALERMO
[illegible]	"	[illegible] Wk Nov	[illegible]	[illegible]
LADY A	"	3 Wk Nov	7000	NAPLES
ROLOGUE TRADER	"	3 Wk Nov	3800	CIVITAVECCHIA
OMEGA	"	4 Wk Nov	5000	NAPLES
[illegible] TRADER	"	4 Wk Nov	3600	NAPLES
BORLAS	"	4 Wk Nov	2800	GALLIPOLI
[illegible]TELA	"	4 Wk Nov	4200	GALLIPOLI
[illegible]	"	4 Wk Nov	4400	NAPLES
HERCULES	"	4 Wk Nov	4000	CIVITAVECCHIA
KATERINGO HADJIPATRAS	"	4 Wk Nov	5000	NAPLES

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SECRET

APPENDIX "F"

S. SARDINIAN COAL PROGRAMME - OCT

	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
	SARDINIAN	2 Wk Oct	3600	GALLIPOLI	
	"	2 Wk Oct	4400	CAGLIARI	
	"	3 Wk Oct	37[illegible]	WEST ITALY	
	"	3 Wk Oct	4400	CAGLIARI	
	"	4 Wk Oct	4400	PALERMO	
ERS	"	3 Wk Oct	6000	NAPLES	
	"	4 Wk Oct	7000	LEGHORN	
	"	4 Wk Oct	800	PORT EMPEDOCLE	

SARDINIAN COAL PROGRAMME - NOV

APENDIX "G"

	SARDINIAN	1 Wk Nov	3700	WEST ITALY	
	"	1 Wk Nov	4200	CAGLIARI	
	"	1 Wk Nov	4400	PALERMO	
	"	2 Wk Nov	3[illegible]	WEST ITALY	
	"	3 Wk Nov	7000	NAPLES	
	"	3 Wk Nov	3800	CIVITAVECCHIA	
	"	4 Wk Nov	5000	NAPLES	
	"	4 Wk Nov	3660	NAPLES	
	"	4 Wk Nov	2800	GALLIPOLI	
	"	4 Wk Nov	4200	GALLIPOLI	
	"	4 Wk Nov	4[illegible]	NAPLES	
	"	4 Wk Nov	4000	CIVITAVECCHIA	
AN	"	4 Wk Nov	5000	NAPLES	

GREEK PORTS COMMITTEE. SECRET.

54

2nd November, 1944.

MINUTES OF MEETING No.1. held at H.Q., 3 Corps at 1500 hrs. 1st. November 1944.

PRESENT:	Mr. F.J.O. Graham	- Chairman	D.M.W.T.R. Greece
	Capt. J. O. Campbell R.N.	Rep	S.N.D.O. "
	Commander R.W. Sumpton R.N.R.		B.S.S. & T.O. "
	Commander A.A. Bahas - Rep	Greek	P.S.T.O.
	Col. B.I. Davidson		Col. "G"
	Col. C. W. McMullen		C.E.
	Major K. R. Crarer	} Rep	M.L. Greece
	Major I.D.C. Tullock	}	
	Mr. A. R. Casseville		W.S.A.
	Mr. A. C. Hogarth		M.W.T. - Caserta

TERMS OF REFERENCE. - Chairman read Force Commanders instructions for the formation of a Ports Sub-Committee under the chairmanship of a representative of the Ministry of War Transport and added that subject to the approval of member representatives from the War Shipping Administration and Greek P.S.T.O. should be included in the Committee. This suggestion was agreed.

Chairman advised that in addition to being responsible for advising Force Commander as set out in the instructions the Committee would be required to act in a somewhat similar manner to Medbo of which it was a Sub Committee. This would entail speaking broadly of:-

(a) Keeping control over the calling forward and movement of tonnage in the area

(b) Collecting reports from all ports in connection with facilities available and taking the necessary action to ensure that the ports were in a condition to handle the required traffic.

Captain Campbell enquired as to what methods would be followed to implement the Committee's decisions and decided on Colonel Davidson's suggestion that two methods were to be followed:-

(a) An individual member of the Committee to be made responsible. 3367

(b) The Chairman to write to Force Commander when necessary to secure the required authority to enable action to be taken.

MINUTES — It was agreed that minutes of the meetings should be kept.

SECRETARY — Agreed that Mr. R.F. Walker of M.W.T. should act as secretary.

SHIPPING INTELLIGENCE — Agreed that a "Shipping Intelligence Room" should be set up to collect all naval and military signals regarding movements of shipping and port reports on facilities, labour conditions and other matters of interest. Mr. Casseville stated he [illegible] Davidson offered the

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Col. B.I. Davidson Col. C. W. McMullen Major R. R. Crarer Major I.D.C. Tullock Mr. A. R. Casseville Mr. A. C. Hogarth	} Rep	Col. C.E. M.L. Greece W.S.A. M.W.T. - Caserta

TERMS OF REFERENCE. - Chairman read Force Commanders instructions for the Formation of a Ports Sub-Committee under the chairmanship of a representative of the Ministry of War Transport and added that subject to the approval of member representatives from the War Shipping Administration and Greek E.S.T.O. should be included in the Committee. This suggestion was agreed.

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SHIPPING INTELLIGENCE — Agreed that a "Shipping Intelligence Room" should be set up to collect all naval and military signals regarding movements of shipping and port reports on facilities, labour conditions and other matters of interest. Mr. Casseville stated he would make an officer available and Col. Davidson offered the services of a clerk and left to Chairman to organise the staff to ensure required information is forthcoming.

PORT STATUS REPORT — Chairman advised Mr. Hogarth had suggested that a report similar to that issued weekly by Medbo should be prepared. Agreed forward report giving number of vessels waiting discharge, number of vessels discharging and number of vessels awaiting convoy in each port weekly as soon as possible.

PIRAEUS

PORT FACILITIES. Col. McMullen stated that following the decision to increase the port facilities to handle 4000 tons of cargo per day as against the 2500 tons planned that he now proposed, in addition to the two berths now available alongside the coal quays and the berth to become available in the drydock, to:-

(a)/

3367

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(a) Clear the quay on the west side of Halon Basin so side of the vessels being berthed there up to 25 feet of water - it anticipated this work would take three weeks to complete.

(b) To prepare wharf North of Trounce mole to enable lighters to be discharged.

Captain Campbell suggested that the east end portion of the south side of Halon Basin should be made available for lighters and thereby make the section south of Trounce mole available for coasters. This was agreed and Col. McMullen in conjunction with Capt. Campbell, undertook to press for and with the object at the expense of a slight delay in his work of the west side of Halon Bay.

Col. McMullen advised he was undertaking the repair of the breakwater which had to be treated as an urgent matter in view of the likelihood of the south westerly winds making the harbour unusable.. He required:-

6 flat tops to lift about 30 tons each
2 tugs
21 5 ton lorries

Agreed rite to request Force Commander to make lorries available for above purpose, and Capt. Campbell agreed to secure the necessary craft.

LIGHTERAGE — Commander Simpson stated that a total lift of 2500 tons was now available in harbour craft for discharging cargo and that it was hoped to increase this amount to 4000 tons. Steps to carry out repairs to a number of lighters at Forman and Ambulatory were in hand.

Chairman advised that a harbour craft officer had been appointed to control all lighters and tugs and that the services of an engineer, provided by S.I.O., M.E. for repairs were now available.

LABOUR — Col. Davidson stated that as a result of an interview that had taken place with the Prime Minister and Labour Minister that it had been agreed by the Government to provide a representative at Finschs to ensure that the G.I.P. who provided the stevedore labour should take the necessary action to secure the required labour. So far no representative had been appointed and matters still remained unsettled. It was agreed by the Committee that in view of the state of the finances that the only way in which labour could be secured readily was to offer food as an inducement and agreed that Force Commander should be written to and requested to give necessary authority to issue rations to all labour employed in the dock area.

RED CROSS VESSELS — Capt. Campbell stated he had appointed a L.O. to keep in touch with the agents. Anticipated only other port of discharge for these vessels would be Brisbane.

DEPTH OF WATER — Chairman read signals indicating that depth of available at berths only 25 ft. Captain Campbell referred to the

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of the south side of Suda Basin should be made available for 24 hours and thereby make the section south of Prevelis Isle available for coasters. This was agreed and Col. McMullen in conjunction with Capt. Campbell, undertook to press forward with the work at the expense of a slight delay in his work on the west side of Suda Bay.

Col. McMullen advised he was undertaking the repair of the breakwater which has to be treated as an urgent matter in view of the likelihood of the south westerly winds making the harbour unusable. He required:-

6 float cops to lift about 50 tons each
2 tugs
21 5 ton lorries

Agreed with to request Force Commander to make lorries available for above purpose, and Capt. Campbell was to secure the necessary craft.

LIGHTERAGE — Commander Simpson stated that a total lift of 2500 tons was now available in harbour craft for discharging cargo and that it was hoped to increase this amount to 4000 tons. Steps to carry out repairs to a number of lighters at Perama and Suda were in hand.

Chairman advised that a harbour craft officer had been appointed to control all lighters and tugs and that the services of an engineer, provided by S.I.O., M.E. for repairs were now available.

LABOUR — Col. Davidson stated that as a result of an interview that had taken place with the Prime Minister and Labour Minister that it had been agreed by the Government to provide a representative at Piraeus to ensure that the O.L.P. who provided the stevedore labour should take the necessary action to secure the required labour. So far no representative had been appointed and matters still remained unaltered. It was agreed by the Committee that in view of the state of the finances that the only way in which labour could be secured readily was to offer food as an inducement and agreed that Force Commander should be written to and requested to give necessary authority to issue rations to all labour employed in the dock area.

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DEPTH OF WATER — Chairman read signals indicating that depth of available water was only 25 ft. Captain Campbell undertook to take necessary action to advise latest information, which would show that fully laden Liberty vessels could use the port.

Mr. Sassoville enquired regarding repairs facilities and Capt. Campbell advised R.N.M. in conjunction with R.N. had requisitioned Vassiliades slip, which could handle a ship of 7/800 tons, but could not guarantee that it would be available for 'Z' craft and other harbour craft. Col. Davidson considered that it was imperative that the 'Z' craft Coy should have guaranteed repair facilities and it was agreed

to/

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to audit report of the H.T.O. inspecting officer regarding available facilities and to then take necessary action to provide necessary facilities for repairs to harbour craft.

Captain Campbell advised that the small floating dock would be raised and be in operation shortly. The dock would handle vessels of up to 5000 tons.

PATRAS Chairman advised that he and Mr. Hogarth had visited Patras and found that the labour position was very similar to that prevailing in Piraeus although he understood that some food had been provided for the men.

In response to an enquiry Capt. Campbell advised that no berthing tug could be made available for the port and if the weather was too rough so to allow of a vessel entering and berthing she would have to stand off until the weather moderated. A small tug and 2 R.C.L. lighters are being provided for the port and there is a possibility that some additional lighters will be found nearby but as suitable alongside berths exist to handle contemplated tonnage there is no immediate need for lighters.

Col. McMullen advised that the work of repairing centre mole had been put in hand and agreed that Force Commander should be requested to give authority to put the work of surfacing the area immediately behind the wharf in order that it might be used as a stacking area and thereby enable discharge to be expedited.

Col. McMullen undertook to take necessary action to connect up the lights on the wharf to provide lighting for night work.

Capt. Campbell, Cmdr. Sumpton and Col. Davidson undertook to make their representative at the port to ensure that a Port Committee was formed and arrangements made to meet regularly.

PREVEZA Col. Davidson advised that the channel would only allow of a vessel drawing 16 f't. to enter the harbour and that he had placed before M.L. Greece and 'Q' suggestions for providing for the area and agreed that no action could be taken until replies were received when the suggestions would be further examined.

KALAMAI Col. Davidson advised that the 2 'Z' craft at this port had arrived in Piraeus where duty could be put to better use. There remained sufficient lighters and caiques to handle discharge satisfactorily.

OTHER PORTS Capt. Campbell advised that Syros could not be used and it was hoped to make Volos available by the 6th November. No details of these two ports are yet available, nor have any details regarding work at Mytilene or Khios been received.

SCHOOL & CONTROL COMMITTEE

Chairman advised this Committee had been set up under the chairmanship of B.S.S.O. Greece and would deal with all questions in connection with caiques and that primarily its purpose was to ensure that sufficient caiques were made available at the coal quays for the onward movement of relief stores.

3366

CHARTERING OF SMALL CRAFT

Commander Bates raised the question of H.M. Govt. chartering lighters and tugs instead of them being requisitioned by the Greek Government for our use. It was agreed that apart from difficulties involved in arriving at a satisfactory financial basis that it was undesirable as it would involve considerable extra expense.

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Col. McMullen undertook to take necessary action to connect up the lights on the wharf to provide lighting for night work.

Capt. Campbell, Chas. Sumpton and Col. Davidson undertook to advise their representative at the port to ensure that a Port Committee was formed and arrangements made to meet regularly.

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SUB-COMMITTEE CENTRAL COMMITTEE

Chairman advised this Committee had been set up under the chairmanship of S.S.S.O. Greece and would deal with all questions in connection with caiques and that primarily its purpose was to ensure that sufficient caiques were made available at the caique bases for the onward movement of relief stores.

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SECURITY Agreed that members should again draw the attention of their representatives at all ports of the need to exercise all precautions to ensure safety of vessels in port.

PORT COMMITTEES Agreed that letters should be addressed to all representatives at ports advising of formation of Committee and left to Chairman to draft suitable letter for distribution by all members.

Next meeting will be held at 1500 hrs. on the 8th Nov. 1944.

(Sgd.) F.J.O. Graham

CHAIRMAN.

SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 53.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 3RD NOVEMBER, 1941.

Present: Mr. I.D. Campbell — In the Chair.
Constructor Captain D.W. Smithers R.C.N.C.
Commander M.L. Hardie R.N.
Lieut.Commander E. Blair R.N.R.
Capitaine du Corvette Beilvaire.
Major Filo R.I.N.
Mr. R. Nicol.
Mr. W.E.B. Dainton.
Mr. G.W. Simmons.
Captain R.D. Bate.
Mr. W.E. Fereday — Secretary.

ACTION BY:-

784. "ST. ANDREW". Ref. 780. Captain Smithers reported that he had signalled to Taranto in accordance with the decision at the last Meeting.

785. GIBRALTAR. Commander Hardie reported that there was now a good chance of the "FULGOR" being able to go into the No.1 dock about the middle of November. The position regarding the Nos. 2 & 3 docks was still uncertain, but he thought that there was a reasonable prospect of the "TIDRAY COAST" and "SAN CLAUDIO" being docked in the No.3 dock before the end of this month.

786. ORAN. Commander Hardie stated that the "JOHN S. COPLEY" had now completed her drydocking and French warships were in the No.1 dock until the middle of November. It was agreed to list the "OCEAN PRIDE" to follow.

The "CRACKSHOT" had been docked, and the French warship was now in the No.2 dock to be followed about the 13th November by U.S. warships.

The priorities for the No.3 dock were "CAP FALCON", which vessel Captain Beilvaire considered should by now be at Oran, and "TAUTRA", due about the 6th November and it was agreed that the "CARA" should be programmed for about the middle of November.

In view of the number of bids for Algiers, the "VILLE D'AJACCIO", requested by the French for docking there, should be sent instead to Oran for the No.3 dock.
Capt. Beilvaire.

Arising out of a subsequent discussion on Ferryville (q.v.), it was decided that the "GUDVIN" and "CORTELL" should be sent to Oran and vessels were accordingly added to the list for the No.3 dock.
Lt.Cmdr. Blair.

The question of docking the "JOHN S. HOPKINS" was deferred for W.S.A. to examine the possibility of sending her to a port outside the Mediterranean for drydocking and repairs. The "ELINOR WILIE" was also left in abeyance as vessel is not expected to complete temporary repairs at Toulon to enable her to proceed for drydocking until early December.
Mr. Nicol.

2385

787. ALGIERS. Commander Hardie reported that the "SERULA" had completed her docking and it had then been necessary to put a French warship in the No.1 dock, which vessel was expected to undock on the 5th November. According to position, the priorities thereafter were "CHATEAU LATOUR", "FINISTERE","LIDO", "ORKLA" and "AUDUN" respectively. It was agreed that the "EMPIRE LASS", bid for Algiers, should be sent to Naples for docking.
Capt. Bate.

The No.2 dock was occupied with local craft.

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Mr. W.E. Fereday Secretary.

ACTION BY:-

784. "ST. ANDREW". Ref. 780. Captain Smithers reported that he had signalled to Taranto in accordance with the decision at the last Meeting.

785. GIBRALTAR. Commander Hardie reported that there was now a good chance of the "HUDSON" being able to go into the No.1 dock about the middle of November. The position regarding the Nos. 2 & 3 docks was still uncertain, but he thought that there was a reasonable prospect of the "MORAY COAST" and "SAN CLAUDIO" being docked in the No.3 dock before the end of this month.

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The "CRACKSHOT" had been docked, and the French warship was now in the No.2 dock to be followed about the 15th November by U.S. warships.

The priorities for the No.3 dock were "CAP FALCON", which vessel Captain Bailvaire considered should by now be at Oran, and "TAUTRA", due about the 6th November and it was agreed that the "CARA" should be programmed for about the middle of November.

In view of the number of bids for Algiers, the "VILLE D'AJACCIO", requested by the French for docking there, should be sent instead to Oran for the No.3 dock.

Capt. Beilvaire.

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Mr. Nicol.

23355

787. ALGIERS. Commander Hardie reported that the "SERULA" had completed her docking and it had then been necessary to put a French warship in the No.1 dock, which vessel was expected to undock on the 6th November. According to position, the priorities thereafter were "CHATEAU LATOUR", "FINISTERE","LIDO", "ORKLA" and "AUDUN" respectively. It was agreed that the "EMPIRE LASS", bid for Algiers, should be sent to Naples for docking.

Capt. Bate.

The No.2 dock was occupied with local craft.

788. CASABLANCA. Commander Hardie stated that advice from Casablanca indicated that the "JANINE" had already been docked there (ref. Minute 774). The priorities for the No.1 dock were "VENDOME" and "MELUSINE" respectively, the latter being a tanker stated by Mr. Nicol to be operated by the U.S. Navy.

The No.2 dock was presently under repair.

789. FERRYVILLE. Reference was made to the outbreak of plague at Ferryville, but Commander Hardie stated that C in C Med. had no intention to withdraw personnel on this account. The Chairman pointed out that full quarantine restrictions were in force.

Commander Hardie reported that the No.1 dock would be occupied by the French warship until early December.

A signal from Bizerta stated that the "ALEXANDRA ANDRE" had been docked (in the No. 4 dock) on the 31st October, expected completion date being 20th November. The Committee viewed with concern this advance upon the 6 days indicated at the previous Meeting which was the time estimated when vessel was at Naples. It was therefore considered that the "GUDVIN" and "CORFELL" would achieve an earlier/

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/earlier dock at Oran (vide Minute 786). It was also decided that the "TORE JARL", about due at Ancona to discharge, should be docked at Taranto. These vessels were accordingly deleted from the Ferryville programme.

The "AGATHA", bid for Ferryville, should also be sent to Taranto for docking.

Capt. Bate.

There was no news yet regarding the readiness of the No.2 dock.

790. TARANTO. Commander Hardie reported that the latest advice from Taranto was that Italian warships, "MOTIA" and "JONATHAN WORTH" were to have gone in the No.1 dock on the 2nd November when they were expected to complete on the 6th November, which belied the report given at the previous Meeting that the "JONATHAN WORTH" had been put in the No.12 dock on the 26th October. The Committee agreed that the next priority for the No.1 dock should be the "ARGENTINA", with any other suitable vessels for docking with her.

Commander Hardie stated that H.M. ships with "PAHLEHLEH" and "PERTUSOLA" should be in the No.2 dock, expected to come out on the 10th November, H.M. ships were in the No.12 dock whilst the "FORT CARIBOU" was still in the No.13 dock and would probably be a long job.

In accordance with Minute 789, the "TORE JARL" and "AGATHA" were added to the Taranto list for cleaning and painting, and it was agreed that the "OCEAN GIPSY" and "SAMPHORD" should also be included. The "LUBLIN" was not yet available, whilst the "FORT ASTORIA" was at Naples awaiting discharge, but it was agreed to leave these vessels on the Taranto list. In the meantime the order of priority, according to position, is as shown in the attached programme.

It was agreed that the "NETTUNO" should be docked at Taranto when available for cleaning and painting and examination of rudder, and the "ORATA" should be taken in hand for docking when repairs were near completion. It was decided that the "SAMLEYTE" should dock at Naples.

"WORCESTERSHIRE". Lt.Commander Blair anticipated that a quick docking at Taranto would be asked for this vessel in approximately three weeks' time to fit in with her programme, and it was agreed that she should be added to the list next week.

791. BRINDISI. From previous advice it was considered that the "EMPIRE CHUBB" should have completed her docking and the "EMPIRE DACE" should now be in dock. The "CETNA" should redock when the propeller was ready, the work on which it was understood had been delayed by other priorities.

792. NAPLES. The "VILLE D'ORAN" was expected to undock on the 4th November and Commander Hardie drew attention to the fact that the No.1 dock was then likely to be vacant until about the 8th November, the H.M. ship no longer being available, as the "TARVISEO" would not be ready in time whilst the "SAMPAN" was to proceed to the Middle East. Major Filo stated that the "TARVISEO" could not be cleaned for docking as no flexible hoses were available, but if say 4 could be had this tanker should be ready in about 6 days time, and Captain Bate undertook to investigate the question of their supply.

Capt. Bate.

Mr. Dainton proposed that the opportunity should be taken to clear up the dock while it remained empty, as it was in a bad state, and this was approved. It was decided that the "SAMLEYTE" should then be put in upon her arrival from Toulon, and be followed by the "P.L.M. 13" which was too large for the No.2 dock and was expected to be free of coal about the 12th November. On present position, the "TARVISEO" was placed at the end of the list.

The "THELMA" had been docked in the No.2 dock which was now occupied by the "PASS OF MELFORT", due to undock around the 5th November. There appeared to be an imminent vacancy for this dock, as the only other steps were two U.S. warships for 9th and 11th November respectively for two days each. It was therefore

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priority for the No.1 dock should be the "ARGENTINA", with any other suitable vessels for docking with her.

Commander Hardie stated that H.M. ships with "PARLEMEH" and "PERTUSOLA" should be in the No.2 dock, expected to come out on the 10th November, H.M. ships were in the No.12 dock whilst the "FORT CARIBOU" was still in the No.13 dock and would probably be a long job.

In accordance with Minute 789, the "TORE JARL" and "AGATHA" were added to the Taranto list for cleaning and painting, and it was agreed that the "OCEAN GIPSY" and "SAMPHORD" should also be included. The "LUBLIN" was not yet available, whilst the "FORT ASTORIA" was at Naples awaiting discharge, but it was agreed to leave these vessels on the Taranto list. In the meantime the order of priority, according to position, is as shown in the attached programme.

It was agreed that the "NEPTUNO" should be docked at Taranto when available for cleaning and painting and examination of rudder, and the "OPATA" should be taken in hand for docking when repairs were near completion. It was decided that the "SAMLEYTE" should dock at Naples.

"WORCESTERSHIRE". Lt.Commander Blair anticipated that a quick docking at Taranto would be asked for this vessel in approximately three weeks' time to fit in with her programme, and it was agreed that she should be added to the list next week.

791. BRINDISI. From previous advice it was considered that the "EMPIRE CHUBB" should have completed her docking and the "EMPIRE DACE" should now be in dock. The "CERINA" should redock when the propeller was ready, the work on which it was understood had been delayed by other priorities.

792. NAPLES. The "VILLE D'ORAN" was expected to undock on the 4th November and Commander Hardie drew attention to the fact that the No.1 dock was then likely to be vacant until about the 8th November, the H.M. ship no longer being available, as the "TARVISIO" would not be ready in time whilst the "SAMPAN" was to proceed to the Middle East. Major Filo stated that the "TARVISIO" could not be cleared for docking as no flexible hoses were available, but if say 4 could be had this tanker should be ready in about 6 days time, and Captain Bate undertook to investigate the question of their supply. Capt. Bate.

Mr. Dainton proposed that the opportunity should be taken to clear up the dock while it remained empty, as it was in a bad state, and this was approved. It was decided that the "SAMLEYTE" should then be put in upon her arrival from Toulon, and be followed by the "P.L.M. 13" which was too large for the No.2 dock and was expected to be free of coal about the 12th November. On present position, the "TARVISIO" was placed at the end of the list.

The "THELMA" had been docked in the No.2 dock which was now occupied by the "PASS OF MELFORT", due to undock around the 5th November. There appeared to be an imminent vacancy for this dock, as the only other items were two U.S. warships for 9th and 11th November respectively for two days each. It was therefore decided that the "ARSIA" should be docked upon completion of discharge at Naples, instead of after her next voyage Hoel/Leghorn, subject to confirmation from P.S.T.O. Lt.Cmdr. Blair.

It was also decided that the "TRITON MARIS" should be put in to fill the vacancy if necessary. The "TUNISINO" and "FANNY BRUNNER" respectively were listed for docking after the U.S. warships.

Commander Hardie reported that local craft were in the No.3 dock which should be free about the 7th November, and it was decided that the "EMPIRE FAY" and "EMPIRE LASS" (vide Minute 787) respectively should be put in this dock when they became available. Major Filo pointed out that the No.3 dock would need to be put out of commission shortly for 3/4 days to replace new blocks.

Major Filo reported that the "CAPO MELE" would require about 20 days in drydock, and the question was deferred for a later Meeting.

793. LEGHORN. No advice had so far been received as to whether the "EMPIRE COPPICE" was yet in drydock, but Mr. Dainton said that an M.W.T. Surveyor was already/

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/already on his way to Leghorn and it was hoped to receive a report in time for the next Meeting.

794. REPAIRS TO ITALIAN VESSELS. Ref. 782. The Committee thanked Major Filo for the full report on the Italian Merchant Ship Repair position. The Chairman stated that he would ask CO.GE.NA. to co-operate in every possible way in the compilation of these reports. Chairman.

"LUCIA C". The Secretary reported that a drydocking bid received from CO.GE.NA. in respect of this vessel had not been tabled as she was being sent by P.S.T.O. Med. to fit out as a patrol carrier in the Middle East where she would drydock. Lt. Commander Blair drew attention to a letter from CO.GE.NA. that the ship required about 15 days repairs, but he pointed out that the Master had already declared readiness for sea, and therefore he considered that CO.GE.NA. should improve their liaison with P.S.T.O. Med. The Chairman replied that this was probably due to the desire of the Italian Surveyors to carry out repairs to classification standards but this question was being taken up with CO.GE.NA.

"ANDREA CONDARINI". It was noted that the Italian Repair Report stated that one day's docking had been asked for this vessel, and it was arranged that this should be investigated. Secretary.

795. TORRE ANNUNZIATA. Major Filo reported that CO.GE.NA. contemplated carrying out minor repairs at Torre Annunziata but the Committee requested that the position be more closely investigated in view of the poor protection afforded at the port in bad weather. Major Filo.

796. "GEORGE W. MCKNIGHT". Mr. Dainton stated that this tanker presented a major repair, but without extensive repairs nor drydocking she might be made suitable for a short voyage outside the Mediterranean, and he proposed that on this basis an effort should be made to arrange for her to be permanently repaired at a suitable port. The Committee approved.

797. "CORFIRTH". In reply to Mr. Dainton, it was stated by Commander Hardie that a Salvage Officer was proceeding in a few days on behalf of C in C Med. to examine this vessel.

798. "STAR". Lt. Commander Blair enquired the position regarding this vessel, the first repair job/to be put in hand at Marseilles, no report having yet been received, and Mr. Dainton agreed to look into the matter. Mr. Dainton.

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SECRET

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TARANTO. Cleaning & Painting contd.	PORT ASTORIA	At Naples awaiting dsge.		Feb.1944	Foul
	SAFFORD	ldg.Tarento for Greece	25th Nov.		
For Repairs.	PAILEHLEH	At Tarento	ready	Dec.1943	Foul & repairs to shell plating.Speed reduc 7 k
	SAMLEYTE	discharging S. France	10th Nov.	May 1944	Suspected bottom damage. For examination
	NETTUNO	In Greece when relieved abt.	17th Nov.		Ital. tanker. Cleaning & painting & examin ru
	ORATA	At Tarento	late Nov.	Not docked for 5 yrs.	Ital.Requires 1 month's repairs
BRINDISI.	EMPIRE CHUB	DOCKED			
	EMPIRE DACE	IN DOCK			
	CETINA	At Brindisi		Oct.1944	Requires re-docking to renew propellor
NAPLES.	THELMA	DOCKED			
	PASS OF MELFORT	IN DOCK			
	TARVISIO	At Naples	8th Nov.	Nov.1943	Ital.tanker. Reduced speed. Minor hull
	TUFISENO	At Civita Vecchia to dsge. then Naples	10th Nov.	Nov.1943	Foul.Speed reduced from 8½ to 6½ k.
	P.L.M. 13	at Naples	12th Nov.		Self-operating collier. Max. speed 4 k.
	EMPIRE FAY	Operational	when relieved	Jan.1944	Tanker. Reduced speed. Changes crew at Nap
	FAITH BRUMMER	On inter-island service	10th Nov.	Apr.1944	(Ital.) Speed reduced from 10½ to 7 k.
	ARSIA	At Naples discharging thence Hoed/Leghorn	22nd Nov.		(Ital.) Cleaning & painting
	CABO HELE	At Castellamare		Aug.1942	(Ital.) Speed reduced from 10½ to 6½ k.Re
(NOTE:	SAMPAM goes Mid. East)				
	TRITON MARES	At Castellamare	Mid.Dec.	Dec.1943	Cleaning & painting & draw shaft
LEGHORN.	EMPIRE COFFICE	At Leghorn	ready	15th mths. out of d/d.	Waterboat. Reduced speed
	WELSH COAST	At Leghorn	when discharged & gas-free.		Tankor

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TION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
les awaiting dspc.		Feb.1944	Foul	(PSTO BID)
to for Greece	25th Nov.			"
Taranto	ready	Dec.1943	Foul & repairs to shell plating. Speed reduced from 8½ to 7 k.	(PSTO BID)
				"
ng S. France	10th Nov.	May 1944	Suspected bottom damage. For examination	
Greece	when relieved abt. 17th Nov.		Ital. tanker. Cleaning & painting & examination of rudder	(MWTR BID)
				"
Taranto	late Nov.		Not docked for 5 yrs. Ital. Requires 1 month's repairs	
CKED DOCK Brindisi		Oct.1944	Requires re-docking to renew propeller	
CKED DOCK Naples	8th Nov.	Nov.1943	Ital. tanker. Reduced speed. Minor hull	(MWTR BID) (PSTO BID)
ta Vecchia	10th Nov.	Nov.1943	Foul. Speed reduced from 8½ to 6½ k.	
			Self-operating collier. Max. speed 4 k.	(MWTR BID)
go. then Naples				"
t Naples	12th Nov.	Jan.1944	Tanker. Reduced speed. Changes crew at Naples	(PSTO BID)
perational	when relieved	Apr.1944	(Ital.) Speed reduced from 10½ to 7 k.	
inter-island service	10th Nov.			"
			(Ital.) Cleaning & painting	
discharging thence	22nd Nov.			
Leghorn				
At Castellamare		Aug.1942	(Ital.) Speed reduced from 10½ to 6½ k. Requires repairs	(MWTR BID)
				"
East)			Cleaning & painting & drew shaft	
At Castellamare	4th Dec.	Dec.1943		"
			Waterboat. Reduced speed	"
At Leghorn	ready	15th mths. out of d/d.	Tanker	
At Leghorn	when discharged & gas-free.			

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PORT	VESSEL	POSITION	HEADINESS FOR DRYDOCKING	LAST DRYDOCKED	REMA
TARANTO.	FORT ASTORIA	At Naples awaiting dsgc.		Feb.1944	Fo
Cleaning & Painting contd.	SALFORD	ldg.Taranto for Greece	25th Nov.		
For Repairs.	PAILELEH	At Tarento	ready	Dec.1943	Foul & repairs to shell plating.Spee
	SAALEYTE	discharging S. France	10th Nov.	May 1944	Suspected batten damage. For examina
	NETTUNO	In Greece when relieved abt.	17th Nov.		Ital. tanker. Cleaning & painting &
	ORATA	At Taranto	Late Nov.	Not docked for 5 yrs.	Ital.Requires 1 month's repa
BRINDISI.	EMPIRE CHUBB	DOCKED			
	EMPIRE PACE	IN DOCK			
	CETINA	At Brindisi		Oct.1944	Requires re-docking to renew pro
NAPLES.	THELMA	DOCKED			
	PASS OF MELFORT	IN DOCK			
	TARVISIO	At Naples	8th Nov.	Nov.1943	Ital.tanker. Reduced speed. Minor b
	TUNISINO	At Civita Vecchia to dsgc. then Naples	10th Nov.	Nov.1943	Foul.Speed reduced from 8½ to 6½ k.
	P.L.M. 13	At Naples	12th Nov.		Self-operating collier. Max. speed 4 k.
	EMPIRE FAY	Operational	when relieved	Jan.1944	Tanker. Reduced speed. Changes crew
	FANNY BRUNNER	On inter-island service	10th Nov.	Apr.1944	(Ital.) Speed reduced from 10½ to 7
	ANSIA	At Naples discharging thence Heel/Leghorn	22nd Nov.		(Ital.) Cleaning & painting
	CAPO ESLE	At Castellamare		Aug.1942	(Ital.) Speed reduced from 10½ to 6½
(NOTE:	SAIPAN goes Mid. East)				
	TRITON MARIS	At Castellamare	Mid.Dec.	Dec.1943	Cleaning & painting & draw s
LEGHORN.	NAVAL OFFICE	At Leghorn	ready	15th mths. out of d/d.	Waterboat. Reduced speed
	WELSH COAST	At Leghorn when discharged & gas-free.			Tankor

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	POSITION	HEADINGS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
	At Naples awaiting dage.		Feb.1944	Foul	(PSTO BED)
ig.	Taranto for Greece	25th Nov.			"
	At Taranto	ready	Dec.1943	Foul & repairs to shell plating. Speed reduced from $8\frac{1}{2}$ to 7 k.	(PSTO BED)
					"
isch	arging S. France	10th Nov.	May 1944	Suspected bottom damage. For examination	
	In Greece when relieved abt.	17th Nov.		Ital. tanker. Cleaning & painting & examination of rudder	(MWTR BED)
					"
	At Taranto	late Nov.	Not docked for 5 yrs.	Ital. Requires 1 month's repairs	
MB	DOCKED				
E	IN DOCK				
	At Brindisi		Oct.1944	Requires re-docking to renew propeller	
	DOCKED				
EPORT	IN DOCK				(MWTR BED)
	At Naples	8th Nov.	Nov.1943	Ital. tanker. Reduced speed. Minor hull	(PSTO BED)
	At Civita Vecchia	10th Nov.	Nov.1943	Foul. Speed reduced from $8\frac{1}{2}$ to $6\frac{1}{2}$ k.	
	to dage. then Naples				(MWTR BED)
	At Naples	12th Nov.		Self-operating collier. Max. speed 4 k.	"
	Operational	when relieved	Jan.1944	Tanker. Reduced speed. Changes crew at Naples	(PSTO BED)
WER	On inter-island service	10th Nov.	Apr.1944	(Ital.) Speed reduced from $10\frac{1}{2}$ to 7 k.	"
Naple	s discharging thence	22nd Nov.		(Ital.) Cleaning & painting	
	Bocd/Leghorn				"
	At Castellamare		Aug.1942	(Ital.) Speed reduced from $10\frac{1}{2}$ to $6\frac{1}{2}$ k. Requires repairs	(MWTR BED)
s Mid. East)					"
RLS	At Castellamare	Mid.Dec.	Dec.1943	Cleaning & painting & draw shaft	"
FFICE	At Leghorn	ready 15th mths. out of d/d.		Waterboat. Reduced speed	"
ST	At Leghorn	when discharged & gas-free.		Tanker	

S E C R E T.

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D O C K I N G P R O G R A M M E.

3RD NOVEMBER, 1944.

A L G I E R S.

No. 1 Dock

French Warship (out abt. 8th Nov.)
CHATEAU LAMOUR (4/5 days)
FINISTERE (2 days)
LIDO (2 days)
ORNLA (2 days)
AUDUN (2 days)

No. 2 Dock

Local Craft

O R A N.

No. 1 Dock

French Warships (out mid Nov.)
OCEAN PRIDE

No. 2 Dock

French Warship (out 13th Nov.)
U.S. Warships

No. 3 Dock

CAP FALCON (2/4 days)
TAUTRA (2 days)
CARA (2 days)
VILLE D'AJACCIO (2 days)
GUDVIN (2 days)
CORTELL (2 days)

G I B R A L T A R.

No. 1 Dock

H.M. Ship (might be out mid Nov.)
FULCOR & H.M. SHIP

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ship
MORAY COAST
SAN CLAUDIO

No. 4 Dock

Dockyard Craft

C A S A B L A N C A.

No. 1 Dock

VENDOME
MELUSINE

No. 2 Dock

Under repair

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F E R R Y V I L L E.

No. 1 Dock

French Warship (out early Dec.)

No. 4 Dock

ALEXANDRA ANDRE (out 20th Nov.)

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French Warship (out abt. 6th Nov.)
CHATEAU LAFOUR (4/5 days)
FINISTERE (2 days)
LIDO (2 days)
OMILA (2 days)
RHUN (2 days)

Local Craft

O R A N.

No. 1 Dock

French Warships (out mid Nov.)
OCEAN PRIDE

No. 2 Dock

French Warship (out 13th Nov.)
U.S. Warships

No. 3 Dock

CAP FALCON (2/4 days)
TAUTRA (2 days)
CARA (2 days)
VILLE D'AJACCIO (2 days)
GUDVIN (2 days)
CORTEIL (2 days)

G I B R A L T A R.

No. 1 Dock

H.M. Ship (might be out mid Nov.)
FULCOR & H.M. SHIP

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ship
MORAY COAST
SAN CLAUDIO

No. 4 Dock

Dockyard Craft

C A S A B L A N C A.

No. 1 Dock

VENDOME
MELUSINE

No. 2 Dock

Under repair

F E R R Y V I L L E.

No. 1 Dock

French Warship (out early Dec.)

No. 4 Dock

ALEXANDRA ANDRE (out 20th Nov.)

T A R A N T O /

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T A R A N T O.

No. 1 Dock

Italian Warships, MOTIA & JONATHAN WORTH (out abt. 6th Nov.)
ARGENTINA & others

No. 12 Dock

H.M. Ships

No. 10 Dock

Warship

No. 2 Dock

H.M. Ships, PARMELEH & PERTUSOLA (out abt. 10th Nov.)

No. 15 Dock

FORT CARIBOU (long job)

No. 23 Dock

Warship

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

For cleaning & painting

TOKE JARL
OCEAN GIPSY
LUMLIN
AGATHA
FORT ASTORIA
SAMPHORD

For Repairs

NETTUNO
ORATA

B R I N D I S I

As arranged by O.S. Taranto
CETINA (to re-dock)

N A P L E S

No. 1 Dock

VILLE D'ORAN (out 4th Nov.)
SAMLEYTE
P.L.M. 13
TARVISEO

No. 3 Dock

Local Craft (out 7th Nov.)
EMPIRE FAY
EMPIRE LASS

No. 2 Dock

PASS OF MELFORT (out 5th Nov.)
ARSIA
TRITON MARIS
U.S. Warship (2 days)
U.S. Warship (2 days)
TURISINO
FANNY BRUNER

Floating Dock

Italian Warship & Local Craft

L E G H O R N.

EMPIRE COPPICE & Local Craft
WELSH COAST

P A L E R M O.

U.S. Warships

M E S S I N A

H.M. Ships

FORT CARIBOU (long job)

No. 10 Dock

No. 23 Dock

Warship

Warship

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

For cleaning & painting

For Repairs

TORR JARL
OCEAN GIPSY
LUDLIN
AGATHA
FORT ASTORIA
SAMFORD

NETTUNO
ORATA

B R I N D I S I

As arranged by C.S. Taranto

CETEMA (to re-dock)

N A P L E S

No. 1 Dock

VILLE D'OPAN (out 4th Nov.)
SAMLEYTE
P.L.M. 13
TARVISED

No. 2 Dock

PASS OF MELFORT (out 5th Nov.)
AISLA
TRITON MARIS
U.S. Warship (2 days)
U.S. Warship (2 days)
TUNISINO
FANNY BRUNNER

No. 3 Dock

Local Craft (out 7th Nov.)
EMPIRE RAY
EMPIRE LASS

Floating Dock

Italian Warship & Local Craft

L E G H O R N.

EMPIRE COPPICE & Local Craft
WELSH COAST

P A L E R M O.

U.S. Warships

M E S S I N A

H.M. Ships

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S E C R E T

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REPORT OF MERCHANT SHIP POSITION (REPAIRS) FOR MEETING AT 1600 HRS ON 2ND NOVEMBER 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	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
NAPLES - 2/11/44.				
EMPIRE GAWAIN	A 23/10 B 16/10 C 23/10	Routine D/D. Gen. overhaul. Boiler clean.	D 24/10 E 4/11	Work held up through shifting ship and no lifts.
LAURENT MEEUS (Bel)	A 21/10 B 20/10 C 23/10	Routine D/D. Gen. overhaul. Boiler cleaning.	D 25/10 E 29/10	Completed.
EMPIRE OUTPOST	A 24/10 B 25/10	Repairs to rudder head bearing block.	E 4/11	Work more extensive than anticipated.
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Re-wooding stern [illegible], Hull repairs.	D 5/11 E 9/11	
VILLE D'ORAN (Fr.)	A) B) 26/10 C)	Re-wooding stern [illegible]; Extensive general repairs.	D 5/11 [illegible] 4/11	
ELISE (Norw).	A 28/10 B 26/10	Repairs to davit sockets and deck.	E 4/11	Repairs held up owing to weather
AVON COAST	A) B) 29/10	Building up boiler feed pump water end.	E 2/11	Completed.
THELMA	A 27/10 B 28/10 C 27/10	Routine D/D. Rudder pintles renewed. Hull repairs. Steering gear quadrant brake re-wooded.	D 31/10 E 3/11	

Minor repairs since 2/10/44.

VAN OSTADE	SAPPER	SAMSETH	TREVANION
EMPIRE SPARTAN	P.L.M.13	VAN HOUTHORST	ANGLO-AFRICAN

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
NAPLES - 2/11/44.				
EMPIRE GAWAIN	A 23/10 B 16/10 C 25/10	Routine D/D. Gen. overhaul. Boiler clean.	D 24/10 E 4/11	Work held up through shifting ship and no lifts.
LAURENT MEEUS (Bel)	A 21/10 B 20/10 C 25/10	Routine D/D. Gen. overhaul. Boiler cleaning.	D 25/10 E 29/10	Completed.
EMPIRE OUTPOST	A 24/10 B 25/10	Repairs to rudder head bearing block.	E 4/11	Work more extensive than anticipated.
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Re-wooding stern [illegible] Hull repairs.	D 5/11 E 9/11	
VILLE D'ORAN (Fr.)	A) B) 26/10 C)	Re-wooding stern [illegible]; Extensive general repairs.	D 9/11 E [illegible]	
ELISE (Norw).	A 28/10 B 26/10	Repairs to davit sockets and deck.	E 4/11	Repairs held up owing to weather
AVON COAST	A) B) 29/10	Building up boiler feed pump water end.	E 2/11	Completed.
THELMA	A 27/10 B 28/10 C 27/10	Routine D/D. Rudder pintles renewed. Hull repairs. Steering gear quadrant brake re-wooded.	D 31/10 E 3/11	

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Minor repairs since 2/10/44.

VAN OSTADE	SAPPHIRE	SANDETTY	TREVANION
EMPIRE SPARTAN	P.L.M.13	VAN HOUTHORST	ANGLO-AFRICAN
SAMANA	PALERMO	SANTEUGH	SAMOIS
SRBIN	EMPIRE HARMONY	BENLEDI	LODESTONE
SAMDART	SAMESK	EMPIRE MELODY	FORT MICHIPICOTEN
FORT RICHELIEU	HERE II	FORT ASTORIA	
SAN CIPRIANO	MARIE CLAIRE	EDWARD BRUCE	
AUDUN	OCEAN VESPER	AMER JARL	

American Vessels - Information from W.S.A. 2/11/44.

Minor repairs - BENJAMIN MILAN: SAMUEL [illegible]: STEVEN LONG: OSCAR STRAUSS: FRANK COOPER: FORT [illegible]: CRAWFORD LONG: JONATHAN EDWARDS: [illegible].

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MARSEILLES - 31.10.44.				
MORIALTA	A 25/9 B 25/9	Supposed mine damage, starb'd side No.2 Hold.	F 14/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	F 18/11	Construction of temporary bow in hand. Remainder of ship intact.
JOHN HOPKINS		Put into Marseille damaged.		No further information.
FORT BEAUSEJOUR	A 22/10 B 18/10	General service pump repairs.	E 26/10	
SAGNEX BENJAMIN TAY	CRISTA OCTANE	EMPIRE LORENZO MANNINGTON	Minor repairs since 24/10/44.	
BIZERTE - 24/10/44.				
P.L.M.14	A) B) 10/10 C 10/10	Routine D/D: Overhaul of boiler mountings; deck & engine repairs.	D 17/10 E 20/10	Progress fairly satisfactory. Plating in holds, bulkheads & tank tops require scaling & painting, not possible here meanwhile.
LISS (Nor)(T)	A 10/10 B 11/10 C 21/10	Routine D/D; deck & engine repairs; boiler cleaning.	D 26/10 E 29/10	Delay due to scarcity of Arab labour thro' plague restrictions & lack of skilled labour owing French priorities. Impossible clean boilers & overhaul mountings in time available.
NORDNES	A 24/10 C 27/10	Routine D/D and examination suspected bottom damage.	D) E) 31/10	Underwater valves to overhaul. Stern gland to repack.
Minor repairs since 17/10/44 - UGO FIORELLI: BRITISH DESTINY: SALT CREEK.				
AUGUSTA - 24.10.44.				
JOHN E. SWEET (U.S.)	A)15/10 B 15/10	Collision damage.	F 18/10	Completed.
NARVA	A 16/10	Boiler cleaning & repairs.	E 22/10	Completed.

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COTTON VALLEY	A 1/10 B 11/10	Fire damage. Bow section missing.	F 10/11	Construction of temporary bow in hand. Remainder of ship intact.
JOHN HOPKINS		Put into Marseille damaged.		No further information.
FORT BEAUMENJOUR	A 22/10 B 18/10	General service pump repairs.	E 26/10	
SAGHEK BENJAMIN TAY	CRISTA OCTAVE	EMPIRE LORENZO MANNINGTON	Minor repairs since 24/10/44.	

BIZERTE - 24/10/44.

P.L.M.12	A) B) 10/10 C 12/10	Routine D/D: Overhaul of boiler mountings; deck & engine repairs.	D 17/10 E 20/10	Progress fairly satisfactory. Plating in holds, bulkheads & tank tops require scaling & painting, not possible here meanwhile.
LISS (Nor)(I)	A 10/10 B 11/10 C 21/10	Routine D/D; deck & engine repairs; boiler cleaning.	D 26/10 E 29/10	Delay due to scarcity of Arab labour thro' plague restrictions & lack of skilled labour owing French priorities. Impossible clean boilers & overhaul mountings in time available.
NORDNES	A 24/10 C 27/10	Routine D/D and examination suspected bottom damage.	D) E) 31/10	Underwater valves to overhaul. Stern gland to repack.

Minor repairs since 17/10/44 - UGO FIORELLI: BRITISH DESTINY: SALT CREEK.

AUGUSTA - 24.10.44.

JOHN F. SWEET (U.S.)	A)15/10 B 15/10	Collision damage.	F 18/10	Completed.
MARVA (Syracuse)	A 16/10 B 17/10	Boiler cleaning & repairs.	E 22/10	Completed.

Minor repairs since 17/10/44 - OCEAN VIRTUE: EMPIRE MARVEL: THOMAS HOWELL

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR - 31.10.44.				
STEPHEN L. 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) F)25/10	Completed.
EMPIRE CLYDE	AA 25/10 B) C)27/10	Fitting spare propeller blade.	D) E)31/10	
JOHN McKINLEY	A 29/10 B 30/10	Repairs to H.P. crank bearings & gland packing.	E 31/10	
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E Ind.	Dockyard work stopped owing to labour shortage.
FULGOR (T)	A 30/11	Requires new stern tube, propeller and tail end shaft.	D Not stated	Awaiting D/D to fit new stern tube & propeller. New propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
WISTERIA (U.S.)(H.C.)	A 17/10 B 18/10	Temporary repairs to shell plating frames and bulkheads on port side fwd.	E 30/10	Completed.
Minor repairs since 17.10.44.		EMPIRE JOSEPHINE: CHESTER O. SWAIN: ALETTA. WALT WHITMAN: AMERICAN TRADER: ALBION STAR.		
" " " 24.10.44.		No information.		
TARANTO - 31.10.44.				3360
PORT 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 8/7 D 18/11 E 30/11	Final D/D for wartime & semi-permanent hull repairs.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 30/11	Repairs in hand afloat to bridge poop etc. Progress satisfactory.

EMPIRE CLYDE	A 25/10 B C 27/10	Fitting spare propeller blade.	D E 31/10	
JOHN McKINLEY	A 29/10 F 30/10	Repairs to H.P. crank bearings & gland packing.	E 31/10	
TALISTE (T)	A 25/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E Ind.	Dockyard work stopped owing to labour shortage.
PULCOR (T)	A 30/11	Requires new stern tube, propeller and tail end shaft.	D Not stated	Awaiting D/D to fit new stern tube & propeller. New propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.

WISTERIA (U.S.)(M.S.) A 17/10 B 18/10 Temporary repairs to shell plating frames and bulkheads on port side fwd. E 30/10 Completed.

Minor repairs since 17.10.44. EMPIRE JOSEPHINE: CHESTER O. SWAIN: ALETTA. WALT WHITMAN: AMERICAN TRADER: ALBION STAR.

" " " 24.10.44. No information.

TARANTO - 11.1944.

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PORT 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 8/7 D 18/11 E 30/11	Final D/D for wartime & semi-permanent hull repairs.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 30/11	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SPRUCE	A 25/5 B 24/6 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E Ind.	Repairs to machinery & boilers suspended due to higher priorities. D/D repairs in hand.
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D 3/11 E 30/11	Extensive repairs reqd to rudder, necessitating 2nd docking for refitting.
CETINA (Brindisi)	A 25/9 C 28/9	To dock for removal of propeller.	D 3/10 E Ind.	Machining of propeller delayed due to higher priority work. 2nd docking to arrange for fitting.

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Vessel	Initial Date	Main Defects	Final Date	Remarks
EASTERN (Cont'd).				
SS. ANDREW (U.K.)	A 26/9 B 28/9 C 8/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 E 16/11	Repairs to B. & B. main engines and auxiliaries proceeding satisfactorily.
ANTENORIA (Panhellsi)	A 10/10 B 14/10 C 15/10	Routine D/D and minor repairs.	D 1/11 E 5/11	
EMPIRE RAVEN.	A 4/10 B 5/10	Repairs to boilers and mountings & auxiliaries.	E 6/11	
PENELOPE MARKS	A 17/10 B 18/10 C 0/11	Grounding Compo, Rudder stock sheared & rudder missing.	D 20/11 E 23/11 Est.	Repairs to stock & new rudder in hand. To D/D to fit new solo piece to stern frame. Comp'n date based on est. of present knowledge of damage.
SYRIA DI ANTIOCHEIA	A 15/10 B 17/10	Repairs to main engines, auxiliaries, electric winches etc.	E 6/11	
PERICLESSA GENERAL	A 21/10 B 22/10	Repairs to boiler tubes, forces draught fans &c.	E 31/10	Completed.
TERESA SCHILIZZINO	B 20/10	Repairs to boilers etc.	E 11/11	Dry docking requested.
CLAUDIAN	A 20/10 B 21/10	Repaired cylinder head being fitted to main engine.	E 28/10	Completed.
EMPIRE DACE	A 29/10 B) C) 3/10	Routine D/D & minor repairs.	D 3/11 E 5/11	
EMPIRE CHERE	A 29/10 B) C) 2/11	- do -	D 5/11 E 7/11	
AMSTEL	A 30/10 B 2/11 C 5/11	- do -	E 10/11 D 12/11	
PARLEMEN	A 31/10 B 2/11	Routine D/D & repairs to keel plating.	D 14/11 E 16/11	

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LIVLANDIA (Panamian)	A 10/10 B 14/10 C 15/10	Routine D/D and minor repairs.	D 1/11 E 3/11
EMPIRE HAWK	A /10 B 9/10	Repairs to boilers and mountings & auxiliaries.	E 6/11
PENMANU (Greek)	A 17/10 B 20/10 C 1/11	Grounding ground. Rudder stock sheered & rudder missing.	D 10/11 Repairs to stock & new rudder in hand. To D/D & fit new solo piece to stern frame. Comp'n date based on est. of present knowledge of damage. E 25/11
CITTA DI ALESSANDRIA (Italian)	A 15/10 B 17/10	Repairs to main engines, auxiliaries, electric winches etc.	E 6/11
PELOPIDAS (Greek)	A 21/10 B 22/10	Repairs to boiler tubes, ferrous ground funs &c.	E 31/10 Completed.
EMPIRE PELLERINO	B 29/10	Repairs to boilers etc.	E 11/11 Drydocking requested.
CHINDAIK	A 20/10 B 21/10	Repaired cylinder head being fitted to main engine.	E 28/10 Completed.
EMPIRE DACE	A 29/10 B) C)30/10	Routine D/D & minor repairs.	D 5/11 E 5/11
EMPIRE CHIEF	A 29/10 B) C)2/11	- do -	D 5/11 E 7/11
ANSTEL	A 30/10 B 2/11 C 5/11	- do -	E 10/11 D 12/11
PAILEILEH	A 31/10 B 2/11 C 3/11	Routine D/D & repairs to keel plating.	D 14/11 E 16/11
MOTIA	C 8/11	Routine D/D and minor repairs if available in time.	D 18/11 E 20/11
PERTUSOLA	B 15/10 C 3/11	Routine D/D & minor hull repairs.	D 13/11 E 15/11
GIUSEPPE MESSINA	C 3/11	- do -	D 13/11 E 15/11

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

TARANTO - (Cont'd).

Minor repairs since 24/10/44.

TARANTO:

SAMOCLEE	DUBLIN	WORCESTERSHIRE
FAUVETTE	SANDARING	OXFORDSHIRE
SATPIN	SANLEVEN	FORT LA DAYE
EMPIRE DAMSEL	SANFORD	ENGLOF
FORT DAUPHIN	SANSTEEL	
FORT HALL	SANFLEET	
FORT MENANGO	SATSERVE	
JERVIS BAY	TAMASHA PARK	

BRINDISI:

MARICOT	CLIP LEE	
OCEAN VANGUARD	ARGENTINA	
EMPIRE USK	CORCREST	

BARI:

DARIEN II	TOSCANA	
FORT PACKENHAM	OCEAN LIBERTY	LEINSTER
POCAHONTAS	HARPALYCUS	
CUDWORTH	SAILERUK	
EMPIRE CANDIDA	EMPIRE SPLENDOUR	

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CASABLANCA: ALGIERS: GRAN: BONE: MALTA - No report received.

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RETURN OF ITALIAN MERCHANT SHIP REPAIR POSITION ON 2/11/44.

SIGNAL KEY

Dates anticipated or actual

A	B	C	D	E	F	G
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	Completion of temporary repair to proceed to other repair port. In tow

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR				
		VESSELS IN HAND		
TAIGETE	A 28/6 B 6/7	Repairs to cargo pumps, valve extension rods.	B Not Dockyard work stopped stated owing to labour shortage.	
VULCR	A 30/11 C 26/10	Requires new stern tube propeller & tail end shaft.	D 30/11 E 10/12	Awaiting D/D to fit new stern tube & propeller. Propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
		VESSELS L.A.S.F.		
OLTENIA	A	Not repairable for the duration.		Has crew of 10 for pressing machinery.
POLIMNIO	A 1940.	In very bad condition.		Left in present state for 4 years. Fully loaded with pig iron. Not fit for long towing.
TARANTO				
		VESSELS IN HAND		
SPUGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 15/1	Repairs to machinery. Boilers suspended due to higher priorities. D/D repairs in hand.
	B 20/10	Boiler tubes to be changed.	E 11/11	20 days have been asked. Docking will have to be

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A	B	C	D	E	F	G
Vessel	Initial Dates		Main Defects	Final Dates		Remarks
GIBRALTAR						
			VESSELS IN HAND			
TAIGETE	A 29/6 B 6/7		Repairs to cargo pumps, valve extension rods.		E Not Dockyard work stopped stated owing to labour shortage.	
VULCOR	A 30/11 C 26/10		Requires new stern tube propeller & tail end shaft.		D 30/11 E 10/12	Awaiting D/D to fit new stern tube & propeller. Propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
			VESSELS L.A.S.P.			
ULTORA	A		Not repairable for the duration.			Has crew of 10 for pressing machinery.
POLIMNIO	A 1940		In very bad condition.			Left in present state for 4 years. Fully loaded with pig iron. Not fit for long towing.
TARANTO						
			VESSELS IN HAND			
SPLUGE	A 25/5 B 24/8 C 19/10		Fairly extensive repairs following salvage.		D 5/11 E 15/1	Repairs to machinery. Boilers suspended due to higher priorities. D/D repairs in hand.
TERESA SCHIAFFINO	B 20/10		Boiler tubes to be changed. Shaft to be drawn out.		E 11/11	20 days have been asked. Docking will have to be carried out when repairs near completion.
CRATA	A		24 tubes to be changed. Cleaning & painting of hull.		Not stated.	Boot of all ships rot'd from Spain. Docking will have to be carried out when repairs near completion.
SANTA CHIARA			Hull plating repairs.		"	Already docked once. Repair to hull not completed at time due to restricted dock spac

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd.)				
PERTUSOLA	A B 14/10	Boiler & engine repairs. Shaft alignment.	Not stated "	
TURRIDDU	A B 10/10	- do -		
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Not yet stated.		
		BIDS FOR REPAIRS		
ANDALUSIA		Engine & boiler repairs & woodwork. Routine D/D. Repairs to double bottom.		30 days have been asked. Docking will have to be carried out when repairs near completion.
CERCA	A B	Boiler engine defects		30 days have been asked.
		VESSELS I.A.S.F.		
LUANA	A	General repairs. Ship mined.		4 months have been asked.
MISENO	A	-do- -do-		3 " " " "
DORA		Badly damaged by torpedo		
URANO		- do -		
ASSUNZIONE		- do -		
APOLLO		No information received.		
LEGHORN		BID FOR REPAIRS		
ULYSSE		Shaft alignment. Change of some deck plating under steering gear and capstan. False keel to replace.		20 days asked. Very urgent repairs. 5 days docking if all necessary material is prepared in time.
CASABLANCA				

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PENINSULA	A B 11/10	Boiler & engine repairs. Shaft alignment.	Not stated	
TRIESTE	A B 10/10	- do -	"	
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Not yet stated.		

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BIDS FOR REPAIRS

ANDALUSIA		Engine & boiler repairs & woodwork. Routine D/D. Repairs to double bottom.	30 days have been asked. Docking will have to be carried out when repairs near completion.
CERCA	A B	Boiler engine defects	30 days have been asked.

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VESSELS I.A.S.F.

LUNA	A	General repairs. Ship mined.	4 months have been asked.
MISENO	A	-do- -do-	3 " " " "
DORA		Badly damaged by torpedo	
URANO		- do -	
ASSUNZIONE		- do -	

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APULO — No information received.

LEGHORN

BID FOR REPAIRS

ULYSSE	Shaft alignment. Change of some deck plating under steering gear and capstan. False keel to replace.	20 days asked. Very urgent repairs. 5 days docking if all necessary material is prepared in time.

CASABLANCA

ISONZO	A B	General repairs afloat and in dry dock.	E This week? Repairs almost complete.

NAPLES

VESSELS IN HAND

SESTRIERE		Engine overhaul.	20 days asked.
TARVISIO	A 1/11 B 2/11 C 11/11	Very sensible leakage into tanks.	Docking after making ship gas free.
ANNO	A	Not stated.	D 17/10
CAPANO	B		E 31/10
	C 24/10		

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Vessel	Entered Dates	Main Defects	Exit Dates	Remarks
NAPLES (Cont'd).				
ONORATO	A 19/3 D 1/0 C 23/10	Hull repairs & machinery overhaul. One cylinder head missing.	D 30/10	To be released by R.M. after checking condition.
BIDS FOR REPAIRS				
ARGIA		Routine D/D.		1 day only asked.
S.LUCIA		Routine D/D. Superheater tubes to change.		15 days asked. Last D/D 6 months ago.
VESSELS E.A.S.F.				
CAPO NOLI (Castellamare)		Leave hole in hull. Ship mined.		
VESSELS AT SEA - BIDS FOR REPAIRS				
TIRRENO		Foul. Speed reduced from 8-6 knots.		
TIBER		Repairs to evaporator.		6 days repairs.
EARLY BRUNNER		Foul. Speed reduced from 10-7 knots.		1 day only asked.
ADRIA COMPARINI		Foul. Last D/D 26/5/44.		1 dry docking only asked.
LIDO		Routine D/D.		Speed reduced from 8-6 knots.

REPORT FROM W.S.A. 2/11/44.

CASABLANCA: HOWARD GIBSON - Collision and fire damage awaiting repairs.

AGADIR: MARION McKINELY BOYARD - Commenced scrubbing operation 31st October. No repairs minor or major ending Oct. 29th.

ORAN: JOHN R. COPLEY - Estimated out of drydock November 8th. Estimated completion date - middle of December.

DANIEL WEBSTER - Ship presumably abandoned. Lowest in priority repair.

LEGHORN: JOHN SWEET - Requested priority to discharge October 30th. requires 10 days to discharge then returns to Naples for permanent repairs.

Minor repairs October 27th - November 2nd. PAULSON, JOTTON MATHER, WALTER REED, SAMUEL LIVERMORE.

TOULON: JOHN HOPKINS - Damaged - Expects tow to Oran for d/d about 6th November. Estimate 5 weeks work.

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ANSA	Routine D/D.	1 day only asked.
S.INCEA	Routine D/D. Gyrocompass tubes to change.	15 days asked. Last D/D 6 months ago.

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VESSELS D.A.B.E.

CAPO LINEN (Costellizzano)	Screw hole in hull. Prop raised.

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VESSELS AT C&A. - AWAITING ORDERS FOR REPAIRS

TUNISINO	Foul. Speed reduced from 8-6 knots.	
TYRA	Repairs to engines.	6 days repairs.
PATTY BRUNTON	Foul. Speed reduced from 10-7 knots.	1 day only asked.
ANDREA COSTARINI	Foul. Last D/D 20/5/44.	1 dry docking only asked.
LIDO	Routine D/D.	Speed reduced from 8-6 knots.

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REPORTS FROM N.O.A. 6/11/44.

CASABLANCA HOWARD GIBSON - Collision and fire damage awaiting repairs.

AGERIA: MARION McKINELY BOYARD - Commenced scrubbing operation 31st October. No repairs minor or major ending Oct. 29th.

ORAN: JOHN H. COFLEY - Estimated out of drydock November 5th. Estimated completion date - middle of December.

DANIEL WEBSTER - Ship presumably abandoned. Lowest in priority repair.

LEGHORN: JOHN SWEET - Requested priority to discharge October 30th. requires 10 days to discharge then returns to Naples for permanent repairs.

Minor repairs October 27th - November 2nd. PAULSON, JOSTON MATHER, WALTER REED, SAMUEL LIVERMORE.

TOULON: JOHN HOPKINS - Docked - Expects tow to Oran for d/d about 6th November. Estimate 5 weeks work.

ELLEN WYLIE - Estimate complete temporary repairs about 1st December to enable her to proceed for dry docking.

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SUPPLEMENT TO REPORT DATED 3/11/44.

Vessel	Initial Dates	Main Defects.	Final Dates	Remarks.
MALTA - 31.10.44.				
ELENA O. (It.)=(Sch)	A 10/10 B 11/10	Diesel engine breakdown.	E 31/10	Progress of re-erection slow.
BRITANNY COAST (ASIS)	A) B) 17/10	Dynamo repairs.	E Not stated.	Dynamo repairs completed. Vessel now in dockyard for alteration to A.S.I.S. equipment.
AGATHA (Dut)(T)	A) B) 23/10	Dynamo and minor hull repairs.	E Not stated	Vessel being made Base Oiler, repairs now considered as minor.
HERCULES	B 31/10	Hull repairs after damage by chipping hammer.	E 2/11	

Minor repairs since 24/10/44 - ERIDAN (A.S.I.S.):
EMPIRE SPINNEY
VINCENZO (Sch).

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S E C R E T.

DIRECTION DE LA MARINE MARCHANDE
ET DES TRANSPORTS MARITIMES.

Algiers, 30th October, 1944.

FRENCH VESSELS UNDER REPAIR.

ALGIERS.	C/P EL HAIK.	General repairs. Immobilisation anticipated about 2 months as from 16/9 subject to conditions.
	LES ISSERS.	Various maintenance repairs. Will be ready about 10th November.
ORAN.	CEVENNES.	General repairs.
	VENDOME.	General repairs. Completion about 31st Oct.
CASABLANCA.		N i l
BIZERTA.	MEDI II.	Replacement of tube fasces. Various maintenance jobs. Should be ready about the end of the month.
	FORT DE FRANCE.	Maintenance jobs according to availability of labour.
	VILLE DE TUNIS.	General repairs after refloating according to availability of labour.

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c/o.- D.M.W.T.R. NORTH AFRICA.
ALGIERS.
3rd. November 1944.

No.32.

To: THE CHAIRMAN, MEDBO.;

From: French Liaison, D.M.W.T.R. N.A..

FRENCH SHIPPING ALLOCATION COMMITTEE.

1.-PROGRAMME FOR COASTERS:- Copy of programme enclosed. Read and approved without modification.

2.-REPAIR COMMITTEE:- Current week's lists of drydock bids and repairs were despatched to Naples early this week. There are no changes in that list. It was mentioned that the JANINE had had to surrender her place on the list for a higher priority vessel(name unknown). She will however take her turn when this vessel has been dealt with.

3.-s.s."CHATEAU LATOUR": (see para 5. Report No.29)-- Vessel has arrived in Algiers, is about due to pass through the drydock. After undocking will carry out repairs to boilers etc; It is expected that she will be once more available in about 15 days time.

U.S.A. Representative informed the D.M.W.T. that on completion of repairs vessel would resume the transport of mules and that the stalls etc; would not be removed. The D.M.W.T. promised to inform the competent authority.

4.-s.s."ORSENA" ex "ECOLNICIEN MOUTTE"- D.M.W.T.A.. informed the D.M.W.T. that it remains with the French Marine Marchande to request their Diplomatic representative in Spain to obtain the necessary release from the Spanish Government. If necessary, sufficient crew would be sent to Spain from the South of France or from North Africa so as to bring her across to N.A..

5.-s.s."AISNE"- (see para 3. Report 31.)- Vessel was transferred to M.W. control at ORAN on the 2nd.November 1944 at 00hrs.00. 3355

Regarding the condition under which the vessel would work, the Committee were informed that when the matter was first mooted some months ago, it was proposed that in return for facilities provided by the Allies to enable the vessel to be progressively made seaworthy whilst acting as a self-operating collier based on a port where repairs could be carried out by shore-labour etc; the D.M.W.T. were prepared to place her at the disposal of the Allies on the following conditions:

Vessel to be taken over when ready to load her cargo for bunkering purposes.

The D.M.W.T. not to receive any hire or freight, but the M.W.T. to accept responsibility for cost of bunkers and galley-coal, water crew's wages and stores, port charges etc;whilst in service as collier

From: French Liaison, D.M.T.P. N.A.

FRENCH SHIPPING ALLOCATION COMMITTEE.

1.-PROGRAMME FOR COASTERS:- Copy of programme enclosed. Read and approved without modification.

2.-REPAIR COMMITTEE:- Current week's lists of drydock bids and repairs were despatched to Naples early this week. There are no changes in that list. It was mentioned that the JANINE had had to surrender her place on the list for a higher priority vessel(name unknown). She will however take her turn when this vessel has been dealt with.

3.-s.s."COLONEL LATOUR": (see para 5. Report No.29)__ Vessel has arrived in Algiers, is about due to pass through the drydock. After undocking will carry out repairs to boilers etc; It is expected that she will be once more available in about 15 days time.

U.S.A. Representative informed the D.M.M. that on completion of repairs vessel would resume the transport of mules and that the stalls etc; should not be removed. The DM. promised to inform the competent authority.

4.-s.s."ORSENA" ex "MECANICIEN MOTTE"- D.M.T.N.A.. informed the DM. that it remains with the French Marine Marchande to request their Diplomatic representative in Spain to obtain the necessary release from the Spanish Government. If necessary, sufficient crew would be sent to Spain from the South of France or from North Africa so as to bring her across to N.A..

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5.-s.s."AISNE"- (see para 3. Report 31.)- Vessel was transferred to M.W.T. control at ORAN on the 2nd.November 194[illegible] at 00hrs.00.

Regarding the conditions under which the vessel would work, the Committee were informed that when the matter was first mooted some months ago, it was proposed that in return for facilities provided by the Allies to enable the vessel to be progressively made seaworthy whilst acting as a self-operating collier based on a port where repairs could be carried out by shore-labour etc; the DM. were prepared to place her at the disposal of the Allies on the following conditions:

Vessel to be taken over when ready to load her cargo for bunkering purposes.

The DM. not to receive any hire or freight, but the M.W.T. to accept responsibility for cost of bunkers and galley-coal, water crew's wages and stores, port charges etc;whilst in service as collier, and the cost of maintenance work necessary to prevent vessel deteriorating into a condition worse than that in which she had been taken over. All other repairs making her more seaworthy and improving her general condition to be the responsibility of the DM. Owners agents to be appointed to look after interests of owners and to deal with all crew matters, portage bills in first instance etc; All disbursements made by these agents under the above conditions to be reimbursed by the M.W.T. plus a monthly agency fee of 2.000 francs.

The crew to be paid a bonus of 10 frcs. a ton on all coals handled by them in and out as from the moment vessels anchors at her post in Marseilles.

The D.M.T. are to obtain confirmation of these conditions from their H.Q. Paris.

6.-s.s."SIDI BRAHIM": (see para 3.No.31.)- Vessel at Casablanca awaiting orders.

7.-s.s."BARFLEUR"(Naval Auxiliary)- In reply to an earlier enquiry, the D.M.T. confirmed that this vessel had loaded at ORAN for S.France.: 20 tons of flour for the French Navy at Toulon and 505 tons for the French Army.

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6.-s.s."SAINTE BERNADETTE"(T. edible oils)- The French Resident-General in TUNISIA has asked that the owners of this vessel be placed in possession of their vessel so that she may be used for the transport of edible oil in bulk for the Allied Armies and the supplying of French Metropolitan areas.

Vessel is said to be in the port of Palermo, where she was towed after refloating.

D.M.W.T.R. N.A. promised to obtain information on the matter.

9.-PORT OF DJIDJELLI- At the request of the W.S.A. the D.M. has examined the possibility of sending vessels of the "LIBERTY" class to this port. The result of their examination is that it is considered inadvisable to send vessels of this tonnage to to this port, especially during the bad season.

10.-NEEDS OF COAL STOCKS SETE AND PORT VENDRES.- In view of the discussions taking place regarding the commencement of traffic between ALGERIA/SETE/ PORT VENDRES, with vessels of the "B" list, the Direction des Transports Maritimes has advised the D.M. that the monthly requirements in the way of bunker coals would be about 4.000 tons, divided between the ports of SETE and PORT VENDRES. Further the requirements of the NorthAfrican and West African coasters would have to be maintained.

The D.M. were informed that French vessels would as hitherto be supplied from the stocks under Allied control in the case of French North African ports, and that instructions would be asked for as regards the building up of stocks in the two French Metropolitan ports.

11.-s.s."SAGITTAIRE"- The French Mission in Washington have informed the D.M.M. that this vessel will carry out her next voyage ARTHIQUE/T.N.A./ USA/CARTHAGE for French account. Her call to the Pool will be suspended for the duration of this voyage.

The W.S.A. representative asked that a certain number of cabins for passengers be reserved for them from Algeria to New York.

D.M.W.T.R. N.A. agreed to the request.

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

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(51)

Subject : G-4 (MOV & TN) WEEKLY REPORT TO JEDBURGH CIVIL SUPS.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)5/411/GDM

4 Nov 44

Tel: FREEDOM 443

44. GENERALS GENERAL

(a) Owing to the incorrect servicing of CAL 856, 66000 tons set up from N. AMERICA for Dec arrival had been assumed by AFHQ to be from MIDEAST. Unfortunate though this error was, had FRANCE dependent on supply from N. AMERICA, the commitment could not have been met in time. This 66,000 tons was due to begin arriving 15 days after despatch of the CAL 856 allocating procurement responsibility. The programme was fortunately set up from MIDEAST stockpile.

(b) A further complication in the cereal programme had been the cuts imposed on the Dec arrival programme owing to lack of shipping in AMERICA. Attached at Appendices A, B and C is the up to date status of the programmes.

Appendix A shows S. FRANCE and N. AFRICA
" B " ITALY
" C " BALKANS

45. CEREALS, BALKANS.

(a) The condition of the ports and a late start of operations has limited relief to AD HOC parcels. The 40,000 tons carried in 8 SWEDISH/SWISS ships will further ease the position. It will be remembered that the MIDEAST stockpile (1st 42 days BALKANS) was:- 152,000
plus already loaded up to 1 Oct: 12,000 ..
= 164,000

(b) Against this has been used

Ad hoc Aid to GREECE	41,000	
Proposed Ad hoc Aid to YUGOSLAVIA	5,000	
Loaned to ITALY (flour)	14,000	
Balkans bid 17-26 Nov	17,000	
=		77,000
=		87,000

Available in Stockpile for consumption 27 Nov onwards.

3354

(c) For consumption 27 Nov onwards, there is, therefore, available:-

87,000

44. CEREALS CONT'D.

(a) Owing to the incorrect servicing of C/L 856, 66000 tons set up from N. AFRICA for Dec arrival had been assumed by AFHQ to be from MIDEAST. Unfortunately though this error was, had FRANCE depended on supply from N. AFRICA, the commitment could not have been met in time. This 66,000 tons was due to begin arriving 15 days after despatch of the C/L 856 allocating procurement responsibility. The programme was fortunately set up from MIDEAST stockpile.

(b) A further complication in the cereal programme had been the cuts imposed on the Dec arrival programme owing to lack of shipping in N. AFRICA. Attached at Appendices A, B and C is the up to date status of the programmes.

Appendix A shows S. FRANCE and N. AFRICA
" B " ITALY
" C " BALKANS

45. CEREALS, BALKANS.

(a) The condition of the ports and a late start of operations has limited relief to AB HCC parcels. The 40,000 tons carried in 8 SWEDISH/SWISS ships will further ease the position. It will be remembered that the MIDEAST stockpile (1st 42 days of LIONS) was:- 152,000
plus already loaded up to 1 Oct: 12,000
= 164,000

(b) Against this has been used

Ad hoc Aid to GREECE	41,000	
Proposed Ad hoc Aid to YUGOSLAVIA	5,000	
Loaned to ITALY (flour)	14,000	
Balkans bid 17-26 Nov	17,000	
=		77,000
=		87,000

Available in Stockpile for consumption 27 Nov onwards.

3354

(c) For consumption 27 Nov onwards, there is, therefore, available:-

from (b) above	87,000
flour repayment (C/L 890)	14,000
8 SWEDISH/SWISS ships	40,000
Ex MIDEAST stockpile	16,000
	157,000

(d) It will be recalled from para 16 that 109,000 tons were available in MIDEAST stocks for allocation. This tonnage has been utilised as follows:-

Contd on Sheet 2 .....

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(d) contd.

Intended by C.L 856		Now to be distributed	
82,000	BALKANS	66,000	FRANCE
27,000	ITALY	27,000	ITALY
109,000		16,000	BALKANS
		109,000	

46. CEREALS N. AFRICA

(a) Reference para 32 of report dated 22 Oct 44, and Appx. A regarding shipments of barley to N. AFRICA. The following programme has now been notified by NAMOV for the movement of 12000 tons of barley from TRIPOLI to TUNISIA during the Nov/Dec period

SHIP	TONS	FROM	TO	REMARKS
PARISE	2700	TRIPOLI	TUNIS	
AUGUSTINE LE BORGNE	1300	"	SOUSSE	
L'PARISE	2700	"	SFAX	
AUGUSTINE LE BORGNE	1300	"	SOUSSE	
AUGUSTINE LE BORGNE	1300	"	"	
AUGUSTINE LE BORGNE	1300	"	"	
To be set up	1400	"	TUNISIA	Estimated that this will be cleared by early December.
TOTAL	12,000			

(b) Instructions have been issued by NAMOV to the Mov Liaison Officer TUNIS to contact AIRMIC MARCHANDE, TUNIS, and to keep the following informed of the movements of these ships, as ETAs are at present uncertain:-

(i) AFHQ
(ii) MIDEAST
(iii) Mov TRIPOLI (L)
(iv) DISTR N. AFRICA
(v) SOTO ALGIERS

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(a) Reference para 32 of report dated 22 Oct 44, and Appx. A regarding shipments of barley to N. AFRICA. The following programme has now been notified by NAVOV for the movement of 12000 tons of barley from TRIPOLI to TUNISIA during the Nov/Dec period

SHIP	TONS	FROM	TO	REMARKS
PARISE	2700	TRIPOLI	TUNIS	
AUGUSTINE LE BORGNE	1300	"	SOUSSE	
LE PARISE	2700	"	SFAX	
AUGUSTINE LE BORGNE	1300	"	SOUSSE	
AUGUSTINE LE BORGNE	1300	"	"	
AUGUSTINE LE BORGNE	1300	"	"	
To be set up	1400	"	TUNISIA	Estimated that this will be cleared by early December.
TOTAL	12,000			

(b) Instructions have been issued by NAVOV to the Mov Liaison Officer TUNIS to contact MARINE MARCHANDE, TUNIS, and to keep the following informed of the movements of these ships, as ETAs are at present uncertain:-

(i) AFHQ
(ii) MIDEAST
(iii) Mov TRIPOLI (L)
(iv) DEPTH N. AFRICA
(v) SHAPO ALGIERS

47. DECK LOADING OF VEHS FOR ITALY.

(a) Authority has been given to MIDEAST to deckload vehs for ITALY on all certain ships destined for S. FRANCE and ITALY. This is equally applicable to vessels arriving MIDEAST ports for onward routing

Contd. on Sheet 3 .....

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48. FUELS FROM ITALY FOR N. AFRICA

(a) MEDIO have notified the following quantities as being required this year to cover the possibility of partial failure of ILVARI production

(b) Total requirement 14,000 tons in order of priority :-

REQUIREMENT	PLACE	REMARKS
7000 tons	TUNIS	To ensure possibility of maximum production
3500 tons	ORAN	For present production
3500 tons	ALGIERS	For reserve stock.

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

VK/tgl

Distribution: IV for LEDBO Minutes plus :

(a) Under Secretary of State (War Office) LONDON (2) BY AIR
(Attention DF Mov 6(ii) 9)
(b) G-5., A.F.H.Q. (2)
(c) H.A.; Mov., A.A.I.
(d) C.M.T., M.E.F.
(e) H.Q., A.C., (Main) (2)
(f) D.Q.M.G. (Mov & Tn).
(g) Mov. 1.

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THEATRES	REQUIREMENT	PERIOD	PROGRAM			
			TONS	TYPE	FROM	
S. FRANCE	48,000	15 Aug - 15 Oct	45249	Flour	U.S...	2 ships in UGS 4 UGS 52, 53, 55,
	105,500 for 16 Oct - 15 Dec to be met - FRENCH N. AFRIC. 17,000 MIDEAST 66,000 U.S.A. 13,500 96,500 Reduction is caused by non-availability of shipping	16-31 Oct 29,000	8000 5000 16000 29000	Wheat Flour Wheat = 29,500 wheat equivalent	CR.F CR.F MIDEAST	A.F.H.Q. Stock part of 9,000 GUS 55/GUS 65.
		1 - 30 Nov 34,000	30000 4000 34000	Wheat Flour = 34,500 wheat equivalent	MIDEAST CR.F.	See para 32 c(i) remainder of 90
		originally 1 - 15 Dec 46,500 [illegible]	13500 20000 33500	Wheat Wheat (Reduced by non-availability of	U.S... MIDEAST	France demand tons per month will suffice t tons (16 Dec - arriving from GUS 60 to TKS
	135,000	16 Dec - 30 Apr	87000 45000	Wheat Wheat	U.S... SHAEF	If 45,000 tons from SHAEF the imports
N. AFRICA	8,000	Before 31 Oct	8000	Barley	TRIPOLI	To TUNISI
	127,000	1 Nov - 31 Dec (2) (3) (11) 2	20000 4000 40500 16500 36000 30000	Barley Barley Wheat " " "	TRIPOLI TRIPOLI N. AFRICA " " "	Formerly all To TUNISI " " " 10000 " 03 S " Other LST

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REQUEST	PERIOD	PROGRAMME			
		TONS	TYPE	FROM	REMARKS
2,000	15 Aug - 15 Oct	45249	Flour	U.S.A.	2 ships in UGS 49 & 51, 1 in each UGS 52, 53, 55, 56 & 57. See para 32c
0,500 t - 15 Dec - PRIOR 17,000 66,000 13,500 96,500	16-31 Oct 29,000	8000 5000 16000 29000	Wheat Flour Wheat = 29,500 wheat equivalent	CANADA CANADA MIDEAST	U.K.H.O. Stock part of 9,000 French repayment UGS 55/MKS 65. See para 32c(ii)
n is caused by ability of	1 - 30 Nov 34,000	30900 4000 34000	Wheat Flour = 34,500 wheat equivalent	MIDEAST CANADA	See para 32 c(ii) remainder of 9000 French repayment
	originally 1 - 15 Dec 46,500	13500 20000 33500	Wheat Wheat (reduced by non-availability of shipping in U.S.A.	U.S.A. MIDEAST	France demands are now down to 30,000 tons per month. Present programme will suffice till 15 Dec, when 45,000 tons (16 Dec - 30 Apr) should be arriving from MIDEAST. UGS 60 to MKS 70 incl
5,000	16 Dec - 30 Apr	87000 45000	Wheat Wheat	U.S.A. MIDEAST	If 45,000 tons wheat can be supplied from MIDEAST there should be no Jan imports
8,000	Before 31 Oct	8000	Barley	TRIPOLI	To TUNIS. (See para 46).
7,000	1 Nov - 31 Dec C.3 C.3 C.1 C.3	30000 2000 40500 16500 36000 30000	Barley Barley Wheat " " "	U.S.A. TRIPOLI U.S.A. " " "	Formerly for Italy via Bone To TUNIS. (See para 46). " " IRONCOT " OLIVET " Other LIBYAN Ports

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THEATRE	REQUIREMENT	PERIOD	TONS	PROGRAMME TYPE	FROM	REMARKS
ITALY	43,500	1 - 31 Oct	26,400	Wheat	AUSTRALIA	SKAGERRAK NATHAN HALE JACOB MANSFIELD
			20,000	Barley	IRAQ	SEMNETHY BENJAMIN JOURDAN JOHN HATHORN
			46,400 = 43,500 Wheat equivalent			
	(Emergency) 14,000	1 - 31 Oct	14,000	Flour	MIDEAST	(Loaned from BA SAMASH FORT STAGER FORT RICHELIEU GUS 58 / MKS 68
	Originally 100,000 but reduced by later operational developments to - 67,000	1 - 30 Nov	27,000 20,000 20,000	Wheat Barley Flour	MIDEAST IRAQ AUSTRALIA	
			67,000 = 66,000 Wheat equivalent			See also para 3
	Originally 100,000 The present programme of 93,500 should, however, be adequate to cover presently anticipated requirements	1 - 31 Dec	25,000 21,000 47,000	Bulk Wheat Bag Wheat Flour	N AMERICA N AMERICA USA	
			93,500			
	(Proposed) 95,000	1 - 31 Jan	39,000 40,000 20,000	Bag Wheat Bulk Wheat Barley	N AMERICA N AMERICA IRAQ	
			99,000			

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APPENDIX 'B'

	PERIOD	TONS	TYPE	PROGRAMME FROM	REMARKS		
		TONS	TYPE	FROM	REMARKS		
,500	1 - 31 Oct	26,400	Wheat	AUSTRALIA	SKAGERUK NATHAN HALE JACOB MANSFIELD	7,598 9,358 9,443	
		20,000	Barley	IRAQ	SAMUETHY BENJAMIN BOURKE JOHN ILTHORN	7,761 7,400 6,855	26,399 22,016
,000	1 - 31 Oct	14,000	Flour	MIDEAST	(Loaned from BALKAN stockpile) SAMASH FORT STAGER FORT RICHELIEU CUS 58 / MKS 60	8,278 2,530 1,000 2,230	See para 32(a) 14,008
,000 but r operation- to - ,000	1 - 30 Nov	27,000 20,000 20,000 67,000 = 66,000 Wheat equivalent	Wheat Barley Flour	MIDEAST IRAQ AUSTRALIA	See also para 32 (b)		
,000 gramme of ,500 , be adjusto tly anticip- ts	1 - 31 Dec	25,000 21,000 47,000 93,500	Bulk Wheat Bag Wheat Flour	N AMERICA N AMERICA US.			
,000	1 - 31 Jan	39,000 40,000 20,000 99,000	Bag Wheat Bulk Wheat Barley	N AMERICA N AMERICA IRAQ			

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THEATRE	REQUIREMENT		PERIOD	PROGRAMME			
				TONS	TYPE	FROM	REMARKS
GREECE	Originally	52,050	Oct	41,000	1 Oct - 27 Nov	ME Stockpile	ad hoc relief
	"	52,050	Nov				
		52,050	Dec				Dec requirement
		52,050	Jan				GREECE
		52,050	Feb				YUGOSLAVIA
							ALBANIA
YUGO - SLAVIA	Originally	62,717	Oct	5,000	1 Oct - 27 Nov	ME Stockpile	available to m
	"	62,717	Nov				(See para
		62,717	Dec				
		62,717	Jan				Balance =
		62,717	Feb				which can prov
							3 days Nov and
							intermediate
							emergencies
ALBANIA	Originally	833	Oct	NIL	1 Oct - 27 Nov	ME Stockpile	
	"	833	Nov				
		833	Dec				
		4,450	Jan				
		4,450	Feb				
						Not yet known	
AUSTRIA		25,000	Dec				

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APPENDIX 'C'

PERIOD	PROGRAMME			REMARKS
	TONS	TYPE	FROM	
Oct Nov Dec Jan Feb	41,000	1 Oct - 27 Nov	ME Stockpile	ad hoc relief Dec requirements are - GREECE 52,050 YUGOSLAVIA 62,717 ALBANIA 833 115,600 Available to meet this - 157,000 (See para + 41,000 Balance = which can provide for last 3 days Nov and any intermediate EMLO emergencies
Oct Nov Dec Jan Feb	5,000	1 Oct - 27 Nov	ME Stockpile	
Oct Nov Dec Jan Feb Dec	NIL	1 Oct - 27 Nov	ME Stockpile Not yet known	

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SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 1200 HOURS 4 NOV 1944

	CLEAN No. of Vessels	CLEAN Cargo Capacity (barrels)	DIRTY No. of Vessels	DIRTY Cargo Capacity (barrels)	No.
A. On Ocean Service					
1. With Cargo	10	1,093,000	3	180,000	
2. In Ballast	15	1,599,000	6	390,000	
3. In drydock or repairing	--	-----	--	-----	
B. On Coastal Service (Including shuttle or lightening duties but excluding C, D and E)					
1. Working	17	285,000	--	-----	
2. Drydock or Repairs	12	245,000	1	52,000	
C. Water Carriers	22	223,000	--	-----	
D. Harbour Fuelers	4x	78,000	8	218,000	
E. On Operational Service (including R.F.A.)	11	188,000	7	330,000	

x One Vessel (RONDINE - 60,000 bbls) used as floating storage

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SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 1200 HOURS 4 NOV 1944

	CLEAN No. of Vessels - Cargo Capacity (barrels)		DIRTY No. of Vessels - Cargo Capacity (barrels)		TOTAL No. of Vessels - Cargo Capacity (barrels)	
	10	1,093,000	3	180,000	13	1.273,000
	15	1,599,000	6	390,000	21	1,969,000
repairing	--	----	--	----	--	----
or light- excluding						
	17	285,000	--	----	17	285,000
airs	12	245,000	1	52,000	13	297,000
	22	223,000	--	----	22	223,000
	4x	78,000	8	218,000	12	296,000
vice	11	188,000	7	330,000	18	518,000

x One Vessel (RONDINE - 60,000 bbls) used as floating storage

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MEDBO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of
5th meeting held on 3rd November, 1944.

Chairman:	Major C.F.Russell	
Present:	Lt.-Cdr.C.B.Sturt,RNVR	P.S.T.O. representative.
	Lt.J.W.H.Munn,RNVR	"
	Maj.G.B.Goffrey	G-4(Mov & Tn)
	Capt.G.Sweet	"
	J.Comd.L.E.C.Morris	"
	Capt.H.T.McGone	Tn(A)
	Maj..J.K.Lusty	RASC Water Transport Office.
	Mr.S.A.Regan	W.S.A.
	Mr.R.D.Heard	M.W.T.
	Mr.W.Williams	M.W.T.(Schooner Control)
	Miss A.N.Simon	Secretary.

1. The Minutes of the last Meeting were approved.

2. Referring to the Minutes, the Chairman stated:

(a) the bid for 165 tons POL Naples/Oran had now been cancelled.

(b) Tankage from Tunis. This bid would be held in abeyance pending receipt of details from Tn(A).

(c) Coal Gaeta/Fiumicino. The coal pile had now been located. It was agreed to proceed as indicated in para: 2(c) of the last meeting's Minutes, subject to confirmation that a channel into Fiumicino would have been swept in time.

(d) Hopper barges from Gibraltar. P.S.T.O. had been asked to send reminder to S.T.O.Gibraltar. 9349

3. Maintenance programme - 27th November to 6th December.

After consideration of the programme (attached) it was agreed:-

(a) that M.W.T. should lift 4600 tons of the phosphate rock and P.S.T.O. the remaining 2600;

(b) that P.S.T.O. should allocate a coaster to lift the 2000 tons wine from Bari to Civitavecchia;

(c) to hold in abeyance the bid of 800 tons bean-seeds Bari/Mideast.

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Maj.G.B.Godfrey	C-4(Mov & Tn)
Capt.G.Sweet	"
J.Cdr.L.E.C.Morris	"
Capt.H.T.McCone	Tn(A)
Maj..J.K.Lusty	RASC Water Transport Office.
Mr.S.A.Regan	W.S.A.
Mr.R.D.Heard	M.W.T.
Mr.W.Williams	M.W.T.(Schooner Control)
Miss A.N.Simon	Secretary.

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3. Maintenance programme - 27th November to 6th December.

After consideration of the programme (attached) it was agreed:-

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(b) that P.S.T.O. should allocate a coaster to lift the 2000 tons wine from Bari to Civitavecchia;

(c) to hold in abeyance the bid of 800 tons bean-seeds Bari/Mideast. Since this was ultimately required at Piraeus, the Chairman requested C-4(Mov & Tn) to investigate the possibility of direct shipment;

(d) that the 350 tons fish Palermo/Portici be shipped in vessels carrying phosphate rock calling at Palermo for first discharge;

(e) that the 206 railway wagons be shipped from Cagliari to Naples, subject to authorisation by D.G.M.R.S. It was considered that shipment could be effected by deck-loading colliers and it was agreed to allocate shipping to move any balance on receipt of details of dimensions. C-4(Mov & Tn) undertook to provide these details.

/4.

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4. Outstanding bids.

(a) Miscellaneous items Cagliari/Naples. C-4(Nov & Tn) were requested to produce a list of outstanding items and to arrange shipment departmentally, reporting progress at the next meeting.

(b) Timber from Vibo Valentia. C-4(Nov & Tn) to find out how much of the programmed backlog is physically available for shipment.

(c) Pitprops Crotone/Sardinia. P.S.T.O. agreed to allocate a coaster on receipt of advice of quantity outstanding.

(d) Salt Trapani/Naples. This programme was reported in arrears. The Chairman asked for additional schooners to be allocated from RASC sources. Major Lusty agreed to investigate the position with the Schooner Control and A.C.

(e) 650 tons dehydrated soup Palermo/Mideast. The Chairman stressed the importance of moving this tonnage at the earliest opportunity, as it formed an important balancing item for the Balkans stockpile. Lt.-Cdr.Sturt said that to position shipping at Palermo would entail some delay, but that shipment presented no difficulty from either Syracuse or Catania. C-4(Nov & Tn) were requested to investigate the possibility of moving this tonnage by rail to one of these two ports.

5. Availability of shipping.

The Chairman indicated that cereal shipments from Mideast to Italy and Southern France had been included in the programme of bids.

It was agreed that shipping would be available to move the tonnages programmed.

It was noted that no surplus shipping would be available during the period under review.

6. Schooners.

A.C. had not notified what tonnages they expected to move by schooner, but Mr. Williams said there would be a 3000 tons lift available.

It was not expected that any RASC schooners would be available for allocation during the period, but The Chairman suggested that such schooners as might become available be allocated to the movement of maintenance tonnages into the operational zone. This was agreed.

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the programmed backlog is physically available for shipment.

(c) Pitrrops Crotone/Sardinia. P.S.T.O. agreed to allocate a coaster on receipt of advice of quantity outstanding.

(d) Salt Trapani/Naples. This programme was reported in arrears. The Chairman asked for additional schooners to be allocated from RASC sources. Major Lusty agreed to investigate the position with the Schooner Control and A.C.

(e) 650 tons dehydrated soup Palermo/Mideast. The Chairman stressed the importance of moving this tonnage at the earliest opportunity, as it formed an important balancing item for the Balkans stockpile. Lt.-Cdr.Sturt said that to position shipping at Palermo would entail some delay, but that shipment presented no difficulty from either Syracuse or Catania. G-4(Mov & Tn) were requested to investigate the possibility of moving this tonnage by rail to one of those two ports.

5. Availability of shipping.

The Chairman indicated that cereal shipments from Mideast to Italy and Southern France had been included in the programme of bids.

It was agreed that shipping would be available to move the tonnages programmed.

It was noted that no surplus shipping would be available during the period under review.

6. Schooners.

A.C. had not notified what tonnages they expected to move by schooner, but Mr.Williams said there would be a 3000 tons lift available.

It was not expected that any RASC schooners would be available for allocation during the period, but the Chairman suggested that such schooners as might become available be allocated to the movement of maintenance tonnages into the operational zone. This was agreed.

C.F.RUSSELL,Major
CHAIRMAN.

Distribution:
Those present
Secretary,MEDBO (120)

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1303

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

SHIPPING AUTHORITY OF MOVEMENTS MEETING NO. 43

SUMMARY OF MAINTENANCE TONNAGES HELD FOR PERIOD 27 NOV - 6 DEC 44.

TO		FROM M.E.	ORAN	ALGIERS	BONE	CORSICA	SARDINIA	SICILY	MALTA	NAPLES	FRANCE	HEEL	TU
NAPLES	Br	5220	300	3026	3000	45	12241	350	10	3200		2000	
"	USA	-	7275	-	-	-	-	-	-	265	40	-	
HEEL	Br	9547(c)		2720	2300	20	2500	-	2264	-	-	-	6
"	USA	-	340	-	-	-	-	-	-	-	-	-	
N. AFRICA	Br	260	-	-	-	-	-	2	10	163	-	2	
"	USA	-	-	-	-	-	-	-	-	138	-	-	
MIDEAST	Br	-	-	59	625	-	-	-	5	272	-	337	
"	USA	-	5	-	-	-	-	-	-	50	-	150(a)	
CORSICA	Br	-	-	11	-	-	-	-	-	-	-	-	
"	USA	-	-	-	-	-	-	-	-	105	-	-	
SARDINIA	Br	-	-	-	-	-	-	-	-	20	-	700(d)	
LEFTOVER	Br	5752(f)	-	215	-	-	-	-	-	3764	-	-	
"	USA	-	400	-	-	-	-	-	-	-	-	-	
FRANCE	Br	1702	-	1341	-	-	-	-	-	3500(g)	-	12906(h)	
		-	-					-	-			-	
MALTA	Br	-	-	32	-	-	-	-	-	-	-	-	
FRANCE	Br	7000	130	-	-	30	-	-	-	1	-	-	
"	USA	-	7515	-	-	60	-	-	-	6320	-	100	
GIBRALTAR	Br	20665	-	-	-	-	-	-	-	-	-	2495	
"	USA	-	-	-	-	-	-	-	-	-	-	50	
TOTALS		50116	17100	8372	9125	155	17741	352	2289	16029	40	19240	

GRAND TOTAL

NOTES :- /overleaf.....

1304

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SECRET

...S MEETING NO. 43

SUMMARY OF MAINTENANCE TONNAGES LID FOR PERIOD 27 NOV - 6 DEC 44.

FROM	ALGIERS	BONE	CORSICA	SARDINIA	SICILY	MALTA	NAPLES	FRANCE	ITALY	TURKEY	GIBRALTAR	LEGHORN	SOUSSE	TOTAL
...t									2000					30992
...0	3325	3300	45	12241	350	10	3200		-	-	-	-	-	7500
...75	-	-	-	-	-	-	265	40	-	6500	-	-	-	25951
	2720	2300	20	2500	-	2264	-	-	-	-	-	-	-	34[illegible]
...40	-	-	-	-	-	-	-	-	-	-	-	-	-	437
...-	-	-	-	-	2	10	163	-	2	-	-	-	-	130
...-	-	-	-	-	-	-	136	-	-	-	-	-	-	210[illegible]
...-	-	-	-	-	-	5	272	-	337	-	300	-	-	250
...-	59	[illegible]	-	-	-	-	50	-	150(a)	-	-	-	-	11
...50	-	-	-	-	-	-	-	-	-	-	-	-	-	485
...-	11	-	-	-	-	-	105	-	-	-	-	380	-	720
...-	-	-	-	-	-	-	20	-	700(d)	-	-	-	-	9751
...-	-	-	-	-	-	-	3704	-	-	-	-	-	-	400
...-	215	-	-	-	-	-	-	-	-	-	-	-	-	19369
...400	-	-	-	-	-	-	3503(c)	-	12906(b)	-	-	-	-	[illegible]
...-	13 1	-	-	-	-	-	[illegible]	-	-	-	-	-	-	32
...-	32	-	-	-	-	-	1	-	-	-	-	-	1000	9331
...4300	-	-	30	-	-	-	1620	-	100	-	-	2350	-	17145
...7515	-	-	60	-	-	-	-	-	2495	-	-	-	-	23130
...-	-	-	-	-	-	-	-	-	50	-	-	-	-	50
...														
17100	6372	5425	155	17743	352	2289	10293	40	19240	6500	300	3230	1000	153996

GRAND TOTAL LID FOR SHEET

...orland.....

1305

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NOTES :-

(a) Incl 50 tons for INDIA

(b) Incl 1500 tons ex CROTOIE and 2250 tons Kero & Lubs ex HEEL & 100 tons F.T.F.

(c) SFOX or DOTE.

(d) Forage committed before 30 Nov 44.

(e) Incl 6393 80 octane.

(f) Incl. 5240 already programmed.

(g) P.S.P.

(49)

Office of
Principal Sea Transport Officer,
Mediterranean.

3rd November, 1944.

Ref. No. 9692/501.

Secretary to MEDBO.
(Copy to:- G-4 (Mov. & Tn.) A.F.H.Q.)

Report on Working of Coasters Under Control of P.S.T.O.,
Mediterranean for October, 1944.

During the period October 1st to 31st, the Coaster Fleet under the control of P.S.T.O., Mediterranean consisted of:-

British Controlled Petrol Fitted Coasters	- 24 -	41,000	tons
" " Store Coasters	- 35 -	78,850	"
Italian Store Coasters	- 20 -	43,715	"
French " "	- 6 -	9,340	"
Total	85	172,905	"

2. The total cargo carried during the month was:-

	P.O.L.	Stores
North Africa to Italy	9097	10146
M.E. to North Africa and Malta	2370	4678
Islands to Italy	6321	7514
Islands to France	8254	813
North Africa to France	3385	3698
Inter-Italian Ports	1460	24737
Italy to North Africa and Islands		12373
M.E. to Italy	2176	6954
Islands to M.E.		2575
Inter-islands		13261
Malta to North Africa		468
Italy to S. France	1650	3219
Italy to M.E. and North Africa		3829
Islands to North Africa		359
North Africa to Islands		3300
Italy to Greece	2239	2157
North Africa to Greece	1376	
	38328	100081

3347

Grand Total - 138409 tons.

3. Summary of working of 24 Petrol Coasters:-

Total cargo carried	38328 tons	Average	1597 tons
Total no. of days at sea	311 days	"	13 days
" " " " waiting convoy	135 days	"	6 days
" " " " " discharge	55 days	"	2 days
" " " " discharging	108 days		4½ days
" " " " waiting to load	21 days	"	1 day
" " " " loading	102 days	"	4 days
" " " " repairing	43 days	"	2 days

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

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" " " " loading	102 days	"	4 days
" " " " repairing	43 days	"	2 days

4. Summary of working 35 Allied store coasters:-

Total cargo carried	62145 tons	Average	1775 tons
" no. of days at sea	407 days	"	12 days
" " " " waiting convoy	123 "	"	4 "
" " " " " discharge	63 "	"	2 "
" " " " discharging	175 "	"	5 "
" " " " waiting to load	52 "	"	1 "
" " " " loading	203 "	"	6 "
" " " " repairing	81 "	"	2 "

3347

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5. Summary of working of 20 Italian coasters:-

Total cargo carried	30345 tons	Average	1517 tons
" no. of days at sea	220 days	"	11 days
" " " " waiting convoy	46 "	"	2 "
" " " " " discharge	51 "	"	2½ "
" " " " discharging	110 "	"	5½ "
" " " " waiting to load	14 "	"	½ "
" " " " loading	104 "	"	5 "
" " " " repairing	74 "	"	3½ "

6. Summary of working of 6 French coasters:-

Total cargo carried	7590 tons	Average	1265 tons
" no. of days at sea	82 days	"	14 days
" " " " waiting convoy	8 "	"	1 "
" " " " " discharge	2 "	"	- "
" " " " discharging	35 "	"	6 "
" " " " waiting to load	10 "	"	2 "
" " " " loading	38 "	"	6 "
" " " " repairing	11 "	"	2 "

7. During the month two coasters were under repair for the full month (MEDIALTA repairing mine damage at Marseilles and PERTUSOLA at Taranto for indefinite repairs). In addition to the above, nine coasters were drydocked and minor repairs carried out on a further 29 vessels.

(sgd) D.C. BROCK

C. in C. MEDITERRANEAN.

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HQR

SECRET

To: M.O.W.T. LONDON
(R) B.A.D. WASHINGTON for B.M.S.M.

From: M.W.T.R. Med.
72

NASAB 685

Examination has been made by MEDBO of South France port acceptance position.

On 29th October position disclosed was:

1. Situation regarding back piled cargo on quays in hand.

2. Approximately 207,000 long tons cargo afloat awaiting discharge and clearance.

3. Estimated daily average discharge and clearance at MARSEILLES and PORT DE BOUC being maintained at 16,000 tons for five days and 10,000 for remaining two days weekly to allow for bad weather during winter months.

4. With cargo afloat and cargo due during November it is considered that with present facilities there will remain on 30th November approximately 200,000 tons undischarged cargo in the area.

5. The situation has been carefully examined and the following steps are being taken to improve the position and obtain a quicker release of vessels:

(a) Curtailment of intra theatre loadings to Marseilles.

3346

(b) Increase in the Southern France area of discharging and clearance facilities. Such increases will include labour, truck and improved rail facilities.

6. It is considered that ships at present in the area will be cleared by 15th November and that the action in para 5 will clear the discharge and clearance in December.

7. The position will be reviewed by MEDBO towards the end of November.

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3346

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T.O.O. 041500 November.

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

A9B

From:- NAVAL CONTROL SERVICE OFFICER
MEDITERRANEAN.

Date:- October 31st, 1944. MNO 1/6

To :- The Chairman of the Mediterranean Shipping Board.
The Director of Trade Division, Admiralty.
The Director of Convoys and Routing, 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 third quarter of 1944. The total has risen from 9.285 for the second quarter to 9.418 for this, and in addition, there has been an increase of 1,407 schooners sailed over and above those sailed for the last quarter.

2. Returns from Tobruk for the previous two quarters of the year have been received, and incorporated in the figures brought forward. Further adjustments have been made between the figures brought forward from the last summary, on a re-allocation of ports, made to confom with their areas. Massawa ceased operating as an N.C.S. base during August, and Toulon and Marseilles commenced operations at September.

(Sgd) G. WILSON

CAPTAIN, ROYAL NAVY.

3365

AGC

SUMMARY OF MERCHANT VESSELS ROUTED BY MEDITERRANEAN CONVOY AND ROUTEING SERVICE.

Area	July	August	Sept.	Total for Quarter	Total brought forward	Total to date
Western (UGSA & FCWM)	702	574	715	1991	14361	16352
North Western (FCNA)	527	625	679	2831	2124	4955
Central (UK less FCNA)	1081	1254	1254	3589	13604	17143
Eastern (FCEA)	516	782	629	2057	4323	6380
TOTALS	2926	3235	3257	9418	35412	44830
Schemes	1130	1344	1077	3555	2521	6080
Canal Southbound	131	127	106	364	869	1233
Canal Northbound	135	125	120	381	850	1231
GRAND TOTALS	4328	4834	4660	13722	39652	53374
Warships - Total	379	367	430	1176	Total of all ships routed for third quarter = 11,898	
(a) routed by USRCs	216	207	267	690		
(b) routed by MCSOs	163	160	163	486		

OPERATIONAL ANALYSIS

	Ports	11.11.42 to 31.12.42	1st Qtr. 1943	2nd Qtr. 1943	3rd Qtr. 1943	4th Qtr. 1943	1st Qtr. 1944	2nd Qtr. 1944	3rd Qtr. 1944
ATLANTIC	Gibraltar and Casablanca	← 3750 →					953	913	3344
MEDITERRANEAN	Algiers	*457	1142	1299	1467	1516	1307	1159	1525
	Malta Tunisian + Tripoli(E)	Capture of Bizerta 8.5.43 →	*	140	1624	1411	513	696	615
	Sicilian and Cagliari	Operation "HUSKY" 11.7.43 →		*512	1890	2323	2424	2020	
	West Italian	Operation "AVALANCHE" 9.9.43 →				*603	653	929	444
	East Italian and Naol					*534	764	735	1092
	South of France	Operation "DRAGOON" 15.8.44 →							*199
	Levant	Incorporated in the Mediterranean					1179	1542	1674
	Red Sea	Station. 20.7.43 →					561	569	423

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Gibraltar (W.M. Less FCNA)	1051	1254	1234	3539	13604	17143	
Eastern (WSEC)	616	782	629	2857	4523	6380	
TOTALS	2926	3239	3227	9418	35418	44830	
Scheduled	1438	1344	1077	3859	8521	6080	
Coastal Southbound	131	127	106	364	669	1033	
Coastal Northbound	133	128	120	381	850	1231	
GRAND TOTALS	4328	4834	4560	15722	39652	53574	
Warships - Total	379	367	430	1176	Total of all ships routed for third quarter = 14,398		
(a) routed by USNCS	216	207	257	690			
(b) routed by NCSOs	163	160	163	486			

OPERATIONAL ANALYSIS

			1.11.42 to 31.12.42	1st Qtr. 1943	2nd Qtr. 1943	3rd Qtr. 1943	4th Qtr. 1943	1st Qtr. 1944	2nd Qtr. 1944	3rd Qtr. 1944
ATLANTIC	Gibraltar and Casablanca	TOTAL	← 5750 →					953	913	3844
	Malta		* 457	1142	1299	1457	1516	1287	1459	1325
MEDITERRANEAN	Tunisian + Tripoli(I)	Capture of Biserta 7.5.43 →		* 140	1624	1431	915	696	615	
	Sicilian and Capliari	Operation "HUSKY" 11.7.43 →		* 512	1898	2325	2424	2020		
	West Italian	Operation "AVALANCHE" 9.9.43 →				* 603	853	929	1444	
	East Italian and Naal					* 534	764	733	1092	
	South of France	Operation "DRAGOON" 15.8.44 →								* 199
	Levant	Incorporated in the Mediterranean Station. 20.7.43 →						1179	1542	1674
	Red Sea							561	589	423
CANAL	Southbound	excluded from Port Said figures						391	478	364
	Northbound	excluded from Suez figures						447	403	361

* excludes ships sailed in initial assault return convoys from the beaches.

N.C.S. MEDITERRANEAN. 1.11.44

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SYNOPSIS OF SHIPPING IN THE WESTERN MEDITERRANEAN

Port	Category	Total brought forward	Sailings		Arrivals		Remainder		Total Port for quarter		Gr To
GIBRALTAR	Not analysed	1213		22		114		134		391	16
CASABLANCA	Personnel		2		-		3		6		
	Hospital		-		1		-		1		
	Ocean M/T		62		58		52		172		
	Coasters	1401	26	91	33	92		9	31	245	13
ORAN	Personnel		12		6		5		29		
	Hospital		10		9		11		30		
	Ocean M/T		77		96		198		373		
	Coasters	2411	9	108	27	142	28	216	64	496	31
BONE	Personnel		4		-		2		6		
	Hospital		2		3		1		6		
	Ocean M/T		34		29		38		101		
	Coasters	1325	43	83	16	48	11	52	70	183	15
BOUGIE	Personnel		-		-		-		-		
	Hospital		-		-		-		-		
	Ocean M/T		2		-		-		2		
	Coasters	643	48	50	8	8	5	9	61	63	7
PHILIPPEVILLE	Personnel		-		-		-		-		
	Hospital		-		-		-		-		
	Ocean M/T		2		-		-		2		
	Coasters	869	55	57	4	4	4	4	63	65	9
ALGIERS	Personnel		12		18		18		48		
	Hospital		7		2		1		10		
	Ocean M/T		106		97		105		308		
	Coasters	3299	49	174	49	166	54	178	152	518	38

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Total records forwarded	Jails		Lockups		Farms		Total for September	Grand Total
4294	22		112		131		391	1604
	2		5			6		
	1		1			1		
	62		90		42	172		
1401	26	91	33	98	8	29	279	1575
	12		11		2	29		
	10		9		11	30		
	77		96		150	323		
2512	9	108	27	142	28	64	496	3107
	4		2			6		
	2		3		1	6		
	34		29		38	101		
1325	13	83	16	48	11	70	183	1508
	-		-		-	-		
	-		-		-	-		
	2		-		-	2		
643	48	50	8	8	5	61	63	706
	-		-		-	-		
	-		-		-	-		
	2		-		-	2		
809	55	57	4	4	4	63	65	934
	12		13		13	48		
	7		2		1	10		
	106		97		105	308		
3299	49	174	49	166	54	152	518	3817

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SYNOPSIS OF SHIPPING IN NORTH WESTERN MEDITERRANEAN.

Port	Category	Total brought forward	July		August		September		Total for 3rd Quarter		Grand Total
CAGLIARI & San Antioco	Personnel		-		-		-		-		
	Hospital		-		-		-		-		
	Ocean M/T		37		38		39		114		
	Coasters	321	26	63	16	54	18	57	60	174	495
NAPLES & Bay Ports	Personnel		39		9		22		70		
	Hospital		20		24		19		73		
	Ocean M/T		201		365		268		824		
	Coasters	2365	43	303	47	465	65	364	155	1122	3487
CIVITTA VECCHIA	Personnel		-		-		-		-		
	Hospital		-		-		-		-		
	Ocean M/T		61		31		11		103		
	Coasters	20	14	75	3	34	7	11	17	123	143
PIOMBINO	Personnel		-		-		-		-		
	Hospital		-		-		-		-		
	Ocean M/T		31		32		39		122		
	Coasters	-	10	41	22	54	11	70	43	165	165
LEGHORN	Personnel				-		1		1		
	Hospital				-		-		-		
	Ocean M/T				2		23		25		
	Coasters	-			2	4	6	30	8	34	34
PALERMO	Personnel		6		-		-		6		
	Hospital		-		3		1		4		
	Ocean M/T		25		16		10		51		
	Coasters	410	11	42	5	24	7	18	23	84	536
TOULON	Personnel						-		-		
	Hospital						-		-		
	Ocean M/T						136		136		
	Coasters	-					-	136	-	136	136
ANGELLES	Personnel						8		8		
	Hospital						2		2		
	Ocean M/T						45		45		
	Coasters						8	61	8	61	61

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SYNOPSIS OF SHIPPING IN NORTH WESTERN MEDITERRANEAN.

	Total brought forward	July		August		September		Total for 3rd Quarter	Grand Total
Personnel		-		-		-		-	
Hospital		-		-		-		-	
Iron S/T		37		58		39		134	
Sisters	321	26	63	16	74	18	57	60	174	495
Personnel		39		9		22		70	
Hospital		20		31		19		73	
Iron S/T		201		305		253		824	
Sisters	2365	43	303	47	455	65	304	155	1122	3487
Personnel		-		-		-		-	
Hospital		-		-		-		-	
Iron S/T		64		31		11		106	
Sisters	29	11	75	2	2	1	11	17	123	143
Personnel		-		-		-		-	
Hospital		-		-		-		-	
Iron S/T		31		32		59		122	
Sisters	-	10	41	28	54	11	70	43	165	165
Personnel				-		-		-	
Hospital				-		1		1	
Iron S/T				2		23		25	
Sisters	-			2	4	6	30	8	34	34
Personnel		6		-		-		6	
Hospital		-		3		1		4	
Iron S/T		25		16		10		51	
Sisters	433	13	49	5	21	7	18	23	84	502
Personnel						-		-	
Hospital						-		-	
Iron S/T						136		136	
Sisters	-					-	136	-	136	136
Personnel						3		8		
Hospital						2		2		
Iron S/T						45		45		
Sisters						8	61	8	64	64

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SYNOPSIS OF SHIPPING IN CENTRAL MEDITERRANEAN AREA.

Port	Category	Total brought forward	July		August		September		Total 3rd Qtr
MALTA (Valetta)	Personnel	1487	6	40	2	14	3	48	11
	Hospital		1		-		-		1
	Ocean M/T		21		18		22		61
	Coasters		12		24		23		59
BIZERTA & Tunis	Personnel	2812	7	167	2	162	-	92	9
	Hospital		-		-		-		-
	Ocean M/T		68		71		40		179
	Coasters		92		89		52		233
AUGUSTA	Personnel	5506	7	967	8	586	5	550	20
	Hospital		-		3		2		5
	Ocean M/T		430		461		443		1334
	Coasters		130		114		98		332
SYRACUSE	Personnel	617	-	20	-	5	-	4	-
	Hospital		1		4		4		5
	Ocean M/T		4		-		-		8
	Coasters		5		1		-		6
CATANIA	Personnel	616	-	19	-	13	-	8	-
	Hospital		-		1		-		1
	Ocean M/T		14		8		3		25
	Coasters		5		4		5		14
TRIPOLI(L)	Personnel	485	1	27	-	22	-	1	-
	Hospital		-		-		-		1
	Ocean M/T		5		12		13		30
	Coasters		15		10		6		31
TARANTO	Personnel	883	18	85	25	145	12	107	55
	Hospital		5		4		6		15
	Ocean M/T		44		91		71		206
	Coasters		18		25		18		61
BRINDISI	Personnel	512	-	68	1	126	6	120	7
	Hospital		-		1		2		3
	Ocean M/T		52		99		94		245
	Coasters		17		25		18		60
BARI (with outports)	Personnel	606	-	70	3	110	13	140	16
	Hospital		-		4		12		16
	Ocean M/T		54		63		65		182
	Coasters		26		40		48		114

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SYNOPSIS OF SHIPPING IN CENTRAL MEDITERRANEAN AREA.

	Category	Total brought forward	July		August		September		Total for 3rd Quarter		Grand Total
	Personnel		6		2		3		11		
	Hospital		1		-		-		1		
	Ocean M/T		21		18		22		61		
a)	Coasters	1487	12	40	24	44	23	48	59	132	1619
	Personnel		7		2		-		9		
&	Hospital		-		-		-		-		
	Ocean M/T		68		71		40		179		
	Coasters	2812	92	167	89	162	52	92	233	421	3233
	Personnel		7		8		5		20		
	Hospital		-		3		2		5		
	Ocean M/T		430		461		443		1334		
	Coasters	5506	130	567	114	586	98	550	332	1691	7197
	Personnel		-		-		-		-		
	Hospital		1		-		4		5		
E	Ocean M/T		4		4		-		8		
	Coasters	617	5	10	1	5	-	4	6	19	636
	Personnel		-		-		-		-		
	Hospital		-		1		-		1		
	Ocean M/T		14		8		3		25		
	Coasters	616	5	19	4	13	5	8	14	40	656
	Personnel		-		-		-		-		
	Hospital		1		-		-		1		
(L)	Ocean M/T		5		12		13		30		
	Coasters	485	15	21	10	22	6	10	31	62	547
	Personnel		18		25		12		55		
	Hospital		5		4		6		15		
	Ocean M/T		44		91		71		206		
	Coasters	883	18	85	25	145	18	107	61	337	1220
	Personnel		-		1		6		7		
	Hospital		-		1		2		3		
I	Ocean M/T		52		99		94		245		
	Coasters	512	17	69	25	126	18	120	60	315	827
	Personnel		-		3		13		16		
th	Hospital		-		4		14		18		
ts)	Ocean M/T		54		63		65		182		
	Coasters	636	26	70	40	110	48	110	114	330	1016

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SYNOPSIS OF SHIPPING IN THE CENTRAL MEDITERRANEAN AREA (Cont'd)

Port	Category	Total brought forward	July		August		September		Total for 3rd Quarter	
	Personnel		-		4		12		16	
	Hospital		-		5		13		18	
ANCONA	Ocean W/T		-		15		21		36	
(25/7/44)	Coastal		1	1	17	41	30	76	51	121

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SYNOPSIS OF SHIPPING IN THE CENTRAL MEDITERRANEAN AREA (Cont'd)

Category	Total brought forward	July	August	September	Total for 3rd Quarter	Grand Total
Personnel		-	4	12	16	-
Hospital		-	5	13	18	
Ocean M/T		-	19	21	36	
Coasters		4	17	30	51	121

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SUMMARY OF SICK LIST IN EASTERN MEDITERRANEAN AREA.

Port	Category	Total brought forward	July		August		September		Total for 3rd Quarter	
ALEXANDRIA	Personnel		10		3		7		20	
	Hospital		2		2		1		5	
	Ocean T/T		93		111		117		247	
	Coasters	935	10	115	15	231	12	137	37	369
PORT SAID	Personnel		16		16		12		44	
	Hospital		1		4		4		9	
	Ocean T/T		185		184		187		556	
	Coasters	1461	16	218	11	215	7	210	37	646
HAIFA	Personnel		19		18		1		38	
	Hospital		-		1		-		1	
	Ocean T/T		53		55		53		161	
	Coasters	482	11	83	11	85	4	58	26	226
BEIRUT	Personnel		1		1		2		4	
	Hospital		-		-		-		-	
	Ocean T/T		5		9		1		13	
	Coasters	87	3	7	7	17	5	8	15	32
TRIPOLI (S)	Personnel		-		-		-		-	
	Hospital		-		-		-		-	
	Ocean T/T		16		11		18		39	
	Coasters	68	3	13	1	12	-	18	4	43
FAMAGUSTA	Personnel		15		15		12		40	
	Hospital		-		-		-		-	
	Ocean T/T		4		1		5		13	
	Coasters	94	12	29	17	36	11	28	40	93
TEMSAH	Personnel		-		-		-		-	
	Hospital		-		-		-		-	
	Ocean T/T		-		-		-		-	
	Coasters	56	9	9	10	18	27	27	54	54
SUEZ	Personnel		2		15		6		24	
	Hospital		1		3		1		5	
	Ocean T/T		116		93		81		290	
	Coasters	1092	31	150	36	146	37	125	104	423
(From 15/6/44 to E.T.) ASMARA	Personnel		1							
	Hospital		-							
	Ocean T/T		9							
	Coasters	66	9	19						

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SUMMARY OF SHIPPING IN THE EASTERN MEDITERRANEAN AREA.

	Total brought forward	July		August		September		Total for 3rd Quarter		Grand Total
Origin:										
Personnel		10		3		7		20		
Hospital		2		2		1		5		
Ocean T/T		93		111		117		267		
Coasters	955	10	115	15	251	12	137	37	309	1242
Personnel		16		16		12		44		
Hospital		1		4		4		9		
Ocean T/T		135		184		187		556		
Coasters	1161	16	238	14	218	7	210	37	646	2107
Personnel		19		18		1		38		
Hospital		-		1		-		1		
Ocean T/T		55		55		53		161		
Coasters	442	11	83	21	85	4	58	26	226	668
Personnel		1		1		2		4		
Hospital		-		-		-		-		
Ocean T/T		3		9		1		13		
Coasters	87	3	7	7	17	5	8	15	32	119
Personnel		-		-		-		-		
Hospital		-		-		-		-		
Ocean T/T		10		11		18		39		
Coasters	68	3	13	1	12	-	16	4	43	111
Personnel		15		15		12		40		
Hospital		-		-		-		-		
Ocean T/T		4		1		5		13		
Coasters	94	12	29	17	36	11	28	40	93	167
Personnel		-		-		-		-		
Hospital		-		-		-		-		
Ocean T/T		-		-		-		-		
Coasters	56	9	9	1[illegible]	18	27	27	5[illegible]	54	110
Personnel		2		1[illegible]		6		2[illegible]		
Hospital		1		3		1		5		
Ocean T/T		116		93		81		290		
Coasters	1091	31	150	36	148	27	125	10[illegible]	423	1517
Personnel		1								
Hospital		-								
Ocean T/T		9								
Coasters	66	9	19							

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SCHOONERS AND CARGOES.

Port	Brought forward	April	May	June	July	August	Sept.
VALENTIA	74	24	15	20	19	20	4
BIZERTA	-	1	-	3	3	2	1
TRIPOLI (I)	-	1	2	1	1	2	4
AUGUSTA	-	-	7	37	30	25	7
SYRACUSE	-	59	91	106	117	146	83
CATANIA	254	101	226	217	259	256	109
PALERMO	-	-	-	23	80	89	101
CAGLIARI	-	-	89	37	60	55	34
NAPLES	41	99	126	194	208	312	500
CIVITA VECCHIA	-	-	-	-	2	-	31
PIOMBINO	-	-	-	-	1	24	21
LEGHORN	-	-	-	-	1	4	9
TARANTO	-	-	1	12	16	16	15	17
BRINDISI	-	-	-	-	21	16	14	23
VIEI	-	-	-	111	59	57	70	71
ANCONA	-	-	-	-	-	-	2	20
AT HALFEYA	-	-	12	28	26	43	33	34
TAMPA	-	-	51	-	65	64	71	51
BEIRUT	-	-	42	14	50	58	104	61
TRIPOLI (S)	-	-	83	22	42	59	44	70
PALAGUSA	-	-	-	-	37	43	46	44
BENGHASI	-	-	-	-	-	1	1	2
SUEZ	-	-	1	1	1	1	1	-
TOTAL	369	405	774	973	1138	1344	1077

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#8

SECRET

No. 84. MEDITERRANEAN SHIPPING BOARD.

MINUTES OF MEETING HELD AT 1100 HOURS ON 24TH OCTOBER, 1944

	Mr. Ian D. Campbell	In the Chair
Members:	Commodore D. C. Brock R.N.	D.S.T.O. Med.
	Captain G. Wilson R.N.	N.C.S.O. Med.
	Captain W. M. Erskine U.S.N.	U.S. Navy
	Captain F. Miners R.N.R.	D.C.H.C. W. Med.
	Commander J. O. Davies R.N.R.	S.O.S. to C.in C. Med.
	Brigadier A. T. de Rhe Philipe	G-4 Mov. & Tn. (Br.)
	Colonel J. F. M. Leese	Tn. (Br.)
	Colonel J. T. Dansher U.S.Army	G-4 Mov.& Tn. (Am.)
	Major A. A. A. Launder	Petroleum Section
	Mr. C. W. Kelloch	Reg. Dir. W.S.A. Med.
Present:	Paymaster Captain Duke R.N.	Fleet Supply Officer
	Commander J. S. Sharp R.N.R.	N.C.S.O. W. Italy
	Lt. Colonel F. Glanville	A.C.S.
	Lt. Colonel K. Anderson	D.M.W.T.R.
	Mr. R. D. Heard	D.M.W.I.R.
	Mr. R. R. Campbell	M.W.T. London
	Mr. W. E. Faraday	Secretary
	Miss M. M. Michie	Assistant Secretary

ACTION BY 3339

1381. The Minutes of the last Meeting were approved.

1382. PORT EQUIPMENT. Ref. 1363. In reply to Colonel Dansher the Chairman stated that requests for port equipment needed at Naples Satellite ports had already been put forward and that details of gear needed at Cagliari had just been received and would be passed on at once. Chairman

1383. ITALIAN SCHOONERS. Ref. 1364. Referring to Minute 1349 Commander Davies said that schooners should carry regulation navigation lights.

Lt. Colonel Glanville stated that in actual practice it had been found that no more than 15,000 tons space monthly was available for civil supplies whereas the directive of August, 1944 provided that 27,000 tons space would be allocated for that purpose. He considered the position should be investigated and that figures for actual and theoretical tonnage should correspond. The Chairman agreed that the Schooner Control should be asked to produce an overall statement of schooners and tonnage space available. Chairman

A letter from G-4 (Br.) reporting it had been found that the eight schooners allocated to C. in C. Med. had not been working to capacity was quoted by the Chairman. He enquired whether these schooners were all needed and Captain Duke agreed that the position had been unsatisfactory but stated all eight vessels were required and would in future be fully employed.

1384. MEDSC TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1377. Referring to Minutes of 3rd Meeting, para. 2.d., Lt. Colonel Glanville said he could not agree to the

	Captain F. Miners R.N.R.	D.O.M.C. M. Med.
	Commander J. S. Davies R.N.R.	S.O.S. to C.in C. Med.
	Brigadier A. T. de Pre Philipe	G-4 Gov. & Tn. (Br.)
	Colonel J. F. M. Lesse	Tn. (Br.)
	Colonel J. T. Dunaher U.S.Army	G-4 Gov.& Tn. (Am.)
	Major A. M. A. Saunder	Petroleum Section
	Mr. C. W. Balloch	Exp. Dir. M.S.... Lnd.
Present:	Paymaster Captain Duke R.N.	Fleet Supply Officer
	Commander J. S. Mary R.N.R.	N.C.S.O. M. Italy
	Lt. Colonel F. Glanville	A.D.C.
	Lt. Colonel R. Anderson	D.M.W.T.O.
	Mr. E. D. Heard	D.M.N.S.R.
	Mr. E. R. Campbell	M.W.T. London
	Mr. W. M. Feroday	Secretary
	Miss M. M. Michie	Assistant Secretary

ACTION TAKEN

3339

1381. The Minutes of the last Meeting were approved.

1382. POST EQUIPMENT. Ref. 1363. In reply to Colonel Dunaher the Chairman stated that requests for port equipment needed at Naples Marseilles ports had already been put forward and that details of gear needed at Cagliari had just been received and would be passed on at once. Chairman

1383. ITALIAN SCHOONERS. Ref. 1364. Referring to Minute 1349 Commander Davies said that schooners should carry regulation navigation lights.

Lt. Colonel Glanville stated that in actual practice it had been found that no more than 15,000 tons space monthly was available for civil supplies whereas the directive of August, 1944 provided that 27,000 tons space would be allocated for that purpose. He considered the position should be investigated and that figures for actual and theoretical tonnage should correspond. The Chairman agreed that the Schooner Control should be asked to produce an overall statement of schooners and tonnage space available. Chairman

A letter from G-4 (Br.) reporting it had been found that the eight schooners allocated to C. in C. Med. had not been working to capacity was quoted by the Chairman. He enquired whether these schooners were all needed and Captain Duke agreed that the position had been unsatisfactory but stated all eight vessels were required and would in future be fully employed.

1384. MEDITERRANEAN TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1377. Referring to Minutes of 3rd Meeting, para. 2.d., Lt. Colonel Glanville said he could not agree to the statement that there were "excessive delays to the ships". He said one vessel suffered no delay and the other was diverted to different ports and delay could not be wholly attributed to A.C.C. for the wine arrived on time and there was always sufficient to continue loading. He stated, however, that A.C.C. were left with very poor grade stevedores as the better ones were engaged by the Army. Whilst agreeing that the incompetency of the stevedores was unfortunate, Brigadier Philipe pointed out that the Board was concerned with delays to shipping however occasioned and the Chairman stated that unless the Tonnage Allocation Committee could be convinced that the carriage of wine would cause no further delay they would not feel justified in allocating shipping for the purpose. Brigadier Philipe said that in the near future he

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was taking up the question of rapid loading and discharge of all cargoes which he hoped would result in quicker turn round of ships irrespective of the nature of goods lifted.

1385. CRANE SHIPS. Ref. 1378. As yet, Colonel Dandher reported he had no further information on the release of the EMPIRE VALOUR. When the Chairman was in Marseilles the Port Commandant had informed him that this vessel could ill be spared, but Commodore Brock was of the opinion that with the arrival of the 100 ton floating crane two crane ships at Marseilles would be more than adequate. It was stated these two vessels were used for discharge of cargo and Colonel Dandher enquired whether unloading would not be slowed down through the removal of one of them. All the other crane ships were on high priority work and could not be spared, one being situated at Naples, one at Bari and one en route to the East Coast to shuttle Army tanks. It was therefore decided that EMPIRE VALOUR should be released in about ten days' time and Commodore Brock would send an agreed signal accordingly. Commodore Brock

Captain Erksine had been informed that the transfer of three floating shear legs to the French was not contemplated and they would be retained for U. S. Navy use.

1386. INTERNAL MEDITERRANEAN SHIPPING. Ref. 1379. The following amendment to U.S. Internal Mediterranean Sailings for September was reported:

"M.T. (including 11 on British account) 19
Amended total 46

1387. MEAT RATIONS FOR MERCHANT VESSELS. Ref. 1380. Colonel Anderson stated that the difficulties to the issue of meat rations had now been removed.

1388. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1370. Item 2 on Agenda.

Captain Taylor, P.E.O., was present for discussion on Minute 256 of Report No. 32 and he explained that there had been an urgent demand for mine sweeping gear at Ancona and the decision to load this gear aboard NICHOLAS NICHOLSON was taken without his knowledge. He also stated that in view of the complex operations coal was issued in bulk to senior authorities who in turn supply it as it is required. In this way movements of colliers on the East Coast are not always known by him in advance. Brigadier Philips stated that both the Naval and Army authorities concerned were represented in the Shipping Room at Bari and considered all moves of colliers should first be coordinated there before sailing orders were issued. Commander Davies supported this view and Captain Taylor said he was shortly going to Taranto and would take up the matter with FOTALI. Capt.Taylor.

No objection was seen by Captain Taylor to the request that two holds of TELESFORA DE LARRINAGA be made available for bunker coal for Sea Transport coasters shuttling on the East Coast.

As there was some diversity of opinion as to the draft of the coal berth at Civita Vecchia it was agreed that FOTA should be asked to supply the exact figure and also that for the coal berth at Leghorn, which Colonel Dandher believed would be ready about 10th November. Cdr.Sharp.

Minute 253. The Chairman pointed out that "schooners allocated to ACC" should be read for "ACC schooners".

1389. REPAIR SUB-COMMITTEE. Ref. 1371. Item 3 on Agenda. Noted.

1390. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1372. Item 4 on Agenda. In reply to the Chairman who referred to Para. 5 of Report 30 Brigadier Philips

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quite. It was stated these two vessels were used for discharge of cargo and Colonel Denahur enquired whether unloading would not be slowed down through the removal of one of them. All the other crane ships were on high priority work and could not be spared, one being situated at Naples, one at Bari and one en route to the East Coast to shuttle army tanks. It was therefore decided that EMPIRE VALOUR should be released in about ten days' time and Commodore Brock would send an agreed signal accordingly. Commodore Brock

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"M.T. (including 11 on British account) 19
Amended total 46

1387. MEAT RATIONS FOR MERCHANT VESSELS. Ref. 1380. Colonel Anderson stated that the difficulties to the issue of meat rations had now been removed.

1388. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1378. Item 2 on Agenda.

Captain Taylor, F.A.O., was present for discussion on Minute 256 of Report No. 32 and he explained that there had been an urgent demand for mine sweeping gear at Ancona and the decision to load this gear aboard NICHOLAS (NICHOLSON) was taken without his knowledge. He also stated that in view of the complex operations coal was issued in bulk to senior authorities who in turn supply it as it is required. In this way movements of colliers on the East Coast are not always known by him in advance. Brigadier Philips stated that both the Naval and Army authorities concerned were represented in the Shipping Room at Bari and considered all moves of colliers should first be coordinated there before sailing orders were issued. Commander Davies supported this view and Captain Taylor said he was shortly going to Taranto and would take up the matter with FOTAM. Capt.Taylor.

No objection was seen by Captain Taylor to the request that two holds of TALISTOCK DE LOURDMA be made available for bunker coal for Sea Transport coasters shuttling on the East Coast.

As there was some diversity of opinion as to the draft of the coal berth at Civita Vecchia it was agreed that FOTAM should be asked to supply the exact figure and also that for the coal berth at Leghorn, which Colonel Denaher believed would be ready about 10th November. Cdr.Sharp.

Minute 253. The Chairman pointed out that "schooners allocated to ACC" should be read for "ACC schooners".

1389. REPAIR SUB-COMMITTEE. Ref. 1371. Item 3 on Agenda. Noted.

1390. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1372. Item 4 on Agenda. In reply to the Chairman who referred to Para. 5 of Report 30, Brigadier Phillips believed the matter of refugees had now been coordinated through G-4.

Mr. Kalloch raised the question of French naval vessel CANADA which had to await berth some days at Marseilles and had caused some embarrassment to the Port Authorities. Commander Davies stated that she had been ordered to Toulon but it appeared she could not be accepted there. CANADA had been allocated for Allied Personnel movements within the Mediterranean and run by French under control of C. in C. Med. but in view of doubt as to her future programme which appeared to overlap other known programmes Brigadier Phillips suggested she be released by the French Navy to the Mediterranean Personnel Carrier Pool. After

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some discussion it was decided to draft a M.S.S.B signal accordingly. Chairman

1391. ITALIAN MERCHANT SHIPPING. Ref. 1350. Item 5 on Agenda. Noted.

1392. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1373. Item 6 on Agenda. Because all craft have been removed from Castellamare, Colonel Andersen stated that FRANCIS WARREN was unable to discharge. Requests for necessary port equipment and craft had been put forward and Mr. Nicol believed that lighters could be made available immediately. Lt. Colonel Glanville stated that 2 vessels at a time, one with bagged grain and one with bulk grain topped off with bagged were programmed for Castellamare, and it was agreed that the port should work to this.

Minute 37. Commander Sharp enquired if it was intended to open up Portiglione and Commander Davies recommended it should remain closed during the winter months. Lt. Colonel Glanville stated, however, ..C.C. had a large programme for coastwise shipment of Pyrites from this port, he believed the figure to be in the neighbourhood of 8-10,000 tons weekly but would ascertain the exact amount. This was in addition to any programmes sponsored by other departments. Lt.Col.Glanville

1393. TANKER COMMITTEE. Ref. 1375. Item 8 on Agenda. Noted.

1394. DREDGING COMMITTEE. Ref. 1294. Item 9 on Agenda. The Chairman drew the attention of the Board to the fact that the Dredging Committee was a C. in C. Med. Committee which reported to him through MEDSO, but pointed out that the Chairman was not a member of the Board. In view of the Minutes of the last Meeting which touched on matters of policy and priorities which he considered should first be considered by MEDSO, he suggested the Dredging Committee should now be constituted as a MEDSO Sub-Committee. Brigadier Philips concurred in this opinion and the Chairman requested Commander Davies to refer the matter to C. in C. Med. for his views. Cdr.Davies

1395. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1376. Item 10 on Agenda. Noted.

1396. PORT STATE. Ref. 1354. Item 11 on Agenda. Noted.

3338

1397. DEGAUSSING. The case of BARON MACLAY sailing with degaussing apparatus switched off was mentioned by Commander Davies. He understood this vessel was operated by Sea Transport and pointed out that grave consequences might occur from such a practice. He also stated that C. in C. Med. had ordered that ships would not be sailed into a restricted area unless the degaussing and loading were such that the degaussing apparatus could function efficiently. Commodore Brock contended that Sea Transport responsibility did not include the technical details of degaussing apparatus, that Sea Transport were not aware of particular degaussing characteristics of any ship and therefore could not gauge the extent of the risk to the cargo. Commander Davies therefore felt that Sea Transport should notify the Naval Authorities in advance when dangerous cargoes were to be loaded. Commodore Brock agreed to take up the matter. Commodore Brock

1398. SHIPPING POSITION THROUGHOUT THE AREA. It was decided to hold a special

ment and craft had been put forward and Mr. Nicol believed that [illegible] be made available immediately. Lt. Colonel Glanville stated that 2 vessels at a time, one with bagged grain and one with bulk grain topped off with bagged were programmed for Castellamare, and it was agreed that the port should work to this.

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1395. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1376. Item 10 on Agenda. Noted.

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3338

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1398. SHIPPING POSITION THROUGHOUT THE AREA. It was decided to hold a special meeting on Friday 27th October to discuss fully the shipping position and clearance facilities in the area with particular reference to Marseilles, Naples and Leghorn.

1399. "GARIBALDI". A report implicating practically the entire crew of this Italian refrigerated coaster in widespread black market activities was quoted by Colonel Donaher who proposed that upon the vessel's return to Naples they should be apprehended. The Chairman agreed and said if due notice were given a fresh crew would be ready to take over. Chairman.

1400. "GEORGE McKNIGHT" & "H. L. GIBSON". Commander Davies referred to a signal from COMMORSAFRON and said it was proposed to reply that his suggested action with regard to these two vessels was approved. Major Launder said that Petroleum Section wished "GEORGE McKNIGHT" routed to Maddalena and

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Cagliari.

1401. "SRBIN". The Chairman reported that the Yugoslavs had requested the return of SRBIN, presently in use as a M.W.T. store carrier, and asked if the necessity for her release could be ascertained. Commodore Brock said he would ask STLO Yugoslavia to investigate the matter. Commodore Brock

1402. VEHICLES FOR ITALY EX MIDDLE EAST. In view of the large number of vehicles to be shipped to Italy from the Middle East, and in order to save allocation of other tonnage, Brigadier Philipe proposed that these should be shipped aboard grain ships loading in Middle East for S. France and asked if the Board would be willing to accept a possible five days' delay for discharge of the vehicles in Italy. Commander Sharp stated that the grain ships would have to come to Naples for inclusion in convoys to S. France and it was possible that no delays might be occasioned. The Board gave their concurrence to this project.

1403. "LUCIA C". Commodore Brock enquired whether this Italian vessel might be fitted for carriage of cased petrol after examination to see whether she were suitable. This was agreed. Commodore Brock

1404. AMMUNITION AT TRIPOLI. A signal from P.S.T.O. Middle East requesting allocation of tonnage to dump 7000 tons unserviceable captured ammunition at Tripoli was quoted by Commodore Brock. The matter was said to be urgent as the personnel in charge of the ammunition were needed in Italy, but he felt that tonnage for this request could not be made available. Brigadier Philipe suggested the matter be referred to Colonel Haner due shortly from the Middle East. Brig.Philipe.

1405. COKE IMPORTS. With reference to the complaint that ships containing small parcels of coke were sent to discharge these at Bagnoli, Colonel Danaher quoted a report from Naples stating that in the long run this had been found the quickest method of discharge as the coke, in all cases, was loaded in lower No. 1 hold and that vessels were back on berth at Naples after 24 hours. The Port protested against cargo being stowed in deep tanks and coke in the lower hold and it was stated that steps had been taken to rectify the matter.

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S E C R E T

A G E N D A

E I G H T Y F I F T H M E E T I N G.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 31ST OCTOBER, 1944

1. APPROVAL OF MINUTES OF MEETING NO. 84 DATED 24TH OCTOBER, 1944 AND OF MINUTES OF EXTRAORDINARY MEETING DATED 27TH OCTOBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 33 dated 25th October, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 49 dated 27th October, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 31 dated 27th October, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 28th October, 1944.

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 29. Nothing to report.

7. TANKER COMMITTEE.

3337

Summary of Tanker tonnage position in Western Mediterranean theatre as on 28th October, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 10. dated 23rd October, 1944.

9. METRO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 4 dated 24th October, 1944.

10. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for 21st October, 1944, on which NASAB 683 & 684 are to be despatched.

1100 hours 31st October, 1944

1. APPROVAL OF MINUTES OF MEETING NO. 84 DATED 24TH OCTOBER, 1944 AND OF MINUTES OF EXTRAORDINARY MEETING DATED 27TH OCTOBER, 1944.

2. MEDITERRANEAN COAL ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 35 dated 25th October, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 49 dated 27th October, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 31 dated 27th October, 1944.

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5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 28th October, 1944.

6. HARBOUR FACILITIES & SMALL CRAFT.

No. 29. Nothing to report.

7. TANKER COMMITTEE.

3337

Summary of Tanker tonnage position in Western Mediterranean theatre as on 28th October, 1944.

8. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 10. dated 23rd October, 1944.

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Minutes of Meeting No. 4 dated 24th October, 1944.

10. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for 21st October, 1944, on which NARAB 683 & 684 are to be despatched.

11. OTHER MATTERS.

Secretary,
MED.O.

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SECRET

ALLIED FORCE HEADQUARTERS

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

26 Oct 44.

Tel: FREEDOM 832.

Subject:- MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

Minutes of Coal Meeting No.33 held at 1015 hrs, 25 Oct 44 in G-4(Mov & Tn) Conference Room.

In the Chair :	Lt. Col. M.J. SIEFF	G-4(Mov & Tn)
Present :	Lieut. A. PRODSHAM, R.N.	A/F.E.C.
	Maj. V. KING.	G-4(Mov & Tn).
	Maj. J. RIDDELL	Q.M. Coal Sec.
	Capt. N.T. McCONE	Tn (A)
	Lt. Col. K. ANDERSON	M.W.T. Rep.
	Mr. P. NICOL.	W.S.A. Rep.
	J. Comd. M.E. GRIBBLE	G-4(Mov & Tn)
	J. Comd. L.E.C. MORRIS	Secretary

256. COAL BERTH - CIVITAVECCHIA (See Minute 251).

FOWIT had stated that the draft limitation at the Bar was 24 ft 6 ins. The draft of the Coal Berth was subject to further confirmation.

ACTION : G-4 (MOV & TN)

259. COAL BERTH - LEGHORN (See Minute 252)

3336

A order had been given by PBS that the completion of this berth must be given priority and that a firm ETC was to be given at the earliest opportunity. FOWIT had been requested to give maximum available draft.

ACTION : G-4(MOV & TN)

260. GAETA TO FIUMICINO FOR ACC A/C (See Minute 253).

FOWIT had stated that FIUMICINO was still mined and that at the moment it was not possible to spare sweepers so that no firm date for clearance could be given. MEDSO Schooner Control Rep had stated that to the best of his knowledge there was no coal at GAETA. Chairman requested that Q.M. Coal Sec make definite investigations as to the amount of coal at GAETA and give this information to G-4(Mov & Tn) at the earliest opportunity. D.C.M.C. had stated that it would not be practicable to utilise the proposed barge and lighters. W.S.A. Rep stated that it was not ACC schooners but schooners made available for ACC that might be

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Minutes of Coal Meeting No.33 held at 1015 hrs. 25 Oct 44 in G-4(Mov & Tn) Conference Room.

In the Chair :	Lt. Col. M.J. SIEFF		G-4(Mov & Tn)
Present :	Lieut. A. FRODSHAM, R.N.		A/P.E.C.
	Maj. V. KING.		G-4(Mov & Tn).
	Maj. J. RIDDELL		Q.M. Coal Sec.
	Capt. H.T. McCONE		Tn (A)
	Lt. Col. K. ANDERSON		M.W.T. Rep.
	Mr. R. NICOL.		W.S.A. Rep.
	J. Comd. M.E. GRIBBLE		G-4(Mov & Tn)
	J. Comd. L.E.C. MORRIS		Secretary

258. COAL BERTH - CIVITAVECCHIA (See Minute 251).

FOWIT had stated that the draft limitation at the Bar was 24 ft 6 ins. The draft of the Coal Berth was subject to further confirmation.

ACTION : G-4 (MOV & TN)

259. COAL BERTH - LEGHORN (See Minute 252)

3336

A order had been given by PBS that the completion of this berth must be given priority and that a firm ETC was to be given at the earliest opportunity. FOWIT had been requested to give maximum available draft.

ACTION : G-4(MOV & TN)

260. C.E.T. TO FIUMICINO FOR ACC /C (See Minute 253).

FOWIT had stated that FIUMICINO was still mined and that at the moment it was not possible to spare sweepers so that no firm date for clearance could be given. MEDSO Schooner Control Rep had stated that to the best of his knowledge there was no coal at C.E.T. Chairman requested that Q.M. Coal Sec make definite investigations as to the amount of coal at C.E.T. and give this information to G-4(Mov & Tn) at the earliest opportunity. D.G.T.C. had stated that it would not be practicable to utilise the proposed barge and lighters. W.S.A. Rep stated that it was not ACC schooners but schooners made available for ACC that might be utilised for this lift. Chairman stated that no action would be taken in this matter pending further information from Q.M.

ACTION : QM.

261. COAL ETAS DUE

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

/Contd....260.(b).....

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(b) QM would give destinations for the following colliers before the next meeting :-

LOCHDEE	(8500)	UGS 58	DUE AUGUSTA		11 Nov (Planes)
COVERT FLINCK	(8500)	" "	"	"	" "
FORT BOURBON	(8500)	" "	"	"	" "
MADRAS CITY	(8500)	" "	"	"	" "
FORT FREDERICK	(8500)	" "	"	"	" "
FORT ASSINIBOINE	(8500)	" "	"	"	" "
PENHALE	(5000)	KMS 68	"	"	16 Nov
THISTLEFORT	(5000)	" "	"	"	" "
FLINSTON	(6800)	" "	"	"	" "
OCEAN VIGOUR	(8500)	UGS 58	"	"	11 Nov (Planes)

ACTION : QM

(c) Chairman stated that the position at BAGNOLI was as follows :-

(i) BEACONSFIELD on berth discharging fire clay.
(ii) EMPIRE MELODY due to berth 25 Oct.
(iii) KEMP BATTLE waiting berth to discharge 500 tons of fire clay.
(iv) BEN HALLADAY waiting to discharge 8121 tons coal.
(v) REINHOLT RICHTER ETA 25 Oct to discharge 6456 tons coal.
(vi) CASSIUS HUDSON 8450 tons coal and heavy lifts. This vessel would discharge heavy lifts at NAPLES and then proceed to BAGNOLI to complete discharge.
(vii) 2 ocean going ships waiting to discharge coke.
(viii) SOUTHGATE partly discharged, (1000 tons coal) had been moved to NAPLES to complete discharge into PLM 17.

(d) Chairman stated that

(i) the coke ships would be sailed to MIDEAST and would discharge the coke on return to ITALY. M.E. Mov Liaison Offr had been requested to ensure that these vessels were given a speedy turnround in his area.

(ii) the Gas Works at ROME would be out of coal on 27 Oct. In order to relieve this shortage, BEN HALLADAY would berth 25 Oct in lieu of BEACONSFIELD and sufficient trucks had been provided in order to rail sufficient coal to ROME to enable the Gas Works to continue operations. Once on berth ship will work through.

(iii) That NWTR had accepted the delay in the discharge of the EMPIRE MELODY and that QM had also accepted the delay in the delivery of Sardinian coal. QM Rep also stated that he did not concur in the sailing of two ships with coke to MIDEAST. The Chairman requested QM to investigate whether the sailing of these ships with the coke on board would gravely prejudice the work of coke customers. The ships were urgently required in the M.E. to meet the present programme and should be back in ITALY within a month.

ACTION : QM

262. DELAY IN DISCHARGE OF SHIPS IN NORTH AFRICA

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FORT ASSINIBOINE	(9500)				16 Nov
PENDALE	(5000)	KMS 68	"	"	" "
THISTLEFORT	(5000)	" "	"	"	" "
FLINTON	(6800)	" "	"	"	" "
OCEAN VIGOUR	(8500)	UGS 58	"	"	11 Nov (Pirnos)

ACTION : QM

(c) Chairman stated that the position at BAGNOLI was as follows :-

(i) BARCONSFIELD on berth discharging fire clay.
(ii) EMPIRE MELODY due to berth 25 Oct.
(iii) KEMP BATTLE waiting berth to discharge 500 tons of fire clay.
(iv) BEN HALLIDAY waiting to discharge 8121 tons coal.
(v) REINHOLT RICHTER ETA 25 Oct to discharge 8468 tons coal.
(vi) CASTUS HUDSON 8450 tons coal and heavy lifts. This vessel would discharge heavy lifts at NAPLES and then proceed to BAGNOLI to complete discharge.
(vii) 2 ocean going ships waiting to discharge coke.
(viii) SOUTHGATE partly discharged, (1000 tons coal) had been moved to NAPLES to complete discharge into PLM 17.

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ACTION : QM

262. DELAY IN DISCHARGE OF SHIPS IN NORTH AFRICA.

FREDERICK L. DAY had sailed with 1000 tons of coal remaining on board and it was agreed that a signal should be sent to NORTH AFRICA requesting the reason for the inadequate shifts of colliers discharging. Such working was particularly unacceptable in view of probable shortages in NORTH AFRICA's future programme which might have serious economic consequences.

ACTION : C-4 (MOV & TN)

263. CHARLES KEITER (See Minute 2544)

A signal had been sent asking whether the vessel was required at MARSEILLES, and if not, QM would then nominate port of discharge, probably in NORTH AFRICA.

ACTION : QM : TN (A)

/Contd..... 264....

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SECRET

264. HEAVY LIFTS ON COLLIERS

Colliers had arrived with heavy lifts from USA, without prior advice. It was agreed that a signal should be sent to MELSTAF and PEMBARK requesting that signals should notify heavy lifts loaded on colliers in order that the discharge of such cargo could be arranged with the minimum of delay to the ship.

ACTION : G-4 (MOV & TN)

265. QM COAL SEC ANCOMA

Chairman stated that he had been notified that approx. [illegible] tons of coal per month was required by the Navy at ANCOMA and requested that if possible this coal be lifted in small coaster colliers and that 15 days notice be given of any such shipments. A/FEC agreed to arrange this.

ACTION : F.E.O.

266. SIGNAL PROCEDURE EX SARDINIA.

It was agreed that Tn (A) should investigate what signal system, if any, would operate in SARDINIA when the Royal Navy, American, RAF and Army had evacuated this island.

ACTION : TT (A)

267. BULCO SIGNALS

(a) QM requested investigations be made into the non arrival of a BULCO signal on colliers from the ENDELN OCEAN, one of which was the FELIPI DE BASTROP which had arrived in NORTH AFRICA. Discharge of this vessel had been delayed until an analysis of the coal had been made in order to ascertain where the difficult types of coal were stowed.

ACTION : G-4(MOV & TN) 3335

268. JOHN M. PARKER, ARRIVAL DRAFT

WSA Rep requested that investigations be made into the incorrect information re the draft of JOHN M. PARKER. This had been stated by Mov., PORT SAID as being 26 ft 8 ins when in fact on arrival it had been 27 ft 6 ins. A five day delay had been incurred in moving the ship to BARI. G-4 (Mov & Tn) would report the matter to MIDEAST.

ACTION : G-4(MOV & TN)

269. NORTH AFRIC., NOV ARRIVAL REQUIREMENTS

(a) CCS had advised that due to a lack of ships in AMERICA, shipping space could not be provided against the NORTH AFRICAN Nov programme. Total requirements were :-

ITALY	64,150
N. AFRICA	66,100
SICILY	15,250
BULKINS	20,000
BACKLOG	25,000
Total requirements :	190,500

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Chairman stated that he had been advised [illegible] of coal per month was required by the Navy at ARZEW and requested that if possible this coal be lifted in small coaster colliers and that 15 days notice be given of any such shipments. A/FEO agreed to arrange [illegible].

ACTION : F.E.O.

266. SIGNAL PROCEDURE EX SARDINIA.

It was agreed that Tn (A) should investigate what signal system, if any, would operate in SARDINIA when the Royal Navy, American, RAF and Army had evacuated this island.

ACTION : Tn (A)

267. BULCO SIGNALS

(a) QM requested investigations be made into the non arrival of a BULCO signal on colliers from the ENDELL OCEAN, one of which was the FELIPI DE BASTROP which had arrived in NORTH AFRICA. Discharge of this vessel had been delayed until an analysis of the coal had been made in order to ascertain where the difficult types of coal were stowed.

ACTION : C-4(MOV & TN) 3335

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W&L Rep requested that investigations be made into the incorrect information re the draft of JOHN M. PARKER. This had been stated by Mov., PORT SAID as being 26 ft 8 ins when in fact on arrival it had been 27 ft 6 ins. A five day delay had been incurred in moving the ship to BARI. C-4 (Mov & Tn) would report the matter to MIDEAST.

ACTION : C-4(MOV & TN)

269. NORTH AFRIC., NOV ARRIVAL REQUIREMENTS

(a) CCS had advised that due to a lack of ships in AFRICA, shipping space could not be provided against the NORTH AFRICAN Nov programme. Total requirements were :-

ITALY	64,150
N. AFRICA	66,100
SICILY	15,250
BALKANS	20,000
BACKLOG	25,000
Total requirements :	190,500
Total for which shipping could be provided :	135,500
Deficiency :	55,000

(b) QM would consider what arrangements could be made to divert to NORTH AFRIC. some of the coal consigned to ALCMED for use in the rest of the MEDITERRANEAN programme.

ACTION : QM

M.J. SIEFF, LT-COL.,
for Brigadier,
D.Q.M.G. (Mov & Tn)

LECM/tgl

Distribution : See over.

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

Distribution :-

As for MEDRO Minutes plus :-

D of Stores, Admiralty, LONDON.
Under Secretary of State for War, WAR OFFICE.
(Attention D.F. Mov 3(H) 9).
Mov., H. ., A. .I. (6)
G.H.Q., M.E.F.
C.O.T. (4)
N. . District (MEDMOV 2) (2)
All Present

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

1341

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

MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

STEAMERS DUE NORTH AFRICA

POSITION AS AT 25 [illegible]

NAME	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT TONNAGE		ALGIERS	ORAN	BI
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' 0"	"	"	1 Oct	Low Vol Run of Mine	"	7913 1680 lbs			
JULECREST		S AFRICA	GUS 53	2 Oct		"	7505	7505		
FEUP DE-BASTROP	26'5"	INDIA	MKS 63	6 Oct	2102 High Vol 5974 Low Vol	"	8500		8500	
FORT PITT		BIZERTA		18 Oct		"	4000			
RICHARD ALVEY	22' 0"	NAPLES	Indep	5 Oct	3300	"	3300			
FREDERICK L DAU	27' 6"	S AFRICA	GUS 54	8 Oct		"	8500			
LESLIE M SHAW	26' 2"	USA	UGS 55	9 Oct	High Vol	"	8525	8525		
JOHN G SPENCER	28' 6"	S AFRICA	GUS 54	11 Oct	8682	"	8682		8682	
SAMSACOLA	27' 6"	"	MKS 65	24 Oct		"	9127			
SWEDEN	29' 4"	USA	UGS55B	13 Oct	Low Vol	"	8307		8307	
FORT TEMPLEMY	26' 0"	"	"	14 Oct	"	"	8147	8147		
OCEAN-FARE		"	UGS 56	19 Oct	High Vol	"	8659	8659		
W A JONES	27' 5"	"	"	21 Oct	Low Vol	"	8500			
OCEAN VESTA	27' 0"	"	UGS 57	23 Oct	High Vol	"	8601	8601		
MARTIN JOHNSON	28' 6"	"	UGS 57	29 Oct	"	"	8429		8429	

E.O. 12356 Sec. 3.3

13421

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

SECRET

RD

APPENDIX 'A'

CONVOYS DUE NORTH AFRICA

POSITION AS AT 25 OCT

DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT TONNAGE	ALGIERS	ORAN	BIZERTA	La G. TUNIS	BONE	P'VILLE
27' 0"	UEA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army 9010	9010					
					" 8500					8500	
27' 7"	"	"	30 Sep	Run of Mine	" 7943 1680 lbs)			3943			
28' 0"	"	"	1 Oct	Low Vol Run of Mine	" 7505	7505					
	S AFRICA	GUS 53	2 Oct		" 8500		8500				
26'5"	DJIDJA	MKS 63	6 Oct	2102 High Vol 5974 Low Vol	" 4000				4000		
	BIZERTA		18 Oct		" 3300						3300
22' 0"	ALGIERS	Indep	5 Oct	3300	" 8500			8500			
27' 6"	S AFRICA	GUS 54	8 Oct		" 8525	8525					
26' 2"	UEA	UGS 55	9 Oct	High Vol	" 8682		8682				
28' 6"	S AFRICA	GUS 54	11 Oct	8682	" 9127					9127	
27' 6"	"	MKS 65	24 Oct		" 8307		8307				
29' 4"	USA	UGS55B	15 Oct	Low Vol	" 8147	8147					
26' 0"	"	"	14 Oct	"	" 8659	8659					
	"	UGS 56	19 Oct	High Vol	" 8600			8600			
27' 5"	"	"	21 Oct	Low Vol	" 8604	8604					
2' 0"	"	UGS 57	29 Oct	High Vol	" 8429		8429				
28' 6"	"	UGS 57	29 Oct	"							

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MEDITERRANEAN SHIPPING BOARD
COAL ALLOCATION COMMITTEE

COLLIERS TO ITALY & SICILY

POSITION AS AT 25 OC

NAME	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	[illegible]
FORT PEIK (2 Tugs)		USA	UGS 53	24 Sep			8500				850
JOHN H HAVLAND		S AFRICA	GUS 53	25 Sep		Army	7262		1762		
CAPE PRETTON		USA	UGS 53	25 Sep		"	8009			2009	
SALINAS	29' 0"	S AFRICA	MKS 63	3 Oct		"	9194				
STEAMFOLDS	26' 0"	"	Indep	4 Oct		"	8500				
HORACE MANN	28' 4"	"	UGS 54	4 Oct	Run of Mine High & Low V	"	8500			8500	
FORT ORLEANS (2 Tugs)	26' 6"	"	UGS 54	4 Oct		"	8500				850
CAPE PRESTON	22' 0"	NAPLES	-	5 Oct		"	6000				
MERCHANT CREW	26' 6"	S AFRICA	UGS 54	6 Oct	Run of Mine	"	8500		8500		
SALINAS	27' 0"	PALERMO	-	8 Oct		"	7000				
JOHN H HAVLAND		S AFRICA		10 Oct		"	5500	5500			
EMPIRE HERISSA	25' 9"	USA	UGS 55	12 Oct		LEFT	8500				AUGUS
BEN HALLADAY	27' 5"	"	UGS 55	14 Oct		Army	8121			8121	
RAYMOND T PARK	26' 2"	"	UGS 55	15 Oct	High Vol	"	8565		8565		
CHARLES T FOLGER	26' 8"	"	UGS 55	16 Oct	High Vol	"	8519				
FORT KEE	24' 2"	USA	UGS55S	18 Oct		"	8500				
GASPING RIDGE	27' 6"	"	UGS55S	19 Oct	High Vol	"	8450			8450	
JOHN H PARKER	27' 8"	S AFRICA	GUS 55	20 Oct		"	8500		8500		
REINHOLT MORTIER		USA	UGS 56	25 Oct	High Vol	"	8468			8468	
[illegible]EDON		S AFRICA	MKS 66	2 Nov		"	9146				
JOSE BONIFACIO		"	GUS 57	9 Nov		"	8514		8514		

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BOARD
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APPENDIX 'B'

COLLIER DUE ITALY & SICILY

POSITION AS AT 25 OC

	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	PORTO	BRINDISI	PALERMO	RECCIO	CATANIA	CAGLIARI
							8500				8500					
		USA	UGS 53	24 Sep		Army	7262		1762							
		S AFRICA	UGS 53	25 Sep		"	8009			2009						
	-	USA	UGS 53	25 Sep		"	9194						2194			
	29' 0"	S AFRICA	MKS 63	3 Oct		"	8500					8500				
	28' 0"	"	Indep	4 Oct		"	8500			8500						
	28' 4"	"	UGS 54	4 Oct	Run of Mine High & Low V	"	8500				8500					
	26' 6"	"	UGS 54	4 Oct		"	8000							6000		
	22' 0"	NAPLES	-	5 Oct		"	8500		8500							
	28' 6"	S AFRICA	UGS 54	6 Oct	Run of Mine	"	7000								7000	
	27' 0"	PALERMO	-	8 Oct		"	5500	5500								
		S AFRICA		10 Oct			AUGUSTA for orders									
	25' 9"	USA	UGS 55	12 Oct		Army	8500			8121						
	27' 5"	"	UGS 55	14 Oct		"	8121									
	26' 2"	"	UGS 55	15 Oct	High Vol	"	8565		8565							8519
	26' 8"	"	UGS 55	16 Oct	High Vol	"	8519								8500	
	24' 9"	USA	UGS55B	18 Oct		"	8500			8450						
	27' 6"	"	UGS55B	19 Oct	High Vol	"	8450		8500							
	27' 8"	S AFRICA	UGS 56	20 Oct		"	8500			8468						
		USA	UGS 56	25 Oct	High Vol	"	8468						9146			
		S AFRICA	MKS 66	2 Nov		"	9146									
		"	GUS 57	9 Nov		"	8514		8514							

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

NAVAL COLLIERS — POSITION AS AT 25 OCT

NAME	CONVOY	CARGO	LOADING PORT	DESTINATION
THELMA	Now at NAPLES for docking and repairs			
CARA	Engaged on shuttle run ORAN - SOUTH FRANCE			
EERGIL	Operational orders of FOWIT			
STAD AMHEM	" " " C.S.15			
AMSTEL				
CORCHESTER	At ALGIERS undergoing survey of boilers			
SOUTHGATE	HMS 59	7645 NC	U.K.	NAPLES Discharg.
VAN OSTADE	HMS 62	9700 Welsh	"	NAPLES
BOPEAS	HMS 63	3270 Welsh	"	BRINDISI
CRECA	HMS 64	1550 Welsh	"	TARANTO
SCHELDEFINO	HMS 64	4531 NC	"	GIBRALTAR
EXPRESS	HMS 64	6474 NC	"	SF PORTS
MARIE GLEEN	HMS 65	3700 Welsh	"	TARANTO for ord PORTS
FELIX ROUSSEL	HMS 66	3490 NC	"	
H DE LAUZELLES	HMS 66	6500 NC	"	

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APPEN 'C'

NAVAL COLLIERS

POSITION AS AT 25 OCT

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
Now at NAPLES for docking and repairs Engaged on shuttle run ORAN - SOUTH FRANCE Operational orders of FOWIT " " " C.S.15 At ALGIERS undergoing survey of boilers				
HMS 59	7645 NC	U.K.	NAPLES Discharging	MWT
HMS 62	9700 Welsh	"	NAPLES	"
HMS 63	3270 Welsh	"	BRINDISI	"
HMS 64	1550 Welsh	"	TARANTO	"
HMS 64	4631 NC	"	GIBRALTAR	"
HMS 64	6474 NC	"	SF PORTS	"
HMS 65	3700 Welsh	"	TARANTO for orders FOWIT	"
HMS 66	3650 NC	"		"
HMS 66	6500 NC	"		"

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

OCTOBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGES
LOCHDEE			UGS 58	11 Nov		8500
OCEAN VIGOUR			UGS 58	11 Nov		8500
GOVLNE FLTUCK	26'0"		UGS 58	11 Nov		8500

NOVEMBER ARRIVALS

POSITION AS AT 25 OCT

WALKER TAYLOR		S. AFRIC.				8500
FORT BOUILLE		U.S.A.				8500
FORT BOURBON	26'0"	"	UGS 58	11 Nov		8500
HADES CITY		"	UGS 58	11 Nov		8500
FORT FREDERICK	27'0"	"	UGS 58	11 Nov		8500
FORT ASSINIBOINE	26'6"	"	UGS 58	11 Nov		8500
ALBERT VAN DER ZEE		"				8500
SAINT HELIER		"				8500
DUKE OF SPARTA		"				8500
PEGASUS		U.K.	KMS 68	16 Nov		5000
THISTLE FORT		"	KMS 68	16 Nov		5000
FLEETON		"	KMS 68	16 Nov		6800
PENCARROW		"				8500

DECEMBER ARRIVALS

TEMPLE ARCH		S. AFRIC.				8500
FORT WALSH		"				8500
GEORGE L. EGGER		"				8500
ELLYSTON		"				8500
FORT BUFFALO		U.S.A.				8500
FORT ERIE		"				8500

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NG BOARD
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OCTOBER ARRIVALS

SECRET

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF CO[illegible]	TONNAGES	REMARKS
			UGS 58	11 Nov		8500	Planes
			UGS 58	11 Nov		8500	Planes
	26'0"		UGS 58	11 Nov		8500	

NOVEMBER ARRIVALS

POSITION AS AT 25 OCT

APPENDIX "D"

		S. AFRIC.				8500	
		U.S....				8500	
	26'0"	"	UGS 58	11 Nov		8500	
		"	UGS 58	11 Nov		8500	
	27'0"	"	UGS 58	11 Nov		8500	
	26'6"	"	UGS 58	11 Nov		8500	
ER		"				8500	
		"				8500	
		"				8500	
		"				3500	
		U.K.	UGS 68	16 Nov		5000	
		"	UGS 68	16 Nov		5000	
		"	UGS 68	16 Nov		6800	
		"				8500	

DECEMBER ARRIVALS

APPENDIX "E"

		S. AFRIC.				8500	
		"				8500	
		"				8500	
		"				8500	
		U.S....				8500	
		"				8500	

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SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
EMS TELEGRAM	SARDINIAN	2 Wk Oct	3600	GALLIPOLI
ISL	"	2 Wk Oct	4400	CATANIA
OESC	"	3 Wk Oct	3700	WEST ITALY
BELLERSK	"	3 Wk Oct	4400	CATANIA
BLAYDEVON	"	4 Wk Oct	4400	PALERMO
RITA PINTO JADUP FELIX	"	3 Wk Oct	6000	NAPLES
EDER	"	4 Wk Oct	7000	BAGNOLI
HELLOS	"	4 Wk Oct	800	POPE EMPEDOCLES

SARDINIAN COAL PROGRAMME - NOV.

VAN OSLEDE	SARDINIAN	1 Wk Nov	3700	WEST ITALY
ISL	"	1 Wk Nov	4200	CATANIA
SCHLAFFINO	"	1 Wk Nov	4400	PALERMO
HERCULES	"	2 Wk Nov	4000	CATANIA
EDEL	"	3 Wk Nov	7000	NAPLES
HELCHUM TRADER	"	3 Wk Nov	3800	CIVITAVECCHIA
CLIO	"	4 Wk Nov	5000	NAPLES
EASTON TRADER	"	4 Wk Nov	3000	NAPLES
OSLO	"	4 Wk Nov	2800	GAETA/CIVI
ESL	"	4 Wk Nov	4200	GAETA/CIVI
SCHLAFFINO	"	4 Wk Nov	4400	NAPLES
HERCULES	"	4 Wk Nov	4000	CIVITAVECCHIA
RITINGO EDUARDO	"	4 Wk Nov	3000	NAPLES

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SARDINIAN COAL PROGRAMME - OCT

APPENDIX "F"

TYPE OF COAL	ETA AT ANTHOCO	TONNAGE	DESTINATION	REMARKS
SARDINIAN	2 Wk Oct	3600	GALLIPOLI	
"	2 Wk Oct	4400	CATANIA	
"	3 Wk Oct	3700	WEST ITALY	
"	3 Wk Oct	4400	CATANIA	
"	4 Wk Oct	4400	PALERMO	
"	3 Wk Oct	6000	NAPLES	
"	4 Wk Oct	7000	BAGNOLI	
"	4 Wk Oct	3000	PORT EMPEDOCLE	

SARDINIAN COAL PROGRAMME - NOV.

APPENDIX "G"

SARDINIAN	1 Wk Nov	3700	WEST ITALY	
"	1 Wk Nov	4200	CATANIA	
"	1 Wk Nov	4400	PALERMO	
"	2 Wk Nov	4000	CATANIA	
"	3 Wk Nov	7000	NAPLES	
"	3 Wk Nov	3800	CIVITAVECCHIA	
"	4 Wk Nov	5000	NAPLES	
"	4 Wk Nov	3200	NAPLES	
"	4 Wk Nov	2800	GAETA/OSTIA	
"	4 Wk Nov	4200	GAETA/OSTIA	
"	4 Wk Nov	4400	NAPLES	
"	4 Wk Nov	4000	CIVITAVECCHIA	
"	4 Wk Nov	5000	NAPLES	

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S E C R E T .

MEDITERRANEAN SHIPPING BOARD.

No.49.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 27th OCTOBER, 1944.

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

ACTION BY:-

768. FRENCH VESSELS FOR REPAIR IN SOUTH FRANCE. Ref.755. The Chairman drew attention to a signal from D.M.W.T.R.Marseilles that the U.S.Port Commandant stated the berthing position would be acute for some considerable time and berths could not be allocated for repairs without interfering with operational discharge. Only essential repairs to enable vessels to proceed could be undertaken.

769. DREDGER "ITALIA". Ref.765. Commander Hardie reported that Taranto had replied giving 24th November as the expected date of completion of repairs to this dredger.

770. GIBRALTAR. Commander Hardie stated that the H.M.ship in the No.1 dock was a long job and might possibly run into December. It was not yet known when the H.M.ship in the No.2 dock would complete, and there were further H.M.ships to follow, but the latter were not an urgent requirement and it might be possible to fit the "FULCOR" in this dock before them. In the meantime, however, it was agreed to leave her on the list for the No.1 dock pending clarification of the position. The completion date for the H.M.ships in the No.3 dock remained uncertain, but the "MORAY COAST" and "SAN CLAUDIO" respectively were programmed to follow.

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771. "ENDRSHOVDI". Ref.649. The Committee noted that the Repair Report from Gibraltar referred to the temporary joining of the two halves of this vessel, and it was agreed that a signal should be made to Gibraltar that no work should be commenced until a decision as to priority had been given by the Repair Committee.

Mr.Dainton.

772. ORAN. The "JOHN S.COPLEY" was now expected to undock from the No.1 dock on the 1st November, and the French warships would thereafter occupy this dock until the middle of November. Mr.Nicol reported that the latest advice was that the "ELINOR WYLIE" was estimated to complete temporary repairs in South France in about five weeks time, and the Committee decided temporarily to delete her from the programme for re-examination later. Mr.Nicol stated that the "JOHN S.HOPKINS" was anticipated to be ready for towage from Marseilles to a drydocking port in about 10 days time, and whilst this question was left for decision at the next Meeting, the Committee considered that there might be an opportunity to dock her at Oran after the French warships. In view of this, Commander Hardie agreed that in the meantime no further warships would be stemmed for this dock without prior consultation with the Committee.

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Major Filo R.I.N.
Mr. R. Nicol.
Mr. W. E. B. Dainton.
Mr. G. W. Simmons.
Mr. G. S. Ramsdale.
Captain R. D. Bate.
Mr. W. E. Feredday, Secretary.
Miss M. M. Michie, Assistant Secretary.

ACTION BY:-

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The "EGRET" had been docked in the No.2 dock, and Commander Hardie stated that as no other vessels were then available some French warships had been put in, but they should be about completed and the "CRACKSHOT" might be able to drydock on arrival. Thereafter a French warship would be put in, which the French reckoned would require about seven days.

A U.S.Warship was presently in the No.3 dock but was not considered to be a long job, and it was agreed that she should be followed by the "CAP FALCON" and "MAURA" respectively. Commander Hardie stated that there was no news yet as to when this dock was to be sent away.

With reference to the docking of the "CHLORIS" at Oran in September (vide Minute 685), it had been ascertained that there had been a gap in the drydocking programme which was utilised for this vessel with the concurrence of all concerned locally.

/773 ALGIERS.

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775. ALGIERS. The Secretary reported a reply from Algiers that the "DJEBEL AURES" did not require redocking (ref.Minute 756).

The "HINDSHOLM" had been docked in the No.1 dock and Commander Hardie stated that the "CAP EL HANK" had then been put in, no other vessel being ready, but she should now be about completed. The priorities thereafter were "SERULA", "ORKLA", "LIDO". With regard to the "CHATEAU LATOUR" (ref.758), Mr.Nicol stated that the U.S.Army had agreed to release her from mule service for the purpose of drydocking, and vessel had now probably sailed from South France for Algiers where she should be ready about 30th October. The Committee agreed that she should then be docked next after the "SERULA". The "FINISTERE" was too large for the No.2 dock and it was decided that she should dock in the No.1 dock after the "LIDO". The "AUDUN" had been listed as a bid for Ferryville, but Lt.Commander Blair stated that she could as conveniently be sent to Algiers, and on comparison of the position at both ports it was agreed that it would be preferable to dock her at the latter, vessel being placed at the end of the programme accordingly.

774. CASABLANCA. Commander Hardie reported that advice from Casablanca listed a French warship for the No.1 dock to be followed by the "VENDOME". No mention was made of the "JANINE", and the Committee requested Captain Beilvaire to ascertain whether she had in fact been docked, vessel being allowed to remain on the programme in the meantime. Capt.Beil-

775. FERRYVILLE. Commander Hardie stated that the French warship in the No.1 dock which had been expected to complete about the end of October would not now be ready to undock until about the end of November. The work on the No.2 dock was progressing but there was no news yet as to when this would be in service.

The "LISS" had been docked in the No.4 dock which was now occupied by the "NORDNES". In view of the above position it was decided that the "ALEXANDRA ANDRE" should be given the next priority for the No.4 dock. She would then be followed by the "GUDVIN", "CORFELL" and "TORE JARL" respectively. The bid for the "BRUSE JARL" had been withdrawn, drydocking having been found to be unnecessary.

776. TARANTO. Commander Hardie reported that the information given by him at the previous Meeting had proved to be incorrect, as the latest advice from Taranto showed that the "EMPIRE CATO" was in the No.1 dock with the "SFINGE" and other vessels, and should finish about the 3rd November, when the "MOTIA" would be put in with an Italian warship for 4 days. The Committee agreed that the "PAHLEHLEH" should then follow. Mr.Dainton pointed out that the rudder had been removed from the "EMPIRE CATO" for repairs and vessel would require redocking to refit this unless it could be ready in time before the ship was due to come out.

Commander Hardie stated that H.M.ships were in the No.2 dock, whilst the "JONATHAN WORTH" had been put in the No.12 dock on the 26th October and was expected to complete about the 15th November when H.M.ships would be docked. The "FORT CARIBOU" was in the No.13 dock and might be ready for undocking about the 18th November.

The "LUBLIN" was listed for docking for cleaning and painting at Taranto about the middle of November. Following a subsequent discussion on the Naples drydocking position, it was decided that the "FORT ASTORIA" and "SAMLEYTE" should be sent to Taranto for docking and vessels were added to the list accordingly.

777. BRINDISI. The "LJUBLJANA" had completed her docking (ref.Minute 762, Yugo-Slav Vessels), whilst the "GETINA" was expected to be ready for redocking about the end of October. Advice had been received that it had been arranged with C.S. Taranto that the "EMPIRE CHUBB" and "EMPIRE DACE" should drydock at Brindisi,

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next after the "SERULA". The "PINISTERE" was too large for the No.2 dock and it was decided that she should dock in the No.1 dock after the "LIDO". The "AUDUN" had been listed as a bid for Ferryville, but Lt.Commander Blair stated that she could as conveniently be sent to Algiers, and on comparison of the position at both ports it was agreed that it would be preferble to dock her at the latter, vessel being placed at the end of the programme accordingly.

774. CASABLANCA. Commander Hardie reported that advice from Casablanca listed a French warship for the No.1 dock to be followed by the "VENDOME". No mention was made of the "JARDINE", and the Committee requested Captain Beilvaire to ascertain whether she had in fact been docked, vessel being allowed to remain on the programme in the meantime. Capt.Beil

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776. TARANTO. Commander Hardie reported that the information given by him at the previous Meeting had proved to be incorrect, as the latest advice from Taranto showed that the "EMPIRE CATO" was in the No.1 dock with the "SFINGE" and other vessels, and should finish about the 3rd November, when the "MOTIA" would be put in with an Italian warship for 4 days. The Committee agreed that the "PAHLEHLEH" should then follow. Mr.Dainton pointed out that the rudder had been removed from the "EMPIRE CATO" for repairs and vessel would require redocking to refit this unless it could be ready in time before the ship was due to come out.

Commander Hardie stated that H.M.ships were in the No.2 dock, whilst the "JONATHAN WORTH" had been put in the No.12 dock on the 26th October and was expected to complete about the 15th November when H.M.ships would be docked. The "FORT CARIBOU" was in the No.13 dock and might be ready for undocking about the 18th November.

The "LUBLIN" was listed for docking for cleaning and painting at Taranto about the middle of November. Following a subsequent discussion on the Naples drydocking position, it was decided that the "FORT ASTORIA" and "SAMLEYTE" should be sent to Taranto for docking and vessels were added to the list accordingly.

777. BRINDISI. The "LJUBLJANA" had completed her docking (ref.Minute 762, Yugo-Slav Vessels), whilst the "CETINA" was expected to be ready for redocking about the end of October. Advice had been received that it had been arranged with C.S. Taranto that the "EMPIRE CHUBB" and "EMPIRE DACE" should drydock at Brindisi, where they could be accepted on the 25th and 29th October respectively.

778. NAPLES. The "LAURENT MEUS" had been docked in the No.1 dock, and the "VILLE D'ORAN" was now in this dock. Mr.Dainton stated that he had asked for the labour on the latter vessel to be doubled and she was expected to require a further six days in dock from today. Commander Hardie said that thereafter it would be necessary to put in an H.M.ship, the period so far being uncertain, and it was agreed that the next priority should then be given to the tanker "TARVISIO", followed by the "SAMPAN".

The "EMPIRE GAWAIN" had been docked in the No.2 dock.

"THELMA". (Ref.763). This vessel had now been accepted for docking at Naples about the 30th October.

"PASS OF MELFORT". (Ref.757). Since the last Meeting it had been arranged to send this tanker to Algiers where it had been found on position she could achieve an earlier drydock (No.2) than at Oran. Captain Bate reported that

/vessel

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vessel had sailed on the 26th October accordingly, but had returned with further boiler trouble. She would require about another 8 days boiler repairs and he asked if she could therefore be docked at Naples for renewal of stern bush, if the necessary lignum vitae wood could be found. Mr.Deinton said that it was hoped to obtain sufficient wood from the "VILLE D'ORAN", and the Committee agreed that the "PASS OF MELFOIT" should receive next priority after the "THELLA" for the No.2 dock or floating dock.

It was arranged that the Captain of the Dockyard should be given a list of the priorities as above, asking when they would be expected to dock. Cmdr.Hardie.

The "F.L.M.13" and "TUNISINO" were left on the list meantime for docking in due course after the above.

"EMPIRE FAY". Captain Bate asked whether this vessel could be docked at Naples, where she would be changing crew, instead of sending her to Oran (vide Minute 757). As her position was still undefined, it was decided to defer a decision until the next Meeting, and in the meantime the vessel was deleted from the programme.

The "FANNY BRUGGER", "ARSLA" and "CAPO MELE" were left in abeyance pending clarification of their position.

779. LEGHORN. Commander Hardie stated that the "EMPIRE COPPICE" was expected to dock on the 29th October with local craft. The "WELSH COAST" would be put in subsequently when discharged and gas-free. Captain Bate again raised the question of obtaining a chemist, and Major Filo furnished an address at which application should be made. Capt.Bate.

It was agreed to await the result of the first dockings before accepting further bids for Leghorn.

780. "ST.ANDREW". Mr.Deinton reported that temporary repairs to this vessel at Taranto were proceeding but priority was required to avoid labour being removed. It was hoped that repairs to the starboard engine would be completed about the 6th November when vessel should be in a condition to sail, whilst up to a further three weeks work would probably finish the port engine to make the ship fit for a few months service in the Mediterranean. Lt.Commander Blair added that in the meantime a reply was awaited from the Middle East as to whether the repairs could be completed there. Captain Smithers agreed to signal Taranto to do all possible but without prejudicing work on minesweepers which was the first priority at present. Capt.Smithers.

781. "TAIGETE". Ref.767. Captain Bate asked whether sufficient work could be carried out on this vessel to enable her to proceed to another port for harbour service, thus enabling the release of an ocean going tanker. In view of her extensive defects, however, it was decided that the question of her possible use should again be examined with the F.E.O. Capt.Bate.

782. REPAIRS TO ITALIAN VESSELS. Ref.766. Major Filo stated that arrangements were being made by CO.GE.MA. to render their reports in English. The Committee asked that these reports be made out with the same letter key as the Report of Merchant Ship Repair Position already in production. Major Filo.

783. REPAIRS TO FRENCH VESSELS. It was decided to request that the French issue their report in the same form as referred to above, to enable all reports on Merchant ships under repair to be fully co-ordinated. Capt.Beilvai

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S E C R E T

D O C K I N G P R O G R A M M E

27th October, 1944.

A L G I E R S

No. 1. Dock.

CAP EL HANK (about out)
SERULA (2 days)
CHATEAU LaTOUR (4/5 days)
ORKLA (2 days)
LIDO (2 days)
FINISTERE (2 days)
AILSA (2 days)

No. 2 Dock

Local Craft

O R A N

No. 1. Dock.

JOHN S. COPLEY (out abt. 1st Nov.)
French Warships (out abt. 16th Nov.)

No. 2. Dock

French Warships (abt. out)
CRACKSHOT (2 days)
French Warship (7 days)

No. 3. Dock

U. S. Warship (shot job)
CAP FALCON
TAUTRA

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G I B R A L T A R

No. 1. Dock

H. M. Ship (long job)
FULGOR & H. M. Ship

No. 2. Dock

H. M. Ships

No. 3. Dock

H. M. Ship
MORAY COAST
SAN CLAUDIO

No. 4. Dock

Dockyard Craft

C A S A B L A N C A

No. 1. Dock

French Warship
VENDOME
JANINE

No. 2. Dock

Local Craft

F E R R Y V I L L E

No. 4. Dock

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SERULA (2 days)
CHATEAU LAFOUR (4/5 days)
OKLA (2 days)
LIDO (2 days)
FINISTERE (2 days)
AILGH (2 days)

O R A N

No. 1. Dock.

JOHN S. COPLEY (out abt. 1st Nov.)
French Warships (out abt. 16th Nov.)

No. 2. Dock

French Warships (abt. out)
CRACKSHOT (2 days)
French Warship (7 days)

No. 3. Dock

U. S. Warship (short job)
CAP FALCON
TAURA

3329

G I B R A L T A R

No. 1. Dock
H. M. Ship (long job)
FULGOR & H. M. Ship

No. 2. Dock

H. M. Ships

No. 3. Dock

H. M. Ship
MORAY COAST
SAN GLAUDIO

No. 4. Dock

Dockyard Craft

C A S A B L A N C A

No. 1. Dock

French Warship
VAUDRE
JANINE

No. 2. Dock

Local Craft

F E R R Y V I L L E

No. 1. Dock

French Warship (out end Nov.)

No. 4. Dock

NORMAND
ALEXANDRE ANDRE (6 days)
GUDVIN (2 days)
COPEWELL (2 days)
TOKE JARL (2 days)

T A R A N T O/

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T A R A N T O

No. 1. Dock

EMPIRE CATO, SFINGE & Others (out 3rd Nov.)
Italian Warship & MOTIA (4 days)
PAHLEHLEU

No. 2. Dock

H. M. Ships

No. 12. Dock

JONATHAN WORTH (out abt. 15th Nov.)
H. M. Ships

No. 13. Dock

FORT CARIBOU (out abt. 18th Nov.)

No. 10. Dock

Warship

No. 23. Dock

Warship

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

For cleaning & painting

LUBLIN
FORT ASTORIA

For Repairs

ORATA
SAMNITE (for examination)

B R I N D I S I

As arranged by C.S.Taranto

EMPIRE CHUES
EMPIRE DACE
CETINA (to re-dock)

N A P L E S

No. 1. Dock

VILLE D'ORAN (out abt. 2nd Nov.)
H. M. Ship
TARVISIO
SAMPAN

No. 2. Dock or
Floating Dock.

THELMA
PASS OF MELFORT
TUNISINO
F.L.M. 13.

L E G H O R N

EMPIRE COPPICE & Local Craft (to dock 29th Nov.)
WELSH COAST

P A L E R M O

U.S. Warships

M E S S I N A

H. M. Ships

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DRYDOCKING LIST

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
ALGIERS	HENDSHOLM	DOCKED		Sept.1943	Speed reduced from 10½
	CAP EL HANK	IN DOCK	ready	Jan.1944	" " " 7½
	SERULA	At Algiers	30.Oct.	May.1944	" " " 8½
	ORKLA	Cagliari ldg.for Algiers	30.Oct.		
	LIDO	In S. France		Nov.1943	4/5 days
	CHATEAU LATOUR	In S. France		Dec.1943	Cleaning and painting
	FINISTERE	Due Algiers abt.31.Oct.			
ORAN	EGRET	DOCKED	26.Oct.	Mar.1944	Reduced speed
	CRACKSHOT	Due at Oran	4.Nov.	May.1944	Speed reduced from 8 t
	TAURA	At sea for Oran			For examination, hull
	ELINOR WYLIE	At Toulon		Mar.1944	Cleaning and painting
	CAP FALCON	Due Oran 31.Oct.		Oct.1943	Cleaning and painting
CASABLANCA	VENDOME	At Oran for Casa.		Oct.1943	Repairs to rudder afte
	JANINE	At.Casablanca			
GIBRALTAR	FULGOR	At Gibraltar			Ital.tanker.Requires new st
	MORAY COAST	At Gibraltar		Jan.1944	Tanker. Cleaning and
	SAN CLAUDIO	At Gibraltar		Sep.1943	Tanker. Cleaning & painting of tail end shaft
BIZERTA	LISS	DOCKED			
	NORDNES	IN DOCK		Jul.1944	Under water damage.
	ALEXANDER ANDRE	At Bizerta		Apr.1944	Speed reduced from 8
	GULVIN	Abt. due at Bizerta	prompt	Feb.1944	" " " 8½
	CORFELL	At sea for Bizerta	30.Oct.	Mar.1944	" " " 8½
	TORE JARL	Due Ancona	10.Nov.	Jun.1944	" " " 8½
	AUDUN	Inter-island service	10.Nov.		" " " 9
		(Note: BRUSE JARL withdrawn)		Dec.1943	Reduced speed
TARANTO Cleaning & Painting	MOTE.	Due Ancona for discharge	30.Oct.		
	LUBLIN	Taranto/Leghorn returns	14.Nov.		
		Taranto			
		(Note OCEAN GYPSY withdrawn to be re-bid later)			
For repairs	JONATHAN WORTH	IN DOCK		Dec.1943	Foul & repairs to shell pl
	PAHLEHLEM	At Ancona discharging	31.Oct.		reduced from 8½ to
				Nov.	Not docked for 5 yrs. Italian. Require
	ORATA	At Taranto			
BRINDISI	[illegible]A	DOCKED			

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DRYDOCKING LIST

POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
DOCKED IN DOCK At Algiers	ready	Sept. 1943	Speed reduced from 10½ to 8k. (PSTO BID)
Cagliari ldg. for Algiers	30. Oct.	Jan. 1944	" " " 7½ to 5k. "
In S. France	30. Oct.	May. 1944	" " " 8½ to 6k. & damaged prop. "
In S. France		Nov. 1943	4/5 days (FRENCH BID)
Due Algiers abt. 31. Oct.		Dec. 1943	Cleaning and painting "
DOCKED Due at Oran	28. Oct.	Mar. 1944	Reduced speed (PSTO BID)
At sea for Oran	4. Nov.	May. 1944	Speed reduced from 8 to 7k. "
At Toulon			For examination, hull damage (WSA BID)
Due Oran 31. Oct.		Mar. 1944	Cleaning and painting (FRENCH BID)
At Oran for Casa.		Oct. 1943	Cleaning and painting (2 days) (FRENCH BID)
At Casablanca		Oct. 1943	Repairs to rudder after stranding "
			Ital. tanker. Requires new stern tube, tail end & prop. (MWTR BID)
At Gibraltar		Jan. 1944	Tanker. Cleaning and painting "
At Gibraltar		Sep. 1943	Tanker. Cleaning & painting & examination of tail end shaft
At Gibraltar			
DOCKED IN DOCK At Bizerta		Jul. 1944	Under water damage. Tanker (MWTR BID) (PSTO BID)
Abt. due at Bizerta	prompt	Apr. 1944	Speed reduced from 8 to 6k. "
at sea for Bizerta	30. Oct.	Feb. 1944	" " " 8½ to 7k. "
Due Ancona	10. Nov.	Mar. 1944	" " " 8½ to 7k. "
Inter-island service	10. Nov.	Jun. 1944	" " " 8½ to 6k. "
(Note: MARE J.RL withdrawn)			" " " 9 to 7k. "
Due Ancona for discharge	30. Oct.	Dec. 1943	Reduced speed
Taranto/Leghorn returns	14. Nov.		
Taranto			
(Note OCEAN GYPSY withdrawn to be re-bid later)			"
IN DOCK At Ancona discharging	31. Oct.	Dec. 1943	Foul & repairs to shell plating. Speed reduced from 8½ to 7k.
At Taranto		Nov.	Not docked for 5 yrs. Italian. Requires 1 month's repairs (MWTR BID)
DOCKED			

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PORT	VESSEL	POSITION	READINESS FOR DRY DOCKING.	LAST DRYDOCKED	
BRINDISI (contd.)	EMPIRE CHUBB	In or abt. in dock			
	EMPIRE DACE	Abt. due Brindisi	end Oct.	Oct. 1944	Requires redocking to renew prop
	CETINA	At Brindisi			
NAPLES	LAURENT MEUS	DOCKED			
	EMPIRE GAWAIN	DOCKED			
	VILLE D'ORAN	IN DOCK		Nov. 1943	Ital. tanker. Reduced speed. M defects.
	TARVISIO	At sea Marseilles/Naples	29. Oct.		
	SAMEAN	At Naples	ready	Dec. 1943	
	PASS OF MELFORT	At Naples		Jul. 1944	To renew stern bush. (8days boi
	THELMA	At Naples		not docked for 12mths.	Adm. collier. Might dock Taran
	P.L.M. 13.	At Naples	end Oct.		Self operating collier. Max. spe relief by P.L.M. 14.)
	TUNISINO	At CivitaVecchia to dschg then Naples	2. Nov.	Nov. 1943	Foul. Speed reduced from 8½ to
	EMPIRE EAX	Operational	when relieved	Jan. 1944	Tanker. Reduced speed. Charges Naples
Could dock at Taranto	(FORT ASTORIA	At sea Naples to dschg.	31. Oct.	Feb. 1944	Foul.
	(SAMZETTE	Dschg. S. France returns Naples	5. Nov.	May. 1944	Suspected bottom damage. For i
	FANNY BRUNNER	On inter-island service	10. Nov.	Apr. 1944	(Ital.) Speed reduced from 10
	ARSLA	At Naples. thence Heel/ Leghorn	20. Nov.		(Italian) Cleaning & painting
	CAPO MELE	At Castellamare		Aug. 1942	(Italian) Speed reduced from Requires repairs.
LEGHORN	EMPIRE OFFICE	At Leghorn	ready	15 mths. out of d/d	Waterboat. Reduced speed
	WELSH COAST	At Leghorn	when discharged & gas-free.		Tanker.

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POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS	
				(PSTO BID)(
In or abt.in dock				"
Abt. due Brindisi				
At Brindisi	end Oct.	Oct.1944	Requires redocking to renew propellor	
DOCKED				
DOCKED				
IN DOCK				
At sea Marseilles/Naples	29.Oct.	Nov.1943	Ital.tanker. Reduced speed. Minor hull defects.	(MWTR BID)
				(PSTO BID)(
At Naples	ready	Dec.1943		(MWTR BID)(
At Naples		Jul.1944	To renew stern bush. (8days boiler repairs	"
At Naples		not docked for 12mths.	Adm.collier.Might dock Taranto/Bizerta	"
At Naples			Self operating collier. Max.speed 4k. (On relief by F.L.H. 14.)	
At Naples	end Oct.			
At CivitaVecchia to dschg then Naples	2.Nov.	Nov.1943	Foul. Speed reduced from 8½ to 6½k.	(PSTO BID)
Operational	when relieved	Jan.1944	Tanker. Reduced speed. Changes crew at Naples	(MWTR BID)
				(PSTO BID)
At sea Naples to dschg.	31.Oct.	Feb.1944	Foul.	"
Dschg.S.France returns Naples	5.Nov.	May.1944	Suspected bottom damage. For inspection	"
On inter-island service	10.Nov.	Apr.1944	(Ital.) Speed reduced from 10½ to 7k.	"
At Naples. thence Heel/ Leghorn	20.Nov.		(Italian) Cleaning & painting	(MWTR BID)
At Castellamare		Aug.1942	(Italian) Speed reduced from 10½ to 6½. Requires repairs.	(MWTR BID)
				"
At Leghorn	ready	15 mths.out of d/d	Waterboat. Reduced speed	
At Leghorn	when discharged & gas-free.		Tanker.	

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SECRET

REPORT OF MERCHANT SHIP POSITION FOR MONTH% AT 1600 HRS ON 27TH OCTOBER 1944.

SIGNAL NIL

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
	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		
ALGIERS - 25.10.44.							
ELENI	A) D) 7/10 C 10/10		General repairs & routine drydocking. Fumigation.		E 12/10 E 24/10	Completed except for fumigation.	
EMPIRE PEAK	A) B) 11/10		Fumigation.		E 12/10	Completed.	
BOLTON HALL	A) B) 13/10		Fumigation, defitting and minor repairs.		E 20/10	All work completed. Vessel loading.	
OCEAN FAITH	A) B) 9/10		Scrubbing.		E 13/10	Completed.	
	A) B) 16/10		Fumigation.		E 17/10		
EMPIRE CLARION	A) B) 13/10		Fire in bunkers.		E 15/10	Completed.	
EDWARD BURLINGAME (U.S.)	A) B) 13/10		Scrubbing, and minor repairs.		E 21/10	Completed.	
VILLE D'ORAN	A 17/10 B 16/10		Fumigation; painting troop decks; mast'y, deck and general repairs.		E 21/10	Completed.	
HEEDSHOLM	A) B) C) 21/10		Routine D/D; deck and engine repairs.		E 25/10	Vessel commences loading 25/10.	
JUNE CREST	A) B) 22/10		Fumigation & minor repairs.		E 23/10	Completed.	
SALAFRIC	A) B) 23/10		Fumigation.		E 24/10.		

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Vessel	Initial Intake	Main Defects	Final Date	Remarks
	Operationally immobilised	Work Commenced	Undocking In / Out	Completion for return to service	Return to Base to other repair port. On lower / In tow
	A	B	C / D	E	F / G
ACHIEVE - 23.10.44.				
ELENI	A) 7/10 B) 7/10 C 10/10	General repairs & routine drydocking. Fumigation.	D 12/10 E 24/10	Completed except for fumigation.
FAIRLIE PEAK	A) B) 11/10	Fumigation.	E 12/10	Completed.
BOLTON HALL	A) B) 15/10	Fumigation, defitting and minor repairs.	E 20/10	All work completed. Vessel loading.
OCEAN FAITH	A) 9/10 B)	Scrubbing.	E 13/10	Completed.
	A) B) 16/10	Fumigation.	E 17/10	
EMPIRE CLARION	A) B) 13/10	Fire in bunkers.	E 15/10	Completed.
EDWARD FURLESDEN (U.S.)	A) B) 13/10	Scrubbing, and minor repairs.	E 21/10	Completed.
VILLE D'ORAN	A 17/10 B 16/10	Fumigation; painting troop decks; mach'y, deck and general repairs.	E 21/10	Completed.
HINDSHOLM	A) B) 22/10 C)	Routine D/D; deck and engine repairs.	E 25/10	Vessel commences loading 25/10.
JUNE GUEST	A) B) 22/10	Fumigation & minor repairs.	E 23/10	Completed.
SABAETRIC	A) B) 23/10	Fumigation.	E 24/10.	

ANCHISA	EMPIRE BROOK	OCEAN GYPSY	PORT CHESTERFIELD	Minor repairs since 16/10/44.
ATALANTA	PORT FRONTENAC	SAMOA	EMPIRE UNICORN	
ATLE JARL	PORT HENLEY	SIRIA	NORSH SCOUT	
BORGHILD	PORT ASTORIA	OCEAN RIDER		
EMPIRE MERISSA	PORT WELLINGTON	OCEAN VULCAN		
EMPIRE RANGER	OCEAN FAME	COLCHESTER		

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Vessel	Initial Date	Main Defects	Final Date	Remarks
DAILY - 26.10.44 (Excluding Major Repairs Ctr w/e 19/10/44).				
BAYEUX CALVADOS	A 23/10 B 16/10 C 25/10	Routine D/D. Gen. overhaul. Boiler clean.	D 24/10 E 25/10	
JERVIS (Ext).	A) B) 5/10 C)	Routine D/D. Rudder pintles to renew. Winchman repairs.	D 6/10 E 27/10	Completed.
LAURENT VIBUS (Bel).	A 21/10 20/10 C 23/10	Routine D/D. Gen. overhaul. Boiler cleaning.	D 25/10 E 29/10	
ETNE OUTPOST	A 24/10 B 25/10	Repairs to rudder head bearing block.	E 29/10	
CORCREST	A) B) 23/10	Repairs to H.P. valve casing studs.	E 22/10	Completed.
SAMEMON	A) B) 17/10	Re-wooding inter rudder stock bearing.	E 25/10	Completed.
PASS OF BELFORT	A 12/10 B 11/10	Superheater elements over-hauled; boiler tubes expanded; general repairs.	E 24/10	Completed - but vessel returned to port with further leakage in boilers.
VILLE D'ORAN (Fr.)	A) B) 26/10 C)	Re-wooding stern tubes etc.	D Not stated. E 30/10	
RHINE (Ger)	B 26/10	Repairs to Gavit sockets and deck.	E 2/11	

Minor Repairs since 19/10/44.

SILVER LARCH	AUDUR	ARGAN	HELEN II
SAGALAND	TEMPLE FARMER	ACHILLO	STANHILL
DON	CASTEX	ALAN D.D. (Br.)	OCEAN VESPER
WAISELWIJK	PORT MACQUARIE	SAMPIER	SRBIN (Euro-Slav)
TORRUK (Pol)	SAINTRUTH	F.L.H.13	SAINTAPA
PORT DALRYMPLE	TEMPLE GRANGE	SANDWELL	SCOTMERE
PORT VENDRES	CAMOIS	PARENZO	SAINDART
VAN OSTADE	OCTAVE (Fr)	PORT SAIDIAN	EMPIRE PATRIOT
EMPIRE MELODY	STAFFORDSHIRE	COCHRANE	SAINTHY
PORT PICHELIEU	DESIRO	SANDGK	CHANTILLY
BEACONSFIELD			
OCEAN PRIDE			
SAINTYVE			

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	C 7/10			
HERMES (Fr).	A) B)3/10 C)	Refers R/B. Rudder pintles to renew. Machine repairs.	B 6/10 E 25/10	Completed.
LAURENT SERRES (Bel).	A 22/10 20/10 C 25/10	Routine D/D. Gen. overhaul. Boiler cleaning.	D 25/10 E 25/10	
EMPIRE CHIPPOY	A 24/10 B 25/10	Repairs to rudder head bearing block.	E 29/10	
OCHORENT	A) B)24/10	Repairs to M.P. valve casing studs.	E 22/10	Completed.
SWEDENGH	A) B)17/10	Re-wooding Aster grider stock bearing.	E 25/10	Completed.
PASS OF MELFORT	A 12/10 B 11/10	Superheater elements over-hauled; boiler tubes expanded; general repairs.	E 24/10	Completed - but vessel returned to port with further leakage in boilers.
VILLE D'ORAN (Fr.)	A) B)26/10 C)	Re-wooding steam tubes etc.	D Not stated E 30/10	
ELENE (Nor)	B 26/10	Repairs to davit sockets and deck.	E 2/11	

Minor repairs since 10/10/44.

SILVER LAUREL	ARGAU	VESPER	ELNE II
SARDIER	EMPIRE PARADE	ROYALIST	STANHILL
DON	SAILOR	JEAN L.D. (Fr.)	OCEAN VESPER
WHISTLERVILLE	FORT ST.ELIE	SAILOR	SPERRY (Thro-Slay)
TORBAY (RoI)	SAMRUTH	D.L.A.13	SAMSTEEL
FORT DAUPHIN	EMPIRE SPARTAN	SAMSIDRA	SOUTHLEA
FORT VELLICO	SAMOIS	FAIRPAD	SAMDART
VAN OSTADE	OSTLAR (Sw)	FORT SANDSAC	EMPIRE PATRON
EMPIRE MELODY	STAFFORDSMITH	COCKADE	SAMSETH
FORT PICHELIEU	DOGERO	SAIRSEN	CHANTHAM
REACONSFIELD			
OCEAN TITLE			
SAMLEVIS			

BONE - 24.10.44.

SAXBY	A 16/10 Repairs to Main Engine B 17/10 L.P. slide valve & cone.	E 23/10	Completed.
EMPIRE SPLENDOR	FORT CRAIG	UMLAUTAN	Major repairs since 27/10/44.
EMPIRE MIST	P.L.M. 22	ESSEX VALOUR	
EMPIRE ROSARIO	EMPEROR		

PHILLIPSVILLE & BOYNE - Nothing to report.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MARSEILLES - 24.10.44.				
MORELLA	A 25/9 B 23/9	Suspected mine damage, starb'd side No.2 Hold.	F 7/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 F 11/10	Mine damage. Bow section missing.	F 11/11	Construction of temporary bow in hand. Remainder of ship intact.
JOHN HOPKINS		Put into Marseilles damaged.		No further information.
FORT REMUSJOUR	A 22/10 (B16/10	General service pump repairs.		
EMPIRE VIGOR SAMOIS SANGLORY	SANTRUTH ORPHEUS OCTAVE	EMPIRE LORENZO MANNINGTON	}	Minor repairs since 16/10/44.
BIZERTE - 17/10/44 (delayed report).				
P.L.M.L.	A) B) 10/10 C 12/10	Routine D/D; Overhaul of Boiler mountings: Deck & engine repairs.	D 17/10 E 21/10	Progress satisfactory.
LISS (Norw)(T)	A 10/10 E 11/10 C 24/10	Routine D/D; deck & engine repairs; boiler cleaning.	D 27/10 E 28/10	Progress of work on boiler mountings very slow owing to vessel lying off at buoy.
BIZERTE - Minor repairs since 10/10/44.				
BRISSES (It.)	HENRI II			
SALT CREEK	UGO FIORELLI			
TUNIS				
NOT KNOWN.				
INFORMATION FROM U.S.A. - 23.10.44.				
WILLIAM BEAUMONT (U.S.)		Defect to blower unit and main boiler.		Dropped out of convoy. Temp'y repairs expected

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	D 29/9	Starb'd side No.2 hold.		period required to fit soft patch.
SOUTH VALLEY	A 4/10 D 11/10	Ship damage. Bow section missing.	F 11/11	Construction of temporary bow in hand. Remainder of ship intact.
JOEL SOPRANIS		Put into Marseilles damaged.		No further information.
FORT REMBRANDT	A 22/10 D 26/10	General service party repairs.		
EMPIRE VIGOR SAMOLS SAGLORY	SAMSOUTH ORTHEUS OCTAVE	EMPIRE LORENZO MARRINGTON	Minor repairs since 16/10/44.	

BIZERTE - 17/10/44 (delayed report).

P.L.M.14	A) B) 10/10 C 12/10	Routine D/D; Overhaul of boiler mountings; deck & engine repairs.	D 17/10 T 24/10	Progress satisfactory.
LESS (Norw.)(T)	A 10/10 D 11/10 C 24/10	Routine D/D; deck & engine repairs; boiler cleaning.	D 27/10 E 28/10	Progress of work on boiler mountings very slow owing to vessel lying off at buoy.

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BIZERTE - Minor repairs since 10/10/44.

ELISSES (It.)	HELE II
SALT CREEK	UGO FIORELLI
TUNIS	
	PORT PIET.

INFORMATION FROM W.S.A. - 25.10.44.

WILLIAM BEAUMONT (U.S.)	Damage to blower unit and main boiler.		Dropped out of convoy. Temp'y repairs expected to be complete within next day or two.

MALTA - 26.9.44 (Delayed report)

CAITANELI	A) B) 6/9	Boiler & other repairs. Wiping.	E 21/9	Completed.
GIAMPAOLO	A 16/9	Routine D/D & minor repairs.	D)Dep: D)on C.	Probably enters D/D 30/9.
EMPIRE ZEPHYR BALTIC	ADVALANCHE EMPIRE NIGHTINGALE	WOODLARK (A.S.I.S.)	Minor repairs since 19/9/44.	

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Vessel	Initial Date	Main Defects	Final Date	Remarks
MEDITERRANEAN - 24/10/44 (including m/s 17/10/44).				
ELENA C. (It.)(Sch)	A 10/10 B 11/10	Diesel engine breakdown.	E 25/10	Progress satisfactory.
VINCENZO (Tr)	A) B)17/10	Overhaul of fuel injection system following failure to start main engine after Dockyard repairs.	E 21/10	Completed.
BRITANNY COAST (A.S.I.S.)	A) B)17/10	Dynamo repairs.	E 25/10	Progress satisfactory.
AGATHA (Dut)(T)	A) B)23/10	Dynamo and minor hull repairs.	E-Uncertain	
ARENA MALAYAN PRINCE	MONTE GRAPPA, PENDRIS PROCRIS	Minor repairs since 10/10/44.		
MONTE GRAPPA SAMLIN EMPIRE SPINTEX (A.S.I.S.)	MERCE NUOVA ITALIAN (Sch)	HERCULES MONTE CUCCO	Minor repairs since 17/10/44.	
LEGHORN (Information from W.S.A. - 25.10.44).				
Minor repairs to:- SAMUEL MILLER: JOSEPH PULITZER: THOMAS KING: CHARLES NORDHOFF: FRANKLIN KING: SAMUEL LIVERMORE.				
ORAN (Information from W.S.A. - 26.10.44).				
Repairs to:- s.s. JOHN S. COPLEY proceeding very satisfactorily.				
Minor repairs to: JOEL CHANDLER HARRIS: JOHN W. GRIFFITH: JOHN O. SPENCER: JOHN HOLMES: JOHN FITCH: WILLIAM PENDLETON: SILVESTER GARDINER: FILIPI DE BASTROP: JOSEPH HOOKER: CAROLL LOMBARD.				
AUGUSTA				
Minor repairs 27/9/44 - 3/10/44 (Delayed report).				
EMPIRE ADUR FORT SAGER	SAMADOR OCEAN VIRTUE			

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ELENA O. (It.)(Sch)	A 10/10 B 11/10	Diesel engine breakdown.	E 25/10	Progress satisfactory.
VILCENZO (Br)	A) B)17/10	Overhaul of fuel injection system following failure to start main engine after Dockyard repairs.	E 21/10	Completed.
BRITANNY COAST (A.S.L.C.)	A) B)17/10	Dynamo repairs.	E 25/10	Progress satisfactory.
AGATHA (Dut)(T)	A) B)23/10	Dynamo and minor hull repairs.	E Uncertain	
ATENA MALAKAN PRINCE	MONTE GRAPPA FENDRIS EROGRIS	} Minor repairs since 10/10/44.		
MONTE GRAPPA EARNLEIN EMPIRE SPRINGBOK (A.S.L.S.)	MERCE NUOVA ITALIAN (Sch)	HERCULES MONTE CUCCO	} Minor repairs since 17/10/44.	

LEGHORN (Information from W.S.A. - 25.10.44).

Minor repairs to:- SAMUEL MILLER: JOSEPH PULITZER: THOMAS KING: CHARLES NORDHOFF: FRANKLIN KING: SAMUEL LIVERMORE.

GRAN (Information from W.S.A. - 26.10.44).

Repairs to:- s.s. JOHN S. COPLEY proceeding very satisfactorily.

Minor repairs to: JOEL CHANDLER HARRIS: JOHN W. GRIFFITHS: JOHN S. SPENCER: JOHN HOLMES: JOHN FITCH: WILLIAM PENDLETON: SILVESTER GARDINER: FILIPI DE BASTROP: JOSEPH HOSKER: CAROLE LOMBARD.

AUGUSTA

Minor repairs 27/9/44 - 3/10/44 (Delayed report).

EMPIRE ADUR SALAMDORA
FORT STAGER OCEAN VIRTUE

Information from W.S.A. - 21/10/44.

JOHN E. SWEET	Collision damage.	Temporary Cert. of Seaworthiness secured to continue voyage to Leghorn. Arrangements made for perm. repairs on return to Naples.	

GIBRALTAR - 21.10.44.

STEPHEN F. AUSTIN (U.S.)	C 13/9 C 11/10	Enemy action damage to MoD 21/9 2 Hold. Temp. repair to proceed to U.S.A.	D) F)	25/10

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Vessel	Initial Date	Main Defects	Final Date	Remarks
GIBRALTAR (Cont'd).				
TAIGETE (T)	A 29/6 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 26/10	Requires new stern tube, propeller & tail end shaft.	D 30/11 E 10/12	Awaiting D/D to fit new stern tube & propeller. New propeller boss rec'd from U.S. Final machining of stern tube not possible until ship docks.
THORSHOVDI		Damaged by underwater explosion. Ship broken in two. Temp'y joining of two halves.		Dates not stated.
WISTERIA (U.S.) (M.S.)	A 17/10 B 18/10	Temp'y repairs to shell plating frames & bulkheads on port side fwd.	E 30/10	

Minor repairs since 20/10/44 - CALTA: EMPIRE AUSTEN: EMPIRE HAVEN: DELMA.

" " " 17/10/44 - No information.

TARANTO - 24.10.44.

FORT CARIBOU	A 5/2 C 2/7 B 18/9	Rolled 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 towards skegg broken.	D 8/7 D 10/11 E 30/11	Final D/D for wartime & semi-permanent full repairs.
VEST	A 3/12/43 E 19/7	Superstructure damaged by blast and fire.	E 15/11	Repairs in hand afloat to bridge accy etc. Progress satisfactory. D/D to arrange after completion of repairs.
SPINGA	A 25/5 B 21/8	Fairly extensive repairs following salvage.	D 3/11 E 15/11	Repairs to machinery & boilers suspended

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PULGAR (E)	A 30/11 C 26/10	Requires new stern tube, propeller & tail end shaft.	D 30/11 E 10/12	Awaiting D/D to fit new stern tube & propeller. New propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
THORSHOVDI		Damaged by underwater explosion. Ship broken in two. Temp'y joining of two halves.		Dates not stated.
WISTERIA (U.S.) (U.S.)	A 17/10 B 18/10	Temp'y repairs to shell plating frames & bulkheads on port side fwd.	E 30/10	

Minor repairs since 10/10/44 - SALSA: EMPIRE AUSTEN: EMPIRE RAVEN: EMMA.

" " " 27/10/44 - No information.

TARANTO - 24.10.44

FORT CARIBOU	A 3/2 C 2/7 C 18/9	Hulked 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 18/11 E 30/11	Final D/D for wasting & semi-permanent hull repairs.

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VEST	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. D/D to arrange after completion of repairs.
SELINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 15/11	Repairs to machinery & boilers suspended due to higher priorities D/D repairs in hand.
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D 3/11 E 30/11	Extensive repairs required to rudder, necessitating 2nd docking for refitting.
CETINA (Brindisi)	A 25/9 C 28/9	No dock for removal of propeller.	D 3/10 E Ind.	New propeller ready end of October. 2nd docking to arrange for fitting.

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Vessel	Initial Date	Main Defects	Final Date	Remarks
TARANTO (CONT'D)				
ST. ANDREW (U.S.)	A 26/9 B 28/9 C 3/10	Hull & extensive mach'y repairs following near miss by mine.	D 14/10 E 6/11	Repairs to P.& S. main engines & auxiliaries proceeding satisfactorily.
MORAVIA (Brindisi)	A 9/10 B 11/10 C 13/10	Routine D/D & minor repairs.	D) E)20/10	Completed.
LUCILIANA (Brindisi)	A 10/10 B 14/10 C 19/10	- do -	D 25/10 E 28/10	
KENNETH RAVEN	A 8/10 E 9/10	Repairs to boilers & mountings & auxiliaries.	E 31/10	
ANTARI (Brindisi)	A 10/10 C 13/10	Routine D/D & minor repairs.	D 20/10 E 22/10	Completed.
JONATHAN WOOD	A 17/10 B 18/10 C 28/10	Grounding damage. Rudder stock sheared & rudder missing.	E 2/11 E 12/11 (Est.)	Repairs to stock & new rudder in hand. To D/D to fit new sole piece to stern frame. Completion date based on est. of present knowledge of damage.
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Defects not stated.		No further information.
PRINCIPESSA GIOVANNA	A 21/10 B 22/10	Repairs to boiler tubes, forced draught fans &c.	E 31/10	
TERESA SCHIAFFINO	B 20/10	Repairs to boilers &c.	E 11/11	Drydocking requested.
CLYDEBANK	A 20/10 B 21/10	Repaired cylinder head being fitted to main engine.	E 26/10	

TARANTO:
SANCOLINE, FALVETTE, EMPIRE NOBLE, FORT ELLICE, FORT RIVAL, FORT FREMLANT, FRESNO STAR, HARLESDEN, GATEAK, SPERO, BENGLOE, FORT DAUPHIN, JERSEY MART } Minor repairs since

BRINDISI:
LE TRATT, IAN LEE, ENGERTRE, JOHN S. CASEBENT, MURIGOT, LEUCE, OXFORDSHIRE, FORT ANLAVIK, OCEAN WAYFARER } Minor repairs since

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MORAVA (Retrofitted)	A 6/10 B 11/10 C 13/10	Routine D/D & minor repairs.	D) E)20/10	Completed.
LJUBLJANA (Retrofitted)	A 10/10 B 14/10 C 19/10	- do -	D 25/10 E 28/10	
EMPIRE RAVEN	A 8/10 B 9/10	Repairs to boilers & mountings & auxiliaries.	E 31/10	
EMPIRE (Retrofitted)	A 10/10 C 13/10	Routine D/D & minor repairs.	D 20/10 E 22/10	Completed.
JONATHAN WORTH	A 17/10 B 18/10 C 28/10	Grounding damage. Rudder stock sheered & rudder missing.	D 9/11 E 12/11	Repairs to stock & new rudder in hand. To D/D (Ext.) to fit new sole piece to stern frame. Completion date based on est. of present knowledge of damage.
CITTA DI ALESSANDRIA	A 15/10 B 17/10	Defects not stated.		No further information.
PRINCIPESSA GIOVANNA	A 21/10 B 22/10	Repairs to boiler tubes, forced draught fans &c.	E 31/10	
TERESA SCHIAFFINO	B 20/10	Repairs to boilers &c.	E 11/11	Drydocking requested.
CLYDEBANK	A 20/10 B 21/10	Repaired cylinder head being fitted to main engine.	E 26/10	

TARANTO:

BANCOLINE	PORT RIVAL	SAMAK	
FAUVETTE	FORT FREDERIC	SPERO	JERSEY MART
EMPIRE NOBLE	FRESNO STAR	BENGLOE	
FORT ELRICE	HARLESDEN	FORT DAUPHIN	

BRINDISI:

LE TRAIT	JOHN S. CASEMENT	OXFORDSHIRE	
HAI HEE	MARIGOT	FORT ALLVIK	
INGERTHE	LINCE	OCEAN WANDERER.	

BARI:

EMPIRE CANDIDA	RAYMOND P. BAKER	BENJAMIN BOURNE
EMPIRE COLLINS	DARIEN II	
CHAS. C. JOHNS	AMOS KENDEL	

Minor repairs since 17/10/44.

CASABLANCA - No information received.

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S E C R E T .

DIRECTION DE LA MARINE MARCHANDE
ET DES TRANSPORTS MARITIMES.

Algiers, 23rd October, 1944.

FRENCH VESSELS UNDER REPAIR.

ALGIERS.	CAP EL HANK.	General repairs. Immobilisation anticipated about 2 months as from 16/9 subject to conditions.
	DJEBEL AURES.	Various maintenance repairs. Will be ready about 25th October.
ORAN.	PROCIDA.	General repairs. Completion about 23rd Oct.
	VENDOME.	General repairs. Completion about 25th Oct.
CASABLANCA.	N i l .	
BIZERTA.	MEDIE II.	Replacement of tube fasces. Various maintenance jobs. Should be ready about the end of the month.
	FORT DE FRANCE.	Maintenance jobs according to availability of labour.
	VILLE DE TIPAZA.	General repairs after refloating according to availability of labour.

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(+5)

D.M.W.T.R. NORTH AFRICA.
ALGIERS.

No.31.

2[illegible] October 1944.

To: THE CHAIRMAN, MEDBO;

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

FRENCH SHIPPING ALLOCATION COMMITTEE.

1.-PROGRAMME FOR COASTERS: Copy of programme enclosed: Read and approved without any modification.

2.-REPAIR COMMITTEE: Current week's lists of bids and repairs in hand despatched to Naples earlier this week.

3.-s.s."AISNE":(see para. 4 Report No.21, para 9 Report No.22.)-Provisional repairs having been carried out at Oran, vessel will very shortly be placed at the disposal of N.O.W.T. Med.for use as self-operating collier in the port of Marseilles where further repairs will be carried out as and when possible. Vessel will therefore load 4/4500 tons of coal at a North African port when ready and proceed to Marseilles. It is understood by both interested parties D.M.H. and NOWT. that the "AISNE" will operate in the same conditions as the "P.L.M. 14." whilst in use as a self-operating collier. As regards conditions of hire and those of freight on the transport of coal from N.A./MARSEILLES. The original offer of the D.M.H. to place vessel at NOWT's disposal if she could previously carry out provisional repairs so as to enable her to proceed to another port to operate as self-operating collier whilst carrying out further repairs at destination, was subject to NOWT. accepting responsibility for crews wages, provisionning and operating costs. DMWTR.N.A. stated that he would signal Naples and London on this question and that of conditions of carriage of cargo from N.A./MARSEILLES.

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3.-s.s."SIDI BRAHIM":(see para 3.No.30.) Vessel is expected at Casablanca from Gibraltar. She will be available at Casablanca for the lift of refugees from that port to PHILLIPEVILLE should this programme be approved of by AFHQ.

4.-s.s."G.G.LEPINE":(see para 3 No.30.) So that the "VILLE D'AJACCIO" may be stopped for a short while to undergo essential repairs, Committee agreed that the "G.G.LEPINE" should replace her for a voyage ALGER/AJACCIO/ALGIERS.

5.-

and P.P. [illegible]

No. 31.

To: THE CHAIRMAN, MEDBC;

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

FRENCH SHIPPING ALLOCATION COMMITTEE.

1.-PROGRAMME FOR COASTERS: Copy of programme enclosed: Read and approved without any modification.

2.-REPAIR COMMITTEE: Current week's lists of bids and repairs in hand despatched to Naples earlier this week.

3.-s.s."AISNE":(see para. 4 Report No.21, para 9 Report No.22.)-Provisional repairs having been carried out at Oran, vessel will very shortly be placed at the disposal of M.O.W.T. Med.for use as self-operating collier in the port of Marseilles where further repairs will be carried out as and when possible. Vessel will therefore load 4/4500 tons of coal at a North African port when ready and proceed to Marseilles. It is understood by both interested parties D.M.W. and M.O.W.T. that the "AISNE" will operate in the same conditions as the "P.L.M.14." whilst in use as a self-operating collier. As regards conditions of hire and those of freight on the transport of coal from N.A./MARSEILLES. The original offer of the D.M.W. to place vessel at M.O.W.T's disposal if she could previously carry out provisional repairs so as to enable her to proceed to another port to operate as self-operating collier whilst carrying out further repairs at destination, was subject to M.O.W.T. accepting responsibility for crews wages, provisionning and operating costs. D.M.W.R.N.A. stated that he would signal Naples and London on this question and that of conditions of carriage of cargo from N.A./MARSEILLES.

3323

3.-s.s."SIDI BRAHIM":(see para 3.No.30.) Vessel is expected at Casablanca from Gibraltar . She will be available at Casablanca for the lift of refugees from that port to PHILIPPEVILLE should this programme be approved of by AFHQ.

4.-s.s."C.C.LEPINE":(see para 3 No.30.) So that the "VILLE D'AJACCIO" may be stopped for a short while to undergo essential repairs, Committee agreed that the "C.C.LEPINE" should replace her for a voyage ALGER/AJACCIO/ALGIERS.

5.-

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

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SECRET

ALLIED FORCE HEADQUARTERS

Subject:- G-4 (MOV & TN) WEEKLY REPORT TO SUBCOM ON CIVIL SUPS

G-4 (MOV & TN) 5/411-CDM

28 Oct 44.

Tel: FREEDOM 443

58. CEREALS ITALY

(a) Ref para 53 AGWAR has notified AFHQ that the policy with regard to the provision of a 300 gramme bread ration is still under consideration and that no action will be taken to increase the present ration until comments have been received from C.C.S.

(b) Ref para 52b, against the programme of 27,000 tons wheat ex MIDEAST for Nov arrival the SAMOTA has been set up in MKS 67 and 1 ship to be nominated in GUS 58. Against the programme of 20,000 tons barley ex IRAQ, the TIENVILOE is advised for GUS 58. Against the programme of 20,000 tons flour ex AUSTRALIA, the BOSKOOP with 7510 tons is expected to catch GUS 59. Expected draft on arrival is 27 ft.

59. STOCKS OF COTTON AND WOOLLEN RAGS

There are at present in TURKEY 18,155 tons of cotton and woollen rags, cotton clippings and cotton waste owned jointly by USCC and UKCC, and AGWAR has asked AFHQ whether any possible use can be foreseen for these items. Large consumers of these commodities before the war, were the FIATO (TUCO TY) Textile plants.

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40. WHEAT - ORAN and CASABLANCA

The following information has been received from MEDOV giving the rate at which the French can bag and clear wheat from ORAN and CASABLANCA. Figures are based on a 24 hr day.

(a) ORAN

500 tons per day using 100% 60 Kilo Sacks.
Approx 1000 " " " " 75% 100 Kilo "
25% 60 Kilo "

The 100 kilo sacks are French, and it is reported that these are in short supply, this will consequently reduce the clearance rate.

(b) CASABLANCA

1000 tons per day using 100% 80 Kilo Sacks
600 " " " " 100% 60 " "

It is reported that the French have sufficient stocks of sacks to bag 16,500 tons.

41. BILLS OF LADING FOR IRAQ BARLEY FOR GENERAL MED.

38. CEREALS ITALY

(a) Ref para 35 ACMAR has notified AFHQ that the policy with regard to the provision of a 300 gramme bread ration is still under consideration and that no action will be taken to increase the present ration until comments have been received from C.C.S.

(b) Ref para 36a, against the programme of 27,000 tons wheat ex MIDEAST for Nov arrival the SAMCRA has been set up in MKS 67 and 1 ship to be nominated in GUS 58. Against the programme of 20,000 tons barley ex IRAQ, the FARVENN is advised for GUS 58. Against the programme of 20,000 tons flour ex AUSTRALIA, the BOSNOOP with 7510 tons is expected to catch GUS 59. Expected draft on arrival is 27 ft.

39. STOCKS OF COTTON AND WOOLLEN RAGS

There are at present in TUNISIA 16,155 tons of cotton and woollen rags, cotton clippings and cotton waste owned jointly by USCC and UKCC, and ACMAR has asked AFHQ whether any possible use can be foreseen for these items. Large consumers of these commodities before the war, were the FRANCO (TUNISIENNE) Textile plants.

40. WHEAT - ORAN and CASABLANCA

3322

The following information has been received from NAVOV giving the rate at which the French can bag and clear wheat from ORAN and CASABLANCA. Figures are based on a 24 hr day.

(a) ORAN

500 tons per day using 100% 60 Kilo Sacks.
Approx 1000 " " " " 75% 100 Kilo "
25% 60 Kilo "

The 100 kilo sacks are French, and it is reported that these are in short supply, this will consequently reduce the clearance rate.

(b) CASABLANCA

1000 tons per day using 100% 80 Kilo Sacks
800 " " " " 100% 60 " "

It is reported that the French have sufficient stocks of sacks to bag 16,500 tons.

41. BILLS OF LADING FOR IRAQ BARLEY FOR CENTRAL MED.

The following procedure has been suggested for bills of Lading and AFHQ has asked MIDEAST if they can comply.

(a) Bill of Lading to be made out to SACMED for a/c Chief Civil Affairs Officer at Port of Discharge.

(b) 1 stamped copy in care of Master to be handed to Chief Civil Affairs Officer at Port of Discharge.

/Contd..... 41.(c).....

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(c) 1 stamped copy to be airmailed to UKCC LONDON, for attachment to their FOB invoice and unstamped copies for their retention.

(d) 3 stamped copies to be sent by fast air to MWTR (S&D) for forwarding by him to eventual port of discharge.

(e) Bills of Lading will be made out for 1 port MEDITERRANEAN destination to be given on arrival EGYPT.

42. COFFEE FOR S. FRANCE AND BALKANS.

(a) AFHQ has agreed to accept 6120 metric tons of green coffee from French West AFRICA in one ship for S. FRANCE against CAL 777, and this is being consigned to DELTAUSE for Sixth Army Gp for Civil Affairs.

(b) 900 metric tons of coffee from MADAGASCAR has also been accepted against MAG 27 for BALKANS delivery in each of Dec, Jan and Feb, consigned to RASC EGYPT c/o SACMED.

43 CEREALS USED AS FLOTTILLA.

MOWT LONDON has recommended the loading of part of the ITALY cereal programme in the form of flatting in ships from U.S.A. This is acceptable but may mean from time to time two port discharge. If bulk is to be loaded this should be kept as far as possible to one ship. It is, however essential that MWT, MILSTAF or EMBARK cables give full details and stowage of any cereals so loaded.

V. Kingham.

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

VK/DWC

Distribution: As for MEDBO Minutes plus :

(a) Under Secretary of State (War Office) LONDON (2) BY AIR
(Attention DF Mov 8(M)9)

(b) G-5., A.F.H.Q. (2)

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(c) Bills of Lading will be made out for 1 port MEDITERRANEAN destination to be given on arrival EGYPT.

42. COFFEE FOR S. FRANCE AND BELGIUM.

(a) AFHQ has agreed to accept 6120 metric tons of green coffee from French West AFRICA in one ship for S. FRANCE against CAL 777, and this is being consigned to MARSEILLE for Sixth Army Gp for Civil Affairs.

(b) 900 metric tons of coffee from MADAGASCAR has also been accepted against MAG 27 for BELGIAN delivery in each of Dec, Jan and Feb, consigned to R/SC EGYPT c/o S.COMMD.

43 CEREALS USED AS FLOTTING.

MOVT LONDON has recommended the loading of part of the ITALY cereal programme in the form of flotting in ships from U.S.A. This is acceptable but may mean from time to time two port discharge. If bulk is to be loaded this should be kept as far as possible to one ship. It is, however essential that ROUT, MILSTAF or FREEMAN cables give full details and stowage of any cereals so loaded.

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

VK/DMC

Distribution: As for MEDRO Minutes plus :

(a) Under Secretary of State (War Office) LONDON (2) BY AIR
(Attention DF Mov C(M)9)
(b) G-5., A.F.H.Q. (2)
(c) H.Q., Mov., A.A.I.
(d) G.H.Q., M.E.F.
(e) H.Q., A.C.C. (Main) (2)
(f) D.Q.M.G. (Mov & Tn).
(g) Mov. 1.

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3321

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 1200 Hours 28 October 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	23	2,595,000	5	323,000	28
2. In Ballast	10	1,063,000	5	322,000	15
3. In drydock or repairing	—	----	--	----	—
B. On Coastal Service (Including shuttle or lightening duties but excluding C, D and E.)					
1. Working	15	243,000	--	----	15
2. Drydocking or Repairing	13	278,000	2	97,000	15
C. Water Carriers	23	258,000	--	----	23
D. Harbor Fuelers	4[x]	78,000	8	218,000	12
E. On Operational Service (including R.F.A.)	10	182,000	7	314,000	17

[x] One Vessel (RONDINE - 68,000 bbls) used as Floating Storage

SECRET

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3321

SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

As at 1200 Hours 28 October 1944

	CLEAN		DIRTY		TOTAL	
	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)
	23	2,595,000	5	323,000	28	2,918,000
	10	1,063,000	5	322,000	15	1,386,000
iring	—	----	--	----	—	----
light-uding						
	15	243,000	--	----	15	243,000
iring	13	278,000	2	97,000	15	375,000
	23	258,000	--	----	23	258,000
	4[x]	78,000	8	218,000	12	296,000
	10	182,000	7	314,000	17	496,000

[x] One Vessel (RONDINE - 68,000 bbls) used as Floating Storage

SECRET

S E C R E T

I 3 8 4

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(43)

S E C R E T

NORTH AFRICAN PORTS SUB-COMMITTEE
(MEDITERRANEAN SHIPPING BOARD)

No. 10 MINUTES OF MEETING HELD AT 1100 HOURS ON 23rd OCTOBER, 1944.

P r e s e n t:

Mr. P.A. Macdonell (W.S.A., NA) In the Chair

Lt.-Col. E.L. Triffitt (Tn. Br.)
Major H.C. Stebbens (D.A.D.G. (T) Shipping N.A.D.)
Major F.O. Wade (D.A.D.L. Civ.)
Lt. R. Bradley, USNR (Pet. Sec.)
Commander T.K. Gerrard, RNR (S.S.T.O.)
Lt. R.S. Colcutt, RNVR (S.T.O.)
Mr. W.S. Thomas (Coal Div. NAWD)
Mr. S. Scriven (DMWTR Algiers)

Mrs. D.V. Chaize (Acting-Secretary)

ACTION BY:

55. GROUPEMENT CRANES

Regarding the control of Groupement cranes, referred to in minute number 52 of the last meeting, Commander Gerrard said that this matter had been raised by Mr. Scriven at the Commission Mixte where it was decided that it was a question to be arranged between the Ministry of War Transport and the Military Authorities. It was agreed to be highly desirable for the cranes to be under military control so that priority could be given to operational work. There being no French Representative present Mr. Scriven was requested to take the matter up with M. Nessler of Groupement Charbonnier. 3320

Mr. Scriven

With reference to the second half of minute number 52 Major Stebbens asked how far the French policy of no night work went. Commander Gerrard said that he thought if pressure were brought to bear night work could be arranged. Lt.-Col. Triffitt said that the Army had been instructing the Dock Superintendent to work the cranes at night and, he added, there were plenty of military gangs available. Mr. Scriven raised the point that an accurate E.T.C. was expected from Naples which, under existing conditions where night work might sometimes be achieved but could not be counted on, it was impossible to give. Commander Gerrard added that he thought night work essential to enable ships to catch convoys. Mr. Macdonell stated that this question should be brought before the Port Control Committee.

56. DOCK LABOUR

The rise in dock workers' wages, referred to in minute number 54 of the previous meeting, was discussed. Major Wade said that he thought we were committed to accept the rates laid down by the French Government. Mr. Macdonell said he understood from correspondence on the subject that [illegible] had been informed by the French Government that a rise in

Mr. R.A. Macdonell (W.S.A., MA) In the Chair.

Lt.-Col. E.L. Triffitt (Tn. Dr.)
Major H.C. Stebbens (DADOS (I) Shipping)
Major F.O. Wade (D.A.D.I. Civ.)
Lt. R. Bradley, USNR (Pet. Sec.)

Commander T.H. Garrard, RNR (S.S.T.O. N.A.D.)
Lt. R.S. Calcutt, RNVR (S.T.O.)
Mr. W.S. Thomas (Coal Div. NATO)
Mr. S. Scriven (EMNTR Algiers)

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56. DOCK LABOUR.

The rise in dock workers' wages, referred to in minute number 54 of the previous meeting, was discussed. Major Wade said that he thought we were committed to accept the rates laid down by the French Government. Mr. Macdonell said he understood from correspondence on the subject that Sea Transport had been informed by the French Government that a rise in wages, retroactive from April 1st 1944, would take place. He inquired whether any reason had been given for this demand. Commander Garrard replied that no reason had yet been given. Lt.-Col. Triffitt suggested that a recommendation should be put up to the General that the proposed increase in the rates of pay for dock workers should not be agreed to and that no retrospective payment should be made as the labour is paid under contract which at no time has been declared null and void. It was agreed that Lt.-Col. Triffit should do this.

Lt.-Col. Triffit

57. WATER IN THE SOUTH OF FRANCE FOR BOILERS AND DRINKING PURPOSES

Mr. Macdonell raised the question of water for drinking and boiler purposes mentioned in No. 1552 NEDDO minutes. Commander Garrard reported that this matter had been taken in hand and was satisfactory.

/58

3320

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58. ELIMINATION OF FLAME HAZARDS IN SOUTH AFRICAN COAL

MEDCO Minute number 1361 was also queried by Mr. Macdonell. Commander Gerrard stated that this situation was reported to be satisfactory.

59. COASTER PROGRAMME

Commander Gerrard said that "ARABIA" had arrived at Algiers to take a personnel lift which had since recently been cancelled. Major Stebbens said that "Q" Branch had received a signal from Middle East cancelling the lift. The fitting out of the vessel had been stopped but as yet her future programme was unknown. It was decided that an agreed signal would be sent as soon as the facts were clear.

60. COLLISION OF "HOWARD GILSON" and "GEORGE W. McKNIGHT"

Mr. Macdonell said that the load carried by the "HOWARD GILSON", which had recently rammed the British tanker "GEORGE W. McKNIGHT", was British Lend/Lease cargo, much of which had been damaged. The remainder was being discharged at Casablanca and would be transshipped on the "JOHAN FRINZZ" to destination.

61. COAL SUB-COMMITTEE

Major Stebbens said that Lt.-Col. Williams had proposed that a Coal Sub-Committee should be set up to arrange priority of berthing and all matters affecting colliers. He said he thought it should be discussed whether it would be useful to hold such a meeting immediately. It was agreed that it would and that an informal meeting should take place immediately following the present meeting.

Note: The next meeting will be held at 1100 hours on Monday, October 30th, 1944.

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(42)

SECRET

MEDITERRANEAN TONNAGE ALLOCATION SUB-COMMITTEE

Minutes of
14th Meeting held on 24th October 1944.

Chairman: Major C.F. Russell

Present:

Lt.Cdr. G.E.Sturt R.N.V.R.	P.S.T.O. (Mov)
Maj. V.King	G-4 (Mov & Tn)
Maj. C.B.Godfrey	G-4 (Mov & Tn)
Lt.Comdr. L.E.C.Norris	G-4 (Mov & Tn)
Capt. J.K.Lusty	M.W.S.C. Water Transport Office
Capt. A.T.McCone	Tn(A)
Mr. A.D. Heard	M.W.T.J. Liaison.
Mr. R. Williams	" (Schooner Control)
Mr. S.A. Hegan	W.S.C.
Miss M. Simon	Secretary

1. Minutes of last meeting were approved.

2. Referring to the Minutes Chairman stated:

(a) Outstandings mentioned in Para 3 had now been cleared with the exception of 165 tons POL NAPLES to ORAN. Tn(A) agreed to 3219 investigate.

(b) Tankage from TUNIS. This bid had now been cancelled but had apparently reappeared as a bid made on behalf of U.S. Navy for movement to ORAN. G-4(Mov & Tn) to investigate in conjunction with P.S.T.O. Med.

(c) 2000 tons coal GAETA/PUNTICELLO
Could still not be accepted as entrance channel had not yet been swept. P.S.T.O. NAPLES had undertaken to inform M.W.T.J. when sailings could be commenced. Meanwhile it was agreed that schooners carrying supplies to GAETA could then load coal for PUNTICELLO and subsequently return NAPLES.

3. Maintenance Programme 17 to 26 November.

It was agreed that the demands as tabulated could be met within the limits of the shipping expected to be available. It was agreed:-

(a) That P.S.T.O. Med would provide shipping to meet the Phosphate deck commitment.

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Lt.Cdr. G.E.Godfrey	C-4(Mov & Tn)
A/Comdr. L.E.O.Morris	C-4(Mov & Tn)
Capt. J.A.Busty	M.A.S.O. Inter Transport Office
Capt. W.T.McCabe	Tn(a)
Mr. W.D. Heard	M.W.T.'s Rep.
Mr. R. Williams	" (Scheemer Control)
Mr. E.A. Logan	W.S.A.
Miss M. Simm	Secretary

1. Minutes of last Meeting were approved.

2. Referring to the Minutes Chairman stated:

(a) Outstandings mentioned in Para 3 had now been cleared with the exception of 165 tons POL NAPLES to ORAN. Tn(-) agreed to 3219 vesti etc.

(b) Tankage from TUNIS. This bid had now been cancelled but had immediately reappeared as a bid made on behalf of U.S. Navy for movement to ORAN. C-4(Mov & Tn) to investigate in conjunction with F.S.T.O. Med.

(c) 2000 tons coal CASTELVETRANO
Could still not be accepted as entrance channel had not yet been swept. A.C.S.O. NAPLES had undertaken to inform M.W.T.R. Rep when sailings could be commenced. Meanwhile it was agreed that schooners carrying supplies to CASTE could then load coal for FIUMICINO and subsequently return NAPLES.

3. Maintenance Programme 17 to 26 November.

It was agreed that the demands as submitted could be met within the limits of the shipping expected to be available. It was agreed:-

(a) That F.S.T.O. Med would provide shipping to meet the Phosphate lock commitment.

(b) That F.S.T.O. Med would provide a coaster to meet the demand for 1500 tons wine GALLIPOLI to CIVITAVECCHIA. In this connection Chairman stated a reply had been received from A.C.C. stating that wine would be available for shipment from BRINDISI on 7 Nov and a coaster could be arranged. (This refers to the bid accepted at Meeting No.9. See para 2(a) of Minutes).

(c) That a coaster be allocated by F.S.T.O. Med to move 2000 tons salt from CAGLIARI to NAPLES. The balance of 500 tons to be moved by returning schooners or carried forward to the next period.

..... (d)

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(d) That returning A.A.S.C. schooners should lift 1000 tons wheat and flour from MARSEILLES to GALLIPOLI.

(e) That the vegetable seeds from BARI should if possible be moved by opportunity shipment or by air. G-4(Mov & Tn) to investigate.

(f) That the EMPEROR be allocated to meet the demand for 1000 tons wine from TARANTO to CIVITAVECCHIA. G-4(Mov & Tn) to request A.C.C. to make additional wine available in order to provide an economic shipload.

(g) Noted. See para 6 below.

4. Surplus Shipping.

It was noted that there would be no surplus shipping available after all allocations for this period had been made.

5. Non availability of Cargo.

Lt Comdr Sturt drew attention to three cases where shipping had been sailed to ports of loading but that on arrival cargo was found to be non-existent. The vessels concerned were ULYSSE, FORT CUMBERLAND, and CORSELUS.

G-4 (Mov & Tn) agreed to undertake an immediate investigation to prevent a recurrence. Meanwhile vessels had been re-allocated.

6. Schooners

Mr. Williams stated that a d.wlift of approx. 3000 tons would be available for carriage of A.C.C. cargoes.

Capt. LUSTY estimated that some 5000 tons d.w. of A.A.S.C. schooners would be available provided no additional operational commitments were envisaged. It was agreed these schooners should be allocated for movement of maintenance tonnages to ANCONA.

7. [illegible] FORT

Mr. WILLIAMS reported this vessel had sailed light on her last voyage. It had been allocated to lift A.C.C. cargo from MARSEILLES to GALLIPOLI.
The Committee recorded that vessels allocated to A.C.C. traffic must carry full loads and G-4(Mov & Tn) agreed to request A.C.C. to make additional cargo available when necessary.

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(f) That the [illegible] be allocated to meet the demand for 1000 tons wool from TAURANGA to CHRISTCHURCH. C-in-C(Nov & Tn) to request A.C.C. to make additional ships available in order to provide a coastwise shipload.

(g) See notes. See para 6 below.

4. Surplus Shipping.

It was noted that there would be no surplus shipping available after all allocations for this period had been made.

5. Non availability of Cargo.

Lt Cmdr Sturt drew attention to three cases where shipping had been called to ports of loading but that on arrival cargo was found to be non-existent. The vessels concerned were ULYSSE, TOWN CUMBERLAND, and ODYSSEUS.

C-in-C (Nov & Tn) agreed to undertake an immediate investigation to prevent a recurrence. Accountable vessels had been re-allocated.

6. Schooners.

Mr. Williams stated that a d.w.lift of approx. 3000 tons would be available for carriage of A.C.C. cargoes.

Capt. LUSTY estimated that some 5000 tons d.w. of N.Z.S.C. schooners would be available provided no additional coastional commitments were envisaged. It was agreed these schooners should be allocated for movement of interisland tonnages to A.C.C.

7. EMPIRE TOIL

Mr. WILLIAMS reported this vessel had sailed light on her last voyage. It had been allocated to lift A.C.C. cargo from AUCKLAND to GALLIPOLI.
The Committee recorded that vessels allocated to A.C.C. traffic must carry full loads and C-in-C(Nov & Tn) agreed to request A.C.C. to make additional cargo available when necessary.

C.F.RUSSELL, Major
D.A.Q.M.G.(M)
Chairman.

C.R.J.

Distribution:
Those present,
Secretary, MLNZO, (120)

C-in-C(Nov & Tn) A.F.H.Q.

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SECRET

SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 42.

SECRET

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 17 - 26 Nov 43.

TO		FROM M.E.	CRN	ALGIERS	BONE	CORSICA	SARDINIA	HEEL	SICILY	MALTA	
NAPLES	BR	9383 (B)	270 (A)	1114 (D)	2505		14245 (F)	3500 (E)	1110 (C&G)		
"	USA		6787				230				
BIZERTA	USA		369								
"	BR	6787 (J)	960	4500	2500 (K)		2400	1000 (L)	500 (H)	110	
N. AFRICA	BR	302								56 (M)	
"	USA										
MIDEAST	BR			57							
"	USA		50					50			
CORSICA	BR			23							
"	USA		27								
SARDINIA	BR						4400				
SICILY	BR			18							
MALTA	BR							13017 (O)	750		
ANCONA	BR	2688	40	3009							
	USA		1000								
LEGHORN	BR	464		1537							
	USA		341								
MARSEILLES	BR		2								
	USA		15943			105					
GREECE	BR	11613						3429			
"	USA							50			
TOTALS		31237	25795	10261	5005	105	21275	21046	2360	166	

GRAND TOTAL BID FOR SHI

1392

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C-3-18

TY OF NOVEMBERTS MEETING NO. 42.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 17 - 26 Nov 44.

	FROM											TOTAL
	M.E.	ORAN	ALGIERS	BONE	CORSICA	SARDINIA	HEEL	SICILY	M LT.	NAPLES	FRANCE	
						1425 (F)	3500 (E)	1110 (C&G)				32127
BR	9383 (B)	270 (A)	1114 (D)	2505							135	7152
US.		6787				230						369
USA		369										18757
BR	6787 (J)	960	4500	2500 (K)		2400	1000 (L)	500 (M)	110			433
BR	302								56 (M)	75		95
US.										95		57
BR			57									150
US.		50					50			50		23
BR			23									277
US.		27								250		1049
BR										1049 (H)		703
US.										500		20
BR						2400	-			2		19504
BR			18				13017 (O)	750				1000
BR	26885	40	3009							8149 (P)		16150
USA		1000										341
BR	464		1537							111 (Q)		113
US.		341								10172		26226
BR		2			105							15082
USA		15949					3429					50
BR	11613						50					
US.											135	
	31237	25795	10261	5005	105	21275	21046	2360	166	20253		137,686

GRAND TOTAL BID FOR SHIPMENT =

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NOTES :

(A) Coir Matting, 1350 Shipping tons.
(B) Incl Barley ex TRIPOLI 3000 tons (part shipment set up in ABAZZIA)
(C) Incl Almonds 110 tons - SUPS.
(D) Incl POL Stores - 134 tons.
(E) Incl 1500 tons Wine - GALLIPOLI to CIVIT.VECCHIA/ANZIO (ACC)
(F) Incl 2745 tons ACC - CAGLIARI to NAPLES and CIVIT.VECCHIA.
" 50 " " - SAN ANTIOCO to ELBOW.
(G) Incl 1000 tons ACC Wine - TRAPANI to CIVIT.VECCHIA.
(H) CATANIA to BARLETTA - Carob beans - SUPS.
(J) Incl 500 tons AN for TITO'S Stockpile.
(K) Phosphate Rock to BARLETTA.
(L) Wheat & Flour to GALLIPOLI.
(M) Stores & Explosives (R.F).
(N) Mine - 49 tons - ACC - to CAGLIARI. Pitprops - 1000 tons to SAN ANTIOCO Ex CROTONE.
(O) Incl 500 tons FTP & Anti-Freeze and 1451 Kerosene & Lub - oils.
(P) Incl 1878 tons AN to be transhipped ex S.S. "WEBB MILLER".
(Q) Incl 20 tons Svy Ex ELBOW to MARSEILLES.
" 91 " SUPS to arrive by 19 Nov 44.

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BEST COPY POSSIBLE

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(337)

334 [illegible]

[illegible]

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
A. No. of vessels awaiting berthage.	20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5	[illegible]
B. No. of vessels discharging	29	6	4	7	2	2	3	15	[illegible]
C. No. of vessels awaiting orders	6	3	[illegible]	2	[illegible]	[illegible]	5	[illegible]	[illegible]
D. No. of vessels awaiting to load	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
E. No. of vessels loading	4	[illegible]	1	1	[illegible]	[illegible]	[illegible]	1	[illegible]
F. No. of vessels loaded awaiting orders	4	4	[illegible]	1	[illegible]	[illegible]	2	[illegible]	[illegible]
G. [illegible]	66	35	9	11	3	2	7	23	[illegible]

[illegible]

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3241

HD. F.C. [illegible] 21st Oct. 144.

[illegible]

[illegible] A. [illegible] Stations [illegible] [illegible] [illegible]

13971

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MED. .O. S I T [illegible] DAILY [illegible]

To:- H. .. . MEDITERRANEAN

Prepared for .A.S.A.O. Algiers Signal, Naval Military/Secretariat Service Port Areas for Info, H.Q. of C.-in-C.

from : N.A.S.A.

"OPEN PORT" Ships Situation	CAST.	CAT.	ALGIERS	BONE	PHILIPPEVILLE	STORA
A. No. of vessels arriving in Discharge	21	2	[illegible]	[illegible]	[illegible]	3
B. No. of vessels discharging	2	6	1	[illegible]	1	20
C. No of vessels empty awaiting convoy or orders	4	6	5	[illegible]	[illegible]	20
D. No. of vessels waiting to load	[illegible]	2	3	3	[illegible]	[illegible]
E. No of vessels loading	3	9	6	3	[illegible]	[illegible]
F. No. of vessels loaded awaiting convoy or orders	1	1	[illegible]	1	[illegible]	[illegible]
TOTAL	9	23	1	5	1	63

G. No. of vessels left at GIBRALTAR this day for N. African Ports

NASAG 603 & 604 despatched accordingly.

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HSD. .O. S [illegible] E DIVISION 3 20 U. 21st October, 1914.

. ANTITREAT

s for A.S.A.b. A [illegible] Steel, [illegible] Pier [illegible] for Sea, [illegible] Chief of [illegible].

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

C. No. of vessels sold or [illegible] for A.S.A.b. Action Parts 101

Total 123

& 684 despatched accordingly.

T 366 61

SECRET

No. 83. MEDITERRANEAN SHIPPING BOARD.

MINUTES OF MEETING HELD AT 1100 HOURS ON 17TH OCTOBER, 1944.

	Mr. Ian D. Campbell	In the Chair
Members:	Commodore D.C. Brock R.N.	P.S.T.O. Med.
	Captain C. Wilson R.N.	N.C.S.O. Med.
	Captain W. E. Erskine U.S.N.	U.S.Navy
	Captain F. Miners R.N.R.	D.C.N.C. W. Med.
	Commander J. O. Davies R.N.R.	S.C.S. to C.in C. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov. & Tn. (Br.)
	Colonel J.F.M. Leese	Tn.(Br.)
	Colonel J. T. Dansher U.S.Army	G-4 Mov. & Tn. (Am.)
	Lt. Col. M.G. Lassek U.S.Army	Petroleum Section
	Major Riddell	R.M. Chal Section
	Mr. M. Nicol	Dep.Reg.Dir. M.E.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. F. Glanville	A. C. C.
	Lt. Col. R. Anderson	D.M.W.T.D.
	Mr. R. D. Heard	D.M.W.T.R.
	Mr. A. C. Hogarth	D.M.W.T.R.
	Mr. W. E. Feredy	Secretary
	Miss M. M. Michie	Assistant Secretary

ACTION BY:-

3316

The Minutes of the last Meeting were approved.

1363. PORT EQUIPMENT. Ref. 1344. The Chairman reported that details of Port Equipment needed had been passed to Colonel Dansher and informed Lt. Colonel Glanville that these were for alongside discharge only and did not include off shore requirements. Colonel Dansher said that U.S.Army expected to be out of Sardinia by 1st November, 1944.

1364. ITALIAN SCHOONERS. Ref. 1349. The restriction on the sailing of schooners from Corsica, Sardinia and Sicily to North Africa was still in force and Commander Davies said that movements of schooners within certain areas not yet exactly defined were still under discussion.

Commander Sharp quoted a signal from CCFLIVDET Cagliari, in which it stated that certain of the schooners due for return from Sardinia to the mainland (ref.1324) were incapable of making the passage or were needed for coastal trading and suggested that named schooners selected for the voyage should be substituted with others. After discussion it was agreed that representatives of M.W.T., A.C.C. and R.A.S.C. Water Transport should decide on the spot which vessels were to be sent over and whether they were suitable for coastal trading, on which further particulars were to be supplied. M.W.T./A.C.C. Col.Greenhill.

1365. SAFETY OF MERCHANT SHIPPING. Ref. 1355. Commander Davies reported that as from 20th October sailings to S. France were to be resumed with SM 15 and AM 15, including store ships.

On and after 25th October he reported that titles of convoys were to be

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	Brigadier A.T. de Rhe Philipe	G-4 Mov. & Tn. (Br.)
	Colonel J.F.M. Leese	Tn.(Br.)
	Colonel J. T. Dencher U.S.Army	G-4 Mov. & Tn. (Am.)
	Lt. Col. M.G. Lassek U.S.Army	Petroleum Section
	Major Riddell	C.M. Coal Section
	Mr. A. Micol	Dep.Reg.Dir. F.B.A. Med.
Present:	Commander B.S. Sharp R.N.R.	N.C.S.O. W. Italy
	Colonel D. A. Greenhill	G-4 Mov. & Tn. (Br.)
	Lt. Col. P. Glanville	A. C. C.
	Lt. Col. R. Anderson	D.M.W.T.E.
	Mr. R. D. Heard	D.M.W.T.E.
	Mr. A. C. Hogarth	D.M.W.T.E.
	Mr. W. E. Feredey	Secretary
	Miss M. M. Michie	Assistant Secretary

ACTION BY:-

The Minutes of the last Meeting were approved. 3216

1363. PORT EQUIPMENT. Ref. 1344. The Chairman reported that details of Port Equipment needed had been passed to Colonel Dencher and informed Lt. Colonel Glanville that these were for alongside discharge only and did not include off shore requirements. Colonel Dencher said that U.S.Army expected to be out of Sardinia by 1st November, 1944.

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On and after 25th October he reported that titles of convoys were to be altered, AM and AUM to be CM and MC, while SM and SSM would be SM and MS.

1366. PORTO SAN STEFANO. Ref. 1356. Petroleum Section had agreed to sail small tankers only to this port and Commander Davies reported that the tug could therefore be used elsewhere.

1367. SHIPMENTS TO GREECE. Ref. 1360. In reply to Colonel Greenhill, Commander Davies stated that it was not possible to release either of the vessels named.

1368. ELIMINATION OF FIRE HAZARDS IN S. AFRICAN COAL. Ref. 1361. The Board had/

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/had perused the letter and Mr. Nicol undertook to obtain copies of the enclosures mentioned as Commander Davies would like to examine them in relation to earlier publications by the Board of Trade on the subject. Mr.Nicol.

1569. RELIEF SHIPS FOR VATICAN. Ref. 1362. In reply to Mr. Nicol it was stated that the two vessels mentioned had been discharged at Barcelona, but Colonel Greenhill said they would be replaced later. Spain was anxious to provide shipping herself and the suggestion that an allied coaster be sent for the cargoes had already been declined.

1570. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1347. Item 2 on Agenda. It was reported that the draft alongside Berth No. 3. at Civita Vecchia was 26ft. and that the work there should be completed in the first week of November. A proposal from A.M.I. for the erection of a railway to the coal berth at Leghorn was referred to by Brigadier Philips, which, he said, had been passed to G-4 (Am.).

With reference to Minute 245 of Meeting No. 31. Major Riddell reported that the draft over the Bar at Piombino was 8ft. and in view of this the Chairman considered it might be difficult to find suitable schooners for the movement of coal from Gaeta. Captain Miners stated there was a 500 ton lighter available, which when loaded with 400 tons cargo had a draught of 7ft. and this lighter with two tugs could shortly be sent to Gaeta to load the coal. This was considered a most satisfactory solution. D.C.H.C.

Ref. 248. An amount of 54,000 tons coal for December arrival had been cancelled which Major Riddell said was in addition to the cancellation of 36,000 tons Sardinian coal.

1571. PORTS SUB-COMMITTEE. Ref. 1348. Item 3 on Agenda. Noted.

1572. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1329. Item 4 on Agenda. The Chairman stated that he had signalled North Africa suggesting the French should coordinate their request for the lift of refugees (ref.Report 29. Minute 3.) through Liaison N. Africa District.

A request to move 8,000 U.S. A.A. personnel from Corsica to S. France was placed by Colonel Donaher. He said three Liberties were allocated to lift MT. and guns, but these could only carry 500 men at a time and suggested that 2 small French personnel ships should assist. Brigadier Philips considered the "VILLE D'ORAN" most suitable for various reasons and agreed to investigate the possibility of her use for this lift. Brig.Philips.

1573. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1350. Item 5 on Agenda. Noted.

1574. FORWARD LOADING PROGRAMME. Ref. 1291. Item 6 on Agenda. The Board noted the September total showed an increase of 102,316 tons over that for August.

1575. TANKER COMMITTEE. Ref. 1351. Item 8 on Agenda. Noted.

1576. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1352. Item 9 on Agenda. The water situation in S. France was still grave, Commander Sharp stressing the necessity for ships to take fresh water to capacity before sailing there. Both the Chairman and Mr. Nicol stated that M/T/SA representatives at all the ports had been warned of the fact.

The Chairman reported that the French had been requested to approach SHAEF on the proposal that "SIDI BRAHIM" and "G. G. LEPIDE" should run between [illegible] (vide Minute 44).

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1370. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1347. Item 2 on Agenda. It was reported that the draft alongside Berth No. 3. at Civita Vecchia was 26ft. and that the work there should be completed in the first week of November. A proposal from A.M.I. for the erection of a railway to the coal berth at Leghorn was referred to by Brigadier Philipe, which, he said, had been passed to G-4 (Am.).

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The Chairman reported that the French had been requested to approach SHAEF on the proposal that "SIDI BRAHIM" and "C. G. LEPINE" should run between North Africa and Sete. (vide Minute 41).

Minute 46. Brigadier Philipe enquired to what extent it was proposed the French should take over the Port of Algiers; whether a measure of control was to be passed to French Navy or whether the Port and installations in its entirety was to be controlled by French authorities. He did not consider the proposal practicable at present. At the ports of Bougie and Philippeville the R.N. personnel had been withdrawn and Commander Davies stated that those at Bone were to be reduced. Brigadier Philipe was of the opinion that before any port were relinquished from Allied control the matter should first be referred to M.E.S.C. This was agreed.

In answer to the Chairman who referred to Minute 48., Mr. Nicol stated/

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1403

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...ted that orders for ships were sent as quickly as possible, but difficulties were sometimes occasioned in Spain through non arrival of signals.

1377. ICELAND TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1353. Item 10 on Agenda. Mr. Colonel Glanville, in reference to para.2.d. of Minutes of 3rd Meeting said he was still awaiting a report on the matter.

1378. CHART SHIPS. Ref. 1224. A lift of 30 LCTs for C. in C. Med. from Messina to Naples was mentioned by Commodore Brock. Four had already been moved and four were presently being loaded on "EMPIRE OUTPOST", but by this method five weeks would be required for the total lift, whereas if a crane ship could be made available it might be achieved in 2 weeks. Colonel Greenhill said a crane ship was also required to shuttle between Bari and Ancona with high priority Army tanks. Captain Minors reported that there were two crane ships at Marseilles, also two floating cranes and the 100 ton floating crane was on passage to that port. It was therefore suggested that Colonel Dancher investigate the possibility of the early release of "EMPIRE VALOUR" from South France to fulfil P.O.W.E.'s bid and in view of the priority of the Army lift to the East coast it was agreed that "ICELAND" should be sent from Naples for that purpose. Col.Dancher.

A large French crane, requiring machinery repairs and overhaul, was reported by Commander Sharp to be in Marseilles. He considered it could be put into service within a short time and Colonel Dancher said he would enquire into the position. Col.Dancher.

Colonel Leese believed U.S. Navy were intending to hand over three 75 ton floating sheer legs to the French in N. Africa. Two of these were at Bizerta and one at Palermo. In view of the continued shortage of floating cranes on the East coast he enquired if U.S. Navy might reconsider their decision and Captain Erskine agreed to take up the matter. Capt.Erskine.

1379. INTERNAL MEDITERRANEAN SHIPPING. Ref. 1321. The following details of Internal Mediterranean Sailings for September were quoted by the Chairman:-

BRITISH		U. S.	
L.S. & Stores (incl. 3 on U.K. Account)	52	M.T. (incl. 9 on British Account)	17
Stores	6	S.O.S.	14
Mails	1	Personnel	7
P.O.L.	4	P.O.L.	
Total	63	Total	44

3245

These figures are exclusive of "DUKWS" sailings.

1380. MEAT RATIONS FOR MERCHANT VESSELS. It was reported that ships sailing for S. France were issued by D.I.D. with 14 days' meat rations which Lt.Colonel Anderson said were insufficient in view of the length of time vessels had to await discharge. It understood supplies were available in S. France but could not be obtained owing to lack of transport. It was therefore suggested that meat rations for 28 days be issued. Lt. Colonel Anderson also stated that D.I.D. did not issue meat on Wednesdays and Saturdays and required 48 [illegible] result of which some tankers could not be supplied in view

785021

2 Air were presently being loaded on "EMPIRE OUTPOST", but by this method five weeks would be necessary for the total lift, whereas if a crane ship could be made available it might be achieved in 2 weeks. Colonel Greenhill said a crane ship was also required to shuttle between Bari and Ancona with high priority Army tanks. Captain Miners reported that there were two crane ships at Marseilles, also two floating cranes and the 100 ton floating crane was on passage to that port. It was therefore suggested that Colonel Dancher investigate the possibility of the early release of "EMPIRE VALOUR" from South France to fulfil P.O.T.O.'s bid and in view of the priority of the Army lift on the East coast it was agreed that "ICELAND" should be sent from Naples for that purpose. Col.Dancher.

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1379. INTERNAL MEDITERRANEAN SHIPPING. Ref. 1324. The following details of Internal Mediterranean Sailings for September were quoted by the Chairman:-

BRITISH		U. S.	
M.T. & Stores (incl. 3 on U.K. Account)	52	M.T. (incl. 9 on British account)	17
Stores	6	S.O.S.	3315
Ammo	1	Personnel	15
P.O.L.	4	P.O.L.	7
Total	63	Total	44

These figures are exclusive of "DRAGOON" sailings.

1380. MEAT RATIONS FOR MERCHANT VESSELS. It was reported that ships sailing for S. France were issued by D.I.D. with 14 days' meat rations which Lt.Colonel Anderson said were insufficient in view of the length of time vessels had to await discharge. He understood supplies were available in S. France but could not be obtained owing to lack of transport. It was therefore suggested that meat rations for 26 days be issued. Lt. Colonel Anderson also stated that D.I.D. did not issue meat on Wednesdays and Saturdays and required 48 hours notice, as a result of which some tankers could not be supplied in view of their rapid turn round. Brigadier Philipe agreed to investigate both questions. Brig.Philipe.

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S E C R E T

A G E N D A

E I G H T Y F O U R T H M E E T I N G.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 24TH OCTOBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 85 DATED 17TH OCTOBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 32 dated 19th October, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 46 dated 20th October, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 30 dated 20th October, 1944.

5. ITALIAN MERCHANT SHIPPING.

Position list of Italian etc. vessels dated 15th October, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.

Report of 22nd October, 1944.
Monthly report for September, 1944 from C-in-C.

7. HARBOUR FACILITIES & SMALL CRAFT.

No. 28. Nothing to report.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean theatre as on 21st October, 1944.

9. DREDGING COMMITTEE.

Minutes of Meeting No. 4. dated 17th October, 1944.

10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 9. dated 16th October, 1944.

See 34 To 41.

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MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 24TH OCTOBER, 1944

1. APPROVAL OF MINUTES OF MEETING NO. 63 DATED 17TH OCTOBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 32 dated 19th October, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 43 dated 20th October, 1944.

See 34 To 41.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

3314

Report No. 30 dated 20th October, 1944.

5. ITALIAN MERCHANT SHIPPING.

Position list of Italian etc. vessels dated 15th October, 1944.

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No. 28. Nothing to report.

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10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 9. dated 16th October, 1944.

11. PORT STATE.

"North African & S. France Port State" and "Italian & Sicilian Port State" for 11th October, 1944, on which N.S.B 681 & 682 have been despatched.

12. OTHER MATTERS.

(Walter E. Foreday)
Secretary, MEDSO.

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(40)

SECRET

ALLIED FORCE HEADQUARTERS

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

21 Oct 44

Tel: FREEDOM 892

Subject: MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

Minutes of Coal Meeting No.32 held at 1015 hrs, 18 Oct 44 in G-4(Mov & Tn) Conference Room.

In the Chair	:	Lt. Col. M.J. SIEFF	G-4(Mov & Tn)
Present	:	Lieut. A. FRODSHAM, R.N.	A/N.E.O.
		Col. J.T. DANAHER, U.S.A.	Tn (A)
		Maj. W. KING	G-4(Mov & Tn)
		Maj. J. RIDDELL	Q.M. Coal Sec.
		Capt. H.T. McCONE	Tn (A)
		Lt. Col. K. ANDERSON	M.W.T. Rep.
		Mr. R. NICOL	W.S.A. Rep.
		Mr. J.J. LYNCH	W.S.A. Rep.
		J. Comd. L.E.C. MORRIS	Secretary.

The Chairman welcomed back to the Meeting representatives from Tn (A).

251. COAL BERTH - CIVITAVECCHIA (See Minute 243).

Infm had been received that the berth should be available the first week in Nov. Rep FOWIT had said he would give definite draft limitations by 27 Oct.

252. COAL BERTH - LEGHORN (See Minute 244)

The Chairman stated that A.A.I. had requested that work on this berth be hastened; G-4 "A" had the matter in hand.

253. GAETA TO FIUMICINO FOR ACC A/C (See Minute 245).

3313

An A.C.C. Rep had proceeded to GAETA to ascertain the exact amount of coal there.

The draft at FIUMICINO was stated to be 8 ft, D.O.A.C. had a barge and two lighters which could be utilised in moving this coal, but with the bad weather it was considered possible that A.C.C. schooners would be more suitable. G-4(Mov & Tn) undertook to investigate the use of A.C.C. schooners for this lift subject to the priority given to the move by A.C.C. In addition an experimental run should be made by the tow at the first opportunity.

COPY - G-4 MOV & TN

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

Tel: FREEDOM 832

Minutes of Coal Meeting No.32 held at 1015 hrs, 18 Oct 44 in G-4(Mov & Tn) Conference Room.

In the Chair	:	Lt. Col. M.J. SIEFF	G-4(Mov & Tn)
Present	:	Lieut. A. PRODEHAM, R.N.	A/P.E.O.
		Col. J.T. DANAHER, U.S.A.	Tn (A)
		Maj. V. KING	G-4(Mov & Tn)
		Maj. J. RIDDELL	Q.M. Coal Sec.
		Capt. H.T. McCONE	Tn (A)
		Lt. Col. K. ANDERSON	M.W.T. Rep.
		Mr. R. NICOL	W.S.A. Rep.
		Mr. J.J. LYNCH	W.S.A. Rep.
		J. Comd. L.E.C. MORRIS	Secretary.

The Chairman welcomed back to the Meeting representatives from Tn (A).

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252. COAL BERTH - LEGHORN (See Minute 244)

The Chairman stated that A.M.I. had requested that work on this berth be hastened; G-4 "A" had the matter in hand.

253. G.E.T.A. TO FIUMICINO FOR ACC A/C (See Minute 245). 3313

An A.C.C. Rep had proceeded to G.E.T.A. to ascertain the exact amount of coal there.

The draft at FIUMICINO was stated to be 6 ft, D.C.A.C. had a barge and two lighters which could be utilised in moving this coal, but with the bad weather it was considered possible that A.C.C. schooners would be more suitable. G-4(Mov & Tn) undertook to investigate the use of A.C.C. schooners for this lift subject to the priority given to the move by A.C.C. In addition an experimental run should be made by the tow at the first opportunity.

ACTION : G-4 MOV & TN

254. COLLIERS DUE

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

(b) The Chairman stated that the position at LEGHOLI was as follows :-

(i) 7 ships to discharge coke.
(ii) EDERA waiting to load coke for SAN ANTIOCO.

/Contd.... sheet 2...

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(iii) EMPIRE MELODY awaiting berth to discharge SARDINIAN coal.
(iv) BEN HALLADAY awaiting berth to discharge.
(v) SOUTHGATE on berth discharging heated coal.
(vi) Due to the recurrence of fire in the SOUTHGATE it had been necessary to complete the discharge of HORACE MANN at CASABLANCA.
(vii) There were 60 wagons under load with coke, waiting for the EDERA to berth.

The Chairman suggested that the 7 ships should discharge the coke at NAPLES proper and not proceed to BAGNOLI. Col. DANAHER could see no reason why this should not be possible and undertook to investigate. He also suggested that might it not be possible to divert one of the two colliers awaiting berth. QM coal rep stated that NAPLES was the only port that could accept the SARDINIAN coal, and that there were no vacant coal berths in any other port.

It was agreed that EMPIRE MELODY should berth before BEN HALLADAY as there was a shortage of SARDINIAN coal on the West Coast.

ACTION : TN (A) : G-4 MOV & TN

(c) Q.M. undertook to nominate ports of discharge for UGS 57 colliers before the Diversion Meeting on 23 Oct 44.

ACTION : Q.M.

(d) CHARLES KEETER - R.O.M. Coal.

The Chairman stated that it appeared that this vessel would not now be discharging at MARSEILLES. It was agreed that the destination of this vessel would be agreed between Tn (A)/G-4 MOV & TN/Q.M., and that Q.M. would make the necessary adjustments.

ACTION : G-4 MOV & TN : TN (A) : Q.M.

255. CONGESTION AT CATANIA AND PALERMO.

Mov., SICILY had requested that the BLAIRESK be routed to CATANIA for part discharge thence PALERMO, due to congestion in the ports. An agreed signal had been sent to Mov SICILY stating that the vessel would discharge at CATANIA, and requesting clarification on the congestion as port sitreps showed only one collier discharging at CATANIA, and the coal berth at PALERMO would not be vacant till 28 Oct.

ACTION : G-4 MOV & TN

256. LINCOLN - N.V.A. COLLIERS

The Chairman stated that FOTALI had called forward NICHOLAS NICHOLAS from BARI to LINCOLN. As neither A.A.I. nor A.F.H.Q. had knowledge of this the chairman requested A/FEO to investigate this [illegible] pointed out

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NAPLES proper and not proceed to BAGNOLI. Col. DARLOW [illegible] reason why this should not be possible and undertook to investigate. He also suggested that might it not be possible to divert one of the two colliers awaiting berth. QM coal rep stated that NAPLES was the only port that could accept th. SARDINIAN coal, and that there were no vacant coal berths in any other port.

It was agreed that EMPIRE MELODY should berth before EEN HALLAD as there was a shortage of SARDINIAN coal on the West Coast.

ACTION : TN (A) : G-4 MOV & TN

(c) Q.M. undertook to nominate ports of discharge for UGS 57 colliers before the Diversion meeting on 23 Oct 44.

ACTION : Q.M.

(d) CHARLES KEEFER - R.O.M. Coal.

The Chairman stated that it appeared that this vessel would not now be discharging at MARSEILLES. It was agreed that the destination of this vessel would be agreed between Tn (A)/G-4 MOV & TN/Q.M., and that Q.M. would make the necessary adjustments.

ACTION : G-4 MOV & TN : TN (A) :Q.M.

255. CONGESTION AT CATANIA AND PALERMO.

Mov., SICILY had requested that the BLAIRESK be routed to CATANIA for part discharge thence PALERMO, due to congestion in the ports. An agreed signal had been sent to Mov SICILY stating that the vessel would discharge at CATANIA, and requesting clarification on the congestion as port sitrepe showed only one collier discharging at CATANIA, and the coal berth at PALERMO would not be vacant till 28 Oct.

ACTION : G-4 MOV & TN

256. NICOL - NAVAL COLLIERS

The Chairman stated that ROTAMI had called forward NICHOLAS NICHOLAS from BARI to ANCON. As neither A.A.I. nor A.F.H.Q. had any knowledge of this the chairman requested A/FEO to investigate this matter and inform G-4 Mov & Tn the results. It was again pointed out that Naval Colliers must not be routed to ANCON without prior reference to A.A.I. and A.F.H.Q., as this caused delay to stores ships the loading of which could be stopped, if full advice of the naval programme were given.

ACTION : F.E.C.

/Contd.... sheet 3....

SECRET 402

257. LEGHIE M. SHAW - DELAY IN DISCHARGE AT ALGIERS (See Minute 250)

No reply had yet been received from Mov., NORTH AFRICA as to the reasons for the delay in the discharge of this vessel. There were ten cased bulldozers deck stowed on this vessel, and it was thought this may have caused some delay, but as Mov., NORTH AFRICA were aware of this, the question of delay should not have arisen.

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

LEGH/DWO

Distribution: As for MEDBO Minutes plus :-

D of Stores, Admiralty, LONDON.
Under Secretary of State for War, WAR OFFICE.
(Attention D.F. Mov 2(M) 9)
Mov., H.Q., A.A.I. (5)
G.H.Q., M.E.F.
C.C.S. ( ).
M... District (N.MOV 2) (2)
All Present.

3312

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE NORTH AFRICA — POSITION AS AT 18 OCT

No. &	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT TONNAGE	ALGIERS	ORAN	BIZ
FORT HUDSON HOPE	27' 0"	USA	UGS 54	29 Sep	High & Low Vol Run of Mine	Army 9010	9010		
JOHN W GREENFIELD	27' 7"	"	"	30 Sep	Run of Mine	" 8500			
FORT PITT	28' 0"	"	"	1 Oct	Low Vol Run of Mine	" 7943 1680 lbs)			39
JUNECREST		S AFRICA	GUS 53	2 Oct		" 7505	7505		
FRED DE TROSTROP	26'5"	INDIA	MKS 63	6 Oct	2102 High Vol 5974 Low Vol	" 8500		8500	
FORT PITT		BIZERTA		18 Oct		" 4000			
RICHARD ALVEY	22' 0"	BATES	Indep	5 Oct	3300	" 3300			
FREDERICK L DAU	27' 6"	S AFRICA	GUS 54	8 Oct		" 8500			850
LESLIE M SHAW	26' 2"	USA	UGS 55	9 Oct	High Vol	" 8525	8525		
JOHN O SPENCER	28' 6"	S AFRICA	GUS 54	11 Oct	8682	" 8682		8682	
SASSACOLA	27' 6"	"	MKS 65	24 Oct		" 9127			
SWEDEN	29' 4"	USA	UGS55B	13 Oct	Low Vol	" 8307		8307	
FORT HERKIMER	26' 0"	"	"	14 Oct	"	" 8147	8147		
OCEAN EXEC		"	UGS 56	19 Oct	High Vol	" 8659	8659		
W A JONES	27' 5"	"	"	21 Oct	Low Vol	" 8600			86
OCEAN VISTA	26' 0"	"	UGS 57	28 Oct	High Vol	" 8601		8601	
MARTIN JOHNSON	28' 6"	"	UGS 57	29 Oct	"	" 8429	8429		

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SECRET

COLLIERS DUE NORTH AFRICA — POSITION AS AT 18 OCT — APPENDIX 'A'

DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT TONNAGE	ALGIERS	ORAN	BIZERTA	L. C. TUNIS	BONE	P'VILLE
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' 0"	"	"	1 Oct	Low Vol Run of Mine	" 7943 1680 lbs)			3943			
	S AFRICA	GUS 55	2 Oct		" 7505	7505					
26'5"	ENDLA	MKS 63	6 Oct	2102 High Vol 5974 Low Vol	" 8500		8500				
	BIZERTA		18 Oct		" 4000				4000		
22' 0"	NAPLES	Indep	5 Oct	3300	" 3300						3300
27' 6"	S AFRICA	GUS 54	8 Oct		" 8500			8500			
26' 2"	USA	UGS 55	9 Oct	High Vol	" 8525	8525					
28' 6"	S AFRICA	GUS 54	11 Oct	8682	" 8682		8682				
27' 6"	"	MKS 65	24 Oct		" 9127					9127	
29' 4"	USA	UK355B	13 Oct	Low Vol	" 8307		8307				
26' 6"	"	"	14 Oct	"	" 8147	8147					
	"	UGS 56	19 Oct	High Vol	" 8659	8659					
27' 5"	"	"	21 Oct	Low Vol	" 8600			8600			
26' 0"	"	UGS 57	28 Oct	High Vol	" 8601		8601				
28' 6"	"	UGS 57	29 Oct	"	" 8429	8429					

APPENDIX 'B' / Sheet 2

3.3
NND

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE ITALY & SICILY — POSITION AS AT 18 OCT

NAME	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	TARANTO
FORT ERIE (2 Tugs)		USA	UGS 53	24 Sep			8500				8500
JOHN H HARLAND		S AFRICA	GUS 53	25 Sep		Army	7262		1762		
CAPE BRETON		USA	UGS 53	25 Sep		"	8009			2009	
SAMARIA	29' 0"	S AFRICA	MKS 63	3 Oct		"	9194				
SHAFTONIA	26' 0"	"	Indep	4 Oct		"	8500				
HORACE MANN	28' 4"	"	UGS 54	4 Oct	Run of Mine High & Low V	"	8500			8500	
FORT ORLEANS (2 Tugs)	26' 6"	"	UGS 54	4 Oct		"	8500				8500
CAPE BRETON	22' 0"	NAPLES	-	5 Oct		"	6000				
BENJAMIN CHEW	28' 6"	S AFRICA	UGS 54	6 Oct	Run of Mine	"	8500		8500		
SAMARIA	27' 0"	PALERMO	-	8 Oct		"	7000				
JOHN H HARLAND		S AFRICA		10 Oct		"	5500	5500			
EMPIRE HERISSA	25' 9"	USA	UGS 55	12 Oct		MWT	8500				AUGUSTA
BEN HALLIDAY	27' 5"	"	UGS 55	14 Oct		Army	8121			8121	
RAYMOND T BAKER	26' 2"	"	UGS 55	15 Oct	High Vol	"	8565		8565		
CHARLES T FOLGER	26' 8"	"	UGS 55	16 Oct	High Vol	"	3519				
FORT ERIE	24' 9"	USA	UGS55B	18 Oct		"	8500				
CASSIUS HUDSON	27' 6"	"	UGS55B	19 Oct	High Vol	"	8450			8450	
JOHN M PARKER	27' 8"	S AFRICA	GUS 55	20 Oct		"	8500		8500		
REINHOLT RICHTER		USA	UGS 56	25 Oct	High Vol	"	8468			8468	
SHAFTONIA		S AFRICA	MKS 66	2 Nov		"	9146				
JOSE ECHEPACIO		"	GUS 57	9 Nov		"	8514		8514		

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COLLIERS DUE ITALY & SICILY — POSITION AS AT 16 OCT — APPENDIX 'B'

DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	ACCOUNT	TONNAGE	ANCONA	BARI	NAPLES	TARANTO	BRINDISI	PALERMO	REGGIO	CATANIA	GALLARI
	USA	UGS 53	24 Sep			8500				8500					
	S AFRICA	UGS 53	25 Sep		Army	7262		1762							
	USA	UGS 53	25 Sep		"	8009			2009						
29' 0"	S AFRICA	MKS 63	3 Oct		"	9194						2194			
26' 0"	"	Indep	4 Oct		"	8500					8500				
28' 4"	"	UGS 54	4 Oct	Run of Mine High & Low V	"	8500			8500						
26' 6"	"	UGS 54	4 Oct		"	8500				8500					
22' 0"	NAPLES	-	5 Oct		"	6000							6000		
26' 6"	S AFRICA	UGS 54	6 Oct	Run of Mine	"	8500		8500							
27' 0"	PALERMO	-	8 Oct		"	7000								7000	
	S AFRICA		10 Oct		"	5500	5500								
25' 9"	USA	UGS 55	12 Oct		LWT	8500			AUGUSTA for orders						
27' 5"	"	UGS 55	14 Oct		Army	8121			8121						
26' 2"	"	UGS 55	15 Oct	High Vol	"	8565		8565							
26' 8"	"	UGS 55	16 Oct	High Vol	"	8519									8519
24' 9"	USA	UGS55B	18 Oct		"	8500								8500	
27' 6"	"	UGS55B	19 Oct	High Vol	"	8450			8450						
27' 8"	S AFRICA	GUS 55	20 Oct		"	8500		6500							
	USA	UGS 56	25 Oct	High Vol	"	8468			8468						
	S AFRICA	MKS 66	2 Nov		"	9146						9146			
	"	GUS 57	9 Nov		"	8514		8514							

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

NAVAL COLLIERS — POSITION AS AT 18 OCT

NAME	CONVOY	CARGO	LOADING PORT	DESTINATION	RE
THELMA CANA BEAREL SELD ARNHEM AMSTEL COLCHESTER } Operational orders					
SOUTHGATE	KMS 59	7645 NC	UK	NAPLES discharging	LE
VAN OSTADE	KMS 62	9700 Welsh	"	LEGHORN/NAPLES	"
NICKELS NICHALOS	KMS 62	7000 NC	"	BARI	"
BOREAS	KMS 63	3270 Welsh	"	BRINDISI	"
OMEGA	KMS 64	1500 Welsh	"	TARANTO	"
SCHLAFFINO	KMS 64	4531 NC	"	GIBRALTAR	"
EMPIRE PAL	KMS 64	6474 NC	"	SF PORTS	"
JORSHAVEN	KMS 64	4664 NC	"	AUGUSTA	"
EMPIRE GARTH	KMS 65	5700 Welsh	"	TARANTO for orders FULJI	"
STAL	KMS 66	3300 Welsh	"		"
EAGLE TRADER	KMS 66	3850 NC	"		"
KATHELD	KMS 66	3000 Welsh	"		"
ATA	KMS 66	5500 Welsh	"		"
M DE LARRINAGO	KMS 66	6500 NC	"		"
OTTERIGE	KMS 66	3500 NC	"		"

APPE

CONFIDENTIAL

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NAVAL COLLIERS — POSITION AS AT 18 OCT — APPENDIX 'C'

	CARGO	LOADING PORT	DESTINATION	RELEASE TO
	7615 NC	UK	NAPLES discharging	MWT
	9700 Welsh	"	LEGHORN/NAPLES	"
	7000 NC	"	BARI	"
	3270 Welsh	"	BRINDISI	"
	1500 Welsh	"	TARANTO	"
	4531 NC	"	GIBRALTAR	"
	6474 NC	"	ST PONS	"
	4664 NC	"	AUGUSTA	"
	3700 Welsh	"	TARANTO for orders FUTALI	"
	3300 Welsh	"		"
	3850 NC	"		"
	3800 Welsh	"		"
	5500 Welsh	"		"
	6500 NC	"		"
	3500 NC	"		"

DTSO

40C

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MEDITERRANEAN SHIPPING BOARD
C.O.L. RECEPTION COMMITTEE.

OCTOBER ARRIVALS

POSITION AS AT 18 OCT

SEC

NAME	DRAFT	FROM	CONVOY	DUE AUGUST	TYPE OF C.O.L
GOVERT FLINCK		"	UGS 58		

NOVEMBER ARRIVALS

POSITION AS AT 18 OCT

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF C.O.L
WALKER TAYLOR		S. AFRICA			
FORT DE VILLE		U.S.A.			
FORT ST LOUIS		"			
MADRAS CITY		"			
FORT FREDERICK		"			
FORT ASSINIBOINE		"			
BELGIAN VETERAN		"			
OCEAN FAIRY		"			
DUKE OF SPARTA		"			
PENCLE		U.K.	KMS 68	16 Nov	
THISTLE PORT		"	KMS 68	16 "	
ELDERTON		"	KMS 68	16 "	

DECEMBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF C.O.L
TEMPLE ARCH		S. AFRICA			
FORT WALSH		"			

4419

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SHIPPING BOARD — OCTOBER ARRIVALS — POSITION AS AT 18 OCT — SECRET — APPENDIX "D"
COMMITTEE.

DRAFT	FROM	CONVOY	DUE AUGUST.	TYPE OF COAL	TONNAGES	REMARKS
	"	UGS 58			8500	

NOVEMBER ARRIVALS — POSITION AS AT 18 OCT — APPENDIX "E"

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGES	REMARKS
	S. AFRICA				8500	
	U.S.A.				8500	
	"				8500	
	"				8500	
	"				8500	
	"				8500	
	"				8500	
	"				8500	
	"				8500	
	"				8500	
	U.K.	KMS 68	10 Nov		5000	
	"	KMS 68	16 "		5000	
	"	KMS 68	16 "		6800	

DECEMBER ARRIVALS — APPENDIX "F"

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
	S. AFRICA				8500	
	"				8500	

1420

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SECRET

SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
EMP. BLACKEN	SARDINIAN	2 Wk Oct	3600	GALLIPOLI
VISE.	"	2 Wk Oct	4400	C.T.N.L.
CHEGA	"	3 Wk Oct	3700	WEST ITALY
BELGESK	"	3 Wk Oct	4400	C.T.N.L.
RENDEVOUS	"	4 Wk Oct	4400	PALERMO
KATERINGO JUPITERS	"	3 Wk Oct	6000	NAPLES
EDEN.	"	4 Wk Oct	7000	BAGNOLI
PELEGOS.	"	4 Wk Oct	800	PORT EMPEDOCLE

SARDINIAN COAL PROGRAMME - NOV.

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
VAN OSTADE	SARDINIAN	1 Wk Nov	3700	WEST ITALY

83C33

1421

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SECRET

SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTICCO	TONNAGE	DESTINATION
EMP. TLACKERY	SARDINIAN	2 Wk Oct	3600	GALLIPOLI
VIENA	"	2 Wk Oct	4400	CENTRAL
OMEGA	"	3 Wk Oct	3700	WEST ITALY
MARESK	"	3 Wk Oct	4400	C.T.M.
BLAKEDON	"	4 Wk Oct	4400	PALERMO
KATERINGO JANIPATERAS	"	3 Wk Oct	6000	NAPLES
ADEN	"	4 Wk Oct	7000	BAGNOLI
PELEGOS	"	4 wk Oct	800	PORT EMPEDOCLE

SARDINIAN COAL PROGRAMME - NOV.

NAME	TYPE OF COAL	ETS SAN ANTICCO	TONNAGE	DESTINATION
VAN OSTADE	SARDINIAN	1 wk Nov	3700	WEST ITALY

33 C2 03 28

1421

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SARDINIAN COAL PROGRAMME - OCT SECRET APPENDIX "G"

	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
	SARDINIAN	2 Wk Oct	3600	GALLIPOLI	
	"	2 Wk Oct	4400	CATANIA	
	"	3 Wk Oct	3700	WEST ITALY	
	"	3 Wk Oct	4400	CATANIA	
	"	4 Wk Oct	4400	PALERMO	
ELS	"	3 Wk Oct	6000	NAPLES	
	"	4 Wk Oct	7000	BAGNOLI	
	"	4 Wk Oct	800	PORT EMPEDOCLE	

SARDINIAN COAL PROGRAMME - NOV. APPENDIX "H"

	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
	SARDINIAN	1 Wk Nov	3700	WEST ITALY	

33CB

S E C R E T .

MEDITERRANEAN SHIPPING BOARD.

No.48. - REPAIR
MINUTES OF MEETING HELD AT 1600 HOURS ON THE 20th OCTOBER, 1944.

39.

Present: Mr. R. Nicol, in the Chair.
Constructor Captain I.E.King R.C.N.C.
Constructor Captain D.W.Smithers R.C.N.C.
Commander M. L. Hardie R.N.
Lieut.Commander E. Blair R.N.R.
Capitaine du Corvette Beilvaire.
Ing.en Chef 2me.Classe Gandilhon.
Major Filo R.I.N.
Mr. A. C. Hogarth.
Mr. W. E. B. Dainton.
Mr. G. S. Ramsdale.
Captain B. D. Bate.
Mr. W. E. Fereday, Secretary.
Miss M. M. Michie, Assistant Secretary.

ACTION BY:-

753. The Chairman expressed the great regret of the Committee that this was the last Meeting to be attended by Captain King as a member. The thanks of all were due to him for the great benefits to Merchant Shipping resulting from his invaluable services, and for his co-operation and help on all occasions.

Captain King introduced Constructor Captain Smithers R.C.N.C. who is to take his place as F.C.O. to C in C Med., and the Chairman welcomed Captain Smithers on behalf of the Committee, extending their good wishes for his future work in conjunction with them.

754. "ARSIA". Ref.744. Major Filo reported that he had confirmed that a drydocking bid had been sent by CO.GE.MA. in respect of this vessel. The Secretary replied that this had not come to hand, but vessel would be put on the list for consideration for docking after her present voyage.

755. FRENCH VESSELS FOR REPAIR IN SOUTH FRANCE. Ref.747. Mr.Dainton reported following his visit to Marseilles that the main difficulty would be to obtain repair berths. Ships should not be moved for this purpose from North Africa until they could be accommodated in South France and the Committee agreed to defer the list tabled by the French for discussion at a future date when the position became clarified.

3308

756. GIBRALTAR. Commander Hardie reported that it would be necessary to put an H.M.ship in the No.1 dock after the "STEPHEN F.AUSTIN", but it was not yet known how long she would require. It was agreed that the "TULGOR" should then follow with another H.M.ship. Commander Hardie also stated that the completion date for the H.M.ships in the No.2 dock was so far uncertain, as was the case with the H.M.ship in the No.3 dock, but the "MORAY COAST" and "SAN CLAUDIO" respectively would be put in after the latter.

757. ORAN. Commander Hardie stated that according to advice from COMNOB the "JOHN S.COPLEY" should unlock from the No.1 dock about the end of October. French warships then required to be put in, which would occupy the dock until about the 16th November. Following a subsequent discussion on the bids for Naples, it was agreed that the "ELEANOR WALLIS", which the Chairman considered would require about three weeks, should be placed on the Oran list after the French warships, for docking for [illegible]

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Capitaine du Corvette Meilvaire.
Ing.en Chef 2ème Classe Gandilhon.
Major Filo R.I.N.
Mr. A. C. Hogarth.
Mr. W. E. E. Dainton.
Mr. G. S. Ransdale.
Captain B. D. Bate.
Mr. W. E. Foreday, Secretary.
Miss M. M. Michie, Assistant Secretary.

ACTION BY:-

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757. ORAN. Commander Hardie stated that according to advice from CONNOB the "JOHN S.COPLEY" should undock from the No.1 dock about the end of October. French warships then required to be put in, which would occupy the dock until about the 16th November. Following a subsequent discussion on the bids for Naples, it was agreed that the "ELINOR WYLIE", which the Chairman considered would require about three weeks, should be placed on the Oran list after the French warships, for docking for examination, pending a further report.

The "AISNE" was now in the No.2 dock, but should be about ready to undock, the priorities thereafter being "CRACKSHOT", "EGRET". It was considered that the "PASS OF MELFORT", now at Naples, would achieve an earlier docking if sent to Oran, and it was agreed that she should be docked accordingly at the latter port after the "EGRET".

The "ODYSSEUS" had been docked in the No.3 dock, and was about due to come out, when she would be followed by U.S.warships. The readiness date for the "EMPIRE FAY" was not yet definite, but it was decided to add her to the list for the No.3 dock Oran, where it was thought she would be likely to dock with less delay than at Naples.

/758. ALGIERS.

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758. ALGIERS. Commander Hardie stated that advice from C.D.Algiers showed that the "DJEBEL AURES" had been put in the No.1 dock on the 12th October for 8 days. The list dated 17th October just received from the French, however, still requested a drydock for this vessel, for replacement of lignum vitae wood and examination of shaft, and it was decided to ask Algiers whether she needed to re-dock. Secretary.

The priorities for the No.1 dock in accordance with the decision of the last Meeting were: "HMS SIRIUS", "SERULA", "CHATEAU LATOUR", "LIDO", "SERULA". The Chairman referred to an agreement whereby the "CHATEAU LATOUR" was to remain in service for another two months carrying mules, but Captain Boilvaire stated that she needed drydocking for replacement of lignum vitae wood. Vessel was now at Naples, and it was decided to defer the question of drydocking at Algiers pending clarification of the position. It was agreed to place the "CAP EL HAMA" at the end of the list for docking about the middle of November when her repairs were expected to complete.

The "SREDNI" had been docked in the No.2 dock.

759. CASABLANCA. The French were still requesting drydocking for the "JASMINE" and "VENDOME", and it was agreed to leave them on the list for docking after the French warships in the No.1 dock.

760. FERRYVILLE. Commander Hardie stated that a French warship was in the No.1 dock until the end of October. Captain Bate reported that the "ALEXANDRA ANDRE" had suffered underwater damage and required to drylock, and the Committee agreed that this should be done at Ferryville, vessel being listed for the No.1 dock.

It was understood that an H.M.ship was now in the No.4 dock, the priorities thereafter being "LISS", "NORDNES", "GUDVIN", "CORFELL", "BRUSE JARL", "TORE JARL". Captain Bate stressed the urgency to dock the "LISS", and Commander Hardie replied that he had already signalled to Ferryville at the request of the Secretary to ascertain the position as it was desired to learn the expected date for docking the "NORDNES", next priority after the "LISS", as the former was needed to load phosphate at Bone.

761. TARANTO. Commander Hardie reported that the "FORT CARIDOU" & "SPINGE" were in the No.1 dock and the "EMPIRE CATO" was now in the No.2 dock. It was agreed that the "MOTIA" and "OCEAN GYPSY" should be listed for docking at Taranto for cleaning and painting. Lt.Commander Blair stated that the "EMPIRE DACE" & "EMPIRE CRUDE" were to be left to D.S.T.O.E.Italy to arrange with C.S.Taranto their drydocking as and when they were available. The Committee approved.

The "BAHLENFELS" and "JONATHAN WORTH" were now awaiting docking for repairs at Taranto, and it was agreed that the "ORATA" should be added to the list for docking after completion of her repairs. The "AASTEL" had been temporarily deleted, the Secretary stating that a reply had been received from Taranto that whilst waiting for drydock vessel had been ordered to load operationally and await orders, drydocking therefore being impracticable but it was understood she required routine docking only. Vessel would again be considered upon release.

762. YUGO-SLAV VESSELS. Ref.739 & 724. Advice had been received from M.W.T. Surveyor at Brindisi that the "KUPARI" and "MORAVA" were in dock and had been expected to come out on the 20th October, whilst the "LJUBLJANA" was to have docked on the 19th October. The Committee considered that it should be recorded that once the bids for these Yugo-Slav vessels had been made through the correct channels to the MEDRO Repair Committee (vide Minute 657), results

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Vessel was now at Naples, and it was decided to defer the question
at Algiers pending clarification of the position. It was agreed to place the
"CAP ED HANK" at the end of the list for docking about the middle of November
when her repairs were expected to complete.
The "SEBEN" had been docked in the No.2 dock.

759. CASABLANCA. The French were still requesting drydocking for the "JANINE" and "VENDOME", and it was agreed to leave them on the list for docking after the French warships in the No.1 dock.

760. FERRYVILLE. Commander Hardie stated that a French warship was in the No.1 dock until the end of October. Captain Bate reported that the "ALEXANDRA ANDRE" had suffered underwater damage and required to drydock, and the Committee agreed that this should be done at Ferryville, vessel being listed for the No.1 dock.
It was understood that an H.M.ship was now in the No.4 dock, the priorities thereafter being "LISS", "NORDNES", "GUDVIN", "CORFELL", "BRUSE JARL", "TORE JARL". Captain Bate stressed the urgency to dock the "LISS", and Commander Hardie replied that he had already signalled to Ferryville at the request of the Secretary to ascertain the position as it was desired to learn the expected date for docking the "NORDNES", next priority after the "LISS", as the former was needed to load phosphate at Bone.

761. TARANTO. Commander Hardie reported that the "PORT CARIBOU" & "SPINGE" were in the No.1 dock and the "EMPIRE CATO" was now in the No.2 dock. It was agreed that the "NOTIA" and "OCEAN GYPSY" should be listed for docking at Taranto for cleaning and painting. Lt.Commander Blair stated that the "EMPIRE DACE" & "EMPIRE CHUBB" were to be left to D.S.T.C.E.Italy to arrange with C.S.Taranto their drydocking as and when they were available. The Committee approved.
The "PHILELLEN" and "JONATHAN WORTH" were now awaiting docking for repairs at Taranto, and it was agreed that the "CRATA" should be added to the list for docking after completion of her repairs. The "ARSTEL" had been temporarily deleted, the Secretary stating that a reply had been received from Taranto that whilst waiting for drydock vessel had been ordered to load operationally and await orders, drydocking therefore being impracticable but it was understood she required routine docking only. Vessel would again be considered upon release.

762. YUGO-SLAV VESSELS. Ref.739 & 724. Advice had been received from M.W.T. Surveyor at Brindisi that the "HUPARI" and "MORAVA" were in dock and had been expected to come out on the 20th October, whilst the "LJUBLJANA" was to have docked on the 19th October. The Committee considered that it should be recorded that once the bids for these Yugo-Slav vessels had been made through the correct channels to the MEDRO Repair Committee (vide Minute 657), results had been obtained in docking all the ships requested, only the "CETINA" now remaining to be docked a second time to replace the propeller when ready.

763. NAPLES. With reference to the decision taken at the previous Meeting (ref. 740), Commander Hardie stated that it was not yet certain when the floating cranes would undock from the No.1 dock. It had been arranged with F.B.T.O.Med. that the "VILLE D'ORAN" should dock on the 25th October, but he now asked whether a delay of 24 hours could be accepted to enable the "LAURENT MEUS" to be put in first, which vessel Captain Bate pointed out was urgently needed to replace the damaged "ALEXANDRA ANDRE". On checking the vessel's programme, Lt.Commander Blair confirmed that the "VILLE D'ORAN" could accept a 24 hours delay, and it was agreed that the Captain of the Dockyard should be asked to expedite the work on the floating cranes to enable the "LAURENT MEUS" to dock

/first

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first and permit the "VILLE D'ORAN" to go in on the 26th October.

Commander Hardie pointed out that there were constant demands for the No.2 Dock and the floating dock for Naval vessels, and stated that the A.S.I.S. "BALTIC" required drydocking. It was agreed, however, that the highest Merchant ship priority should be given to the tanker "EMPIRE CHAIN". The "F.L.M.13" was expected to be ready for docking upon relief by the "F.L.M.14", the "TUNISINO" and proceeded to Palermo but should drydock upon return to Naples, and the readiness date for the "TAMY BRUNNER" was still uncertain.

"EMPIRE FAY". This vessel was deleted from the Naples list in accordance with the decision that she should dock at Oran (Minute 757).

"HMS P.BATTLE". It was agreed that this vessel should be scrubbed at Algiers or Augusta, whichever is most convenient.

"SAMFEUCH". (Ref.740). Mr.Rumsdale reported that this vessel was being repaired without necessity to drydock.

"PORT DEASELAIR". This vessel is to dock in the Middle East.

"THELIA". (Ref.742). No advice had been received of the sailing from Marseilles of this Admiralty collier, and it was decided to take up with the F.B.O. the question of whether she could be sent to another port, say Oran, where she could probably be docked with the least likelihood of waiting. Secretary.

In view of the increasing use of Naples for docking Merchant ships, it was agreed that the Minutes etc. of the Repair Meetings should be sent each week to the Captain of the Dockyard Naples, so that he might be kept au fait with the position and the decisions of the Committee as to priorities. Secretary.

764. LEGHORN. Captain King reported that the drydock at Leghorn was now in operation. Commander Hardie said that an H.M.ship was to have been docked on the 20th October, to be followed by the "EMPIRE COMMICE" and then trawlers, but the "WELSH COAST" could not be docked until she was discharged and a gas-free certificate granted. Captain Bate drew attention to difficulties in obtaining gas-free certificates, as the only known chemist in the area for the purpose, who had been at Naples, was now in Rome. Unless a chemist could be had from the Navy or the Army, it might not be possible to certify the gas-freeing of tankers. Major Filo undertook to ascertain if an Italian chemist could be found. Major Filo.

765. DREDGER "ITALIA". The Secretary reported a request from the Dredging Committee for priority to be assigned to the repair work (primarily new boiler tubes) to this dredger at Taranto, now required to be made fit for service elsewhere as soon as possible. It was arranged that Commander Hardie should signal Taranto accordingly. Cmdr.Hardie 33.07

766. REPAIRS TO ITALIAN VESSELS. Ref.745. The Secretary reported that reports were now coming to hand from CC.GE.MA. regarding Italian vessels requiring repairs and/or drydocking. These were in Italian text and arrangements would be made for their translation.

Major Filo drew attention to delays being experienced by Italian vessels repairing at Taranto. There was now a number of such ships there, and the Committee felt that the list should be examined with a view to sending the ships elsewhere for repair, but only in agreement with the N.W.T.Surveyor.

Major Filo pointed out that when the "SANTA CHIARA" had been docked at Taranto, owing to the other vessels in the same dock there had been no space to enable work on certain plates where a cement box had been fitted temporarily, and consequently the latter had needed to be replaced.

767. "TAIGETE". The Committee discussed the status of this tanker at Gibraltar,

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"[illegible] P.BATTLE". It was agreed that this vessel should be [illegible] Algiers or Augusta, whichever is most convenient.

"SOMERSET". (Ref.740). Mr.Ramsdale reported that this vessel was being repaired without necessity to drydock.

"PORT DEARBORN". This vessel is to dock in the Middle East.

"TYNEMA". (Ref.742). No advice had been received of the sailing from Marseilles of this Admiralty collier, and it was decided to take up with the F.N.O. the question of whether she could be sent to another port, say Oran, where she could probably be docked with the least likelihood of waiting. Secretary.

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764. LEGHORN. Captain Ring reported that the drydock at Leghorn was now in operation. Commander Hardie said that an H.M.ship was to have been docked on the 20th October, to be followed by the "HEBRIDEAN COMMODORE" and then trawlers, but the "WELSH COAST" could not be docked until she was discharged and a gas-free certificate granted. Captain Bate drew attention to difficulties in obtaining gas-free certificates, as the only known chemist in the area for the purpose, who had been at Naples, was now in Rome. Unless a chemist could be had from the Navy or the Army, it might not be possible to certify the gas-freeing of tankers. Major Filo undertook to ascertain if an Italian chemist could be found. Major Filo.

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767. "TAIGETE". The Committee discussed the status of this tanker at Gibraltar, on which dockyard work had been stopped owing to shortage of labour, with no prospect of resumption for some considerable time. The question was considered of sending her to another port, say Taranto, to complete repairs, but in view of her extensive defects it was felt that having regard to the repair facilities generally, this would not be worth while.

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SECRET

DRYDOCKING LIST.

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20TH OCTOB

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
ALGIERS.	SIBIN	DOCKED			
	HEIMDSHOLM	At Algiers	23rd Oct.		Reduced spee
	ORKLA	At Algiers	30th Oct.	Jan.1944	Speed reduced from 7½ t
	CHATEAU LATOUR	At Naples		Nov.1943	4/5 days
	LIDO	At Sea for South France	30th Oct.	May 1944	Speed reduced from 8½ to 6 K. & dam
	SEMLA	At Nice discharging	30th Oct.	Sept.1943	Speed reduced from 10½ to 8 k
	CAP EL HANK	At Algiers		Sept.1943	Cleaning & painting. Examination of p
ORAN.	AISNE	IN DOCK			
	ODYSSEUS	IN DOCK			
	~~EGRET~~	~~IN DOCK~~			
	CRACKSHOT	Due At Oran	26th Oct.	Mar.1944	Reduced speed
	~~EGRET~~	At Oran		Apr.1943	"
CASABLANCA.	JANINE	At Casablanca		Oct.1943	Repairs to rudder after stranding.
	VENDOME	At Oran due Casa.abt. 25th Oct.	25th Oct.	Oct.1943	Cleaning & painting 2 days.
GIBRALTAR.	STEPHEN F.AUSTIN	IN DOCK			
	FULGOR	At Gibraltar			Ital.Tanker.Requires new stern tube, tail end
	IVORY COAST	At Gibraltar		Jan.1944	Tanker. Cleaning & painting
	SAN CLAUDIO	At Gibraltar		Sept.1943	Tanker.Cleaning & painting & examina
BIZERTA.	LISS	At Bizerta	Ready	Jan.1944	Tanker. Reduced speed.
	NORDNES	At or due Bizerta	20th Oct.	10 mths. out of d/d.	
	GADVIN	At Ancona dschg.Thence Bizerta	27th Oct.	Apr.1944	Speed reduced from 8 t
	CORFELL	do.	27th Oct.	Feb.1944	" " " 8½
	BRUSE JARL	ldg.Crotone/Ancona	6th Nov.	Sept.1944	" " " 8½
	TORE JARL	ldg.Syracuse/Ancona	8th Nov.	Mar.1944	" " " 8½
TARANTO. Cleaning & Painting.	METLA	at Barletta ldg.for Ancona	30th Oct.	Dec.1943	" " " 9
	OCEAN GYPSY	abt. due Algiers	mid Nov.	(very dirty)	" " " 10½
	EMPIRE DACE	trading Hool/Ancona	as available		
	EMPIRE CHUB	do.	do.		
For Repairs.	SPENCE	IN DOCK			
	EMPIRE CATO	IN DOCK			

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DRYDOCKING LIST.

20TH OCTOBER, 1944.

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
	DOCKED				
	At Algiers	23rd Oct.	Jan.1944	Reduced speed.	(PSTO BID)
	At Algiers	30th Oct.	Nov.1943	Speed reduced from 7½ to 5 k.	(PSTO BID)
TOUR	At Naples		May 1944	4/5 days	(FRENCH BID)
ea for South France		30th Oct.	Sept.1943	Speed reduced from 8½ to 6 K. & damaged prop.	(PSTO BID)
Nice discharging		30th Oct.	Sept.1943	Speed reduced from 10½ to 8 k.	(PSTO BID)
K	At Algiers		Sept.1943	Cleaning & painting. Examination of prop.shaft	(FRENCH BID)
	IN DOCK				
	IN DOCK				
	~~IN DOCK~~			Reduced speed.	(PSTO BID)
	Due At Oran	26th Oct.	Mar.1944	"	"
	At Oran		Apr.1943		(FRENCH BID)
	At Casablanca		Oct.1943	Repairs to rudder after stranding.	(FRENCH BID)
	At Oran due Casa.abt. 25th Oct.	25th Oct.	Oct.1943	Cleaning & painting 2 days.	
.AUSTIN	IN DOCK			Ital.Tanker.Requires new stern tube, tail end & propeller.	(AWTR BID)
	At Gibraltar		Jan.1944	Tanker. Cleaning & painting	(AWTR BID)
ST	At Gibraltar		Sept.1943	Tanker.Cleaning & painting & examination of tail end shaft.	(AWTR BID)
DIO	At Gibraltar				(AWTR BID)
	At Bizerta	Ready	Jan.1944	Tanker. Reduced speed.	(AWT BID)
	At or due Bizerta	20th Oct.	10 mths. out of d/d.	Speed reduced from 8 to 6 k.	(PSTO BID)
	At Ancona dockg.Thence Bizerta	27th Oct.	Apr.1944	" " " 8½ " 7 k.	(PSTO BID)
	do.	8th Nov.	Feb.1944	" " " 8½ " 7 k.	(PSTO BID)
IL	Ldg.Crotone/Ancona	8th Nov.	Sept.1944	" " " 8½ " 7½ k.	(PSTO BID)
L	Ldg.Syracuse/Ancona		Mar.1944		
	t Barletta Ldg.for Ancona	30th Oct.	Dec.1943	" " " 9 " 7 k.	(PSTO BID)
	PSY abt. due Algiers	mid Nov.	(very dirty)	" " " 10½ " 7½ k.	(PSTO BID)
	AGE trading Reel/Ancona	as available			
	do.	do.			
	IN DOCK				
	IN DOCK				
	CATO				

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S E C R E T.

20TH OC

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMA
TARANTO For Repairs Contd.	PAULHILEH	At Taranto		Dec.1943	Foul & repairs to shell plating.Spee
	JONATHAN WORTH	At Taranto			Rudder damage & slight botto
	ORATA	At Taranto	Nov.	Not docked for 5 yrs.	Italian.Requires a month's re
BRINDISI.	MORAVA	IN DOCK			
	KUPARI	IN DOCK			
	LJUBLJANA	ARR.IN DOCK			
	CETINA	At Brindisi	early Nov.	Oct.1944	Requires re-docking to renew
NAPLES.	ACILIA	DOCKED			
	VIOLETTE	DOCKED			
	VILLE D'ORAN	Due Naples 25th Oct.	25th Oct.	Apr.1944	Personnel ship.Wear down of tail s
	LAURENT MOUS	At Naples	ready		Tanker. Cleaning & painting
	EMPIRE GWAITH	At Naples	ready	Dec.1943	Tanker. Reduced speed
	PASS OF MELFORT	At Naples		July 1944	To renew stern bush,
	KEEP P. BATTLE	At Toulon for Naples			Reduced sp
	P.L.31.13	At Naples	end Oct.	self-operating collier.Max.speed 4 k.(On relief by	
	FENDR VILLE	At Toulon	end Oct.		Hull damage.
	THELMA	At Marseilles for Naples		not docked for 12 mths. Aux.Collier.Slight dock D	
	TUNISINO	At Palermo for Civita Vecchia & Naples	2nd Nov.	Nov.1943	Foul. Speed reduced from 6½ to 6½
	EMPIRE FAY	Operational	when relieved	Jan.1944	Tanker. Reduced Speed.
	FARM BURNER	On inter-island service	indefinite	Apr.1944	(Ital.).Speed reduced from 10½ to
LEGHORN.	EMPIRE COPTIC	shuttling from Leghorn	ready	15 mths.out of d/d.	Waterfront. Reduced
	WELSH COAST	at Leghorn	when sea-free		Tanker

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20TH OCTOBER, 1944.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
At Taranto		Dec.1943	Foul & repairs to shell plating. Speed reduced from 8½ to 7 k.	
At Taranto			Rudder damage & slight bottom damage	(WSA BD)
At Taranto	Nov.	Not docked for 5 yrs.	Italian. Requires a month's repairs.	
At Taranto				
IN DOCK				
IN DOCK				
AMM. IN DOCK				
At Brindisi	early Nov.	Oct.1944	Requires re-docking to renew propeller.	
DOCKED				
DOCKED				(FSTO BD)
Due Naples 25th Oct.	25th Oct.	Apr.1944	Armoured ship. Wear down of tail shaft.	(MMTR BD)
At Naples	ready		Tanker. Cleaning & painting	(LMTR BD)
At Naples	ready	Dec.1943	Tanker. Reduced speed	(MMTR BD)
At Naples		July 1944	To renew stem bush.	(WSA BD)
At Toulon for Naples			Reduced speed.	(MMTR BD)
At Naples	end Oct.		Self-operating collier. Max. speed 4 k. (On relief by P.L.M.14)	(WSA BD)
At Toulon	end Oct.		Hull damage.	(LMTR BD)
		not docked for 12 mths.	Adm. Collier. Might dock Taranto/Bizerta	(FSTO BD)
Marseilles for Naples	2nd Nov.	Nov.1943	Foul. Speed reduced from 8½ to 6½ k.	
Palermo for Civita Vecchia & Naples				(MMTR BD)
Operational	when relieved	Jan.1944	Tanker. Reduced Speed.	(FSTO BD)
On Inter-island service	indefinite	Apr.1944	(Itnl.). Speed reduced from 10½ to 7 k.	
			Waterboat. Reduced speed.	(MMTR BD)
Shuttling from Lepham	ready	15 mths. out of d/d.		
at Lepham	when gas-free		Tanker.	(MMTR BD)

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SECRET

DOCKING PROGRAMME.

20TH OCTOBER, 1944.

ALGIERS.

No. 1 Dock

HINDSHOLM (2 days)
ORKLA (2 days)
LIDO (2 days)
SEKULA (2 days)
CAP EL HAMA

No. 2 Dock

Local Craft

ORAN.

No. 1 Dock

JOHN S. COPLEY (out abt. end Oct.)
French Warships (out abt. 16th Nov.)
ELEANOR WYLIE (for examination)

No. 2 Dock

AISNE (abt. out)
CRACKSHOT (2 days)
EGRET (2 days)
PASS OF BELFORT

No. 3 Dock

ODYSSEUS (abt. out)
U.S. Warships
EMPIRE RAY

GIBRALTAR.

No. 1 Dock

STEPHEN F. AUSTEN & H.M. Ship (out abt. end Oct.)
H.M. Ship
FULLER & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ship
MORAY COAST
SAN CLAUDIO

No. 4 Dock

Dockyard Craft

CASABLANCA.

No. 1 Dock

French Warships
JANINE
VERDUN

No. 2 Dock

Local Craft

FERRYVILLE.

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No. 1 Dock

HINDSHEIM (2 days)
OPULA (2 days)
LIDO (2 days)
SEMOLA (2 days)
CAP EL RAMI

No. 2 Dock

Local Craft

ORAN.

No. 1 Dock

JOHN S. COFFEE (out abt. end Oct.)
French Warships (out abt. 16th Nov.)
ELINOR WYLIE (for examination)

No. 2 Dock

AISNE (abt. out)
CRACKSHOT (2 days)
EGRET (2 days)
PASS OF MELFORT

No. 3 Dock

ODYSSEUS (abt. out)
U.S. Warships
TRIPOLI BAY

GIBRALTAR.

No. 1 Dock

STEPHEN F. AUSTIN & H.M. Ship (out abt. end Oct.)
FULLER & H.M. Ship

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ship
MORAY COAST
SAN CLAUDIO

No. 4 Dock

Dockyard Craft

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CASABLANCA.

No. 1 Dock

French Warships
JANINE
VERDUN

No. 2 Dock

Local Craft

FERRYVILLE.

No. 1 Dock

French Warship
ALEXANDRE ANDRE

No. 4 Dock

H.M. Ship
LISS
NORDNES
GUDVIN
CORFELL
BRUSE JARL
TONE JARL

TARANTO/

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T A R A N T O.

No. 1 Dock

FORT CARIBOU, SPINGE & others

No. 2 Dock

EMPIRE CATO
Italian Warship

No. 12 Dock

Warships

No. 13 Dock

H.M. Ships

No. 10 Dock

Warship

No. 23 Dock

Warship

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

For Clearing & Painting.

EDTL.
COELN GYPSY
EMPIRE DACE
EMPIRE CHUB

For Repairs.

BETHLEHEM
JONATHAN WORTH
ORATA

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. 24th Oct.)
VILLE D'ORAN)
LAURENT MEUS

No. 2 Dock or Floating Dock.

For docking as & when available.

EMPIRE GAWAIN
F.L.M. 13
TUNISIEN
FANNY BRAINDER

L E G H O R N.

H.M. Ships
EMPIRE COPPICE
Trawlers
WELSH COAST

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Warships

No. 10 Dock

Warship

H.M. Ships

No. 23 Dock

Warship

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

For Cleaning & Painting.

MOTU.
OCEAN GYPSY
EMPIRE LADY
MARINA CHURR

For Repairs.

BATTLEHILL
JONATHAN WORTH
ORACA

B R I N D I S I.

As arranged by C.S. Taranto

MOR.VA
RUPARI
LJUBLJANA
CETINA (to re-dock)

N A P L E S.

No. 1 Dock

Two floating cranes (out abt. 24th Oct.)
VILLE D'ORAN)
LAURENT MEUS

No. 2 Dock or
Floating Dock.

For docking as & when available:

EMPIRE GAWAIN
P.L.M. 13
TUNISINO
PENNY MUNNER

L E G H O R N.

H.M. Ships
EMPIRE COPPICE
Trawlers
WELSH COAST

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

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S E C R E T

RETURN OF MERCHANT SHIP POSITION FOR MEETING AT 1500 HRS ON 20th OCTOBER 1944.

(390)

SIGNAL KEY

Dates underlined or actual

A		B	C	D	E	F	G
Vessel	Initial Dates	Main Defects			Final Dates		Remarks
	Operationally Established	Work Commenced	DRYDOCKING In	Out	Completion for return to service	Completion of temporary repair to proceed to other repair port. On voyage	In use

ALGIERS - 16.10.44.

ELAND	A) B) 7/9 C 10/10	General repairs & routine drydocking.	D 12/10	Probably proceeding.
EMPIRE HARBOUR	A) B) 3/10	Boiler cleaning & survey; machinery & deck repairs.	E 11/10	Completed.
SKEIN	A) B) 4/10 C 12/10.	Fumigation. Routine D/D & repairs to rudder pintles.	D) E) 15/10	Completed.
HARLINGHAM	A) B) 10/10	Fumigation.	E 11/10	Completed.
EMPIRE PEAK	A) B) 11/10	Fumigation.	E 12/10.	
BOLTON HALL	A) B) 13/10	Fumigation.	E 14/10	Fumigation completed. Vessel now deflating. Ready to load 19/10/44.
OCEAN FAITH	A) B) 9/10	Scrubbing	E 15/10	
	A) B) 16/10	Fumigation	E 17/10	
EMPIRE CLARION	A) B) 15/10	Fire in bunkers.	E 15/10	
EDWARD BUHLER SDEN (U.S.)	A) B) 15/10	Scrubbing.	E 16/10	Scrubbed at request of W.S.A.

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ATLE JARL	FORT COLUMBIA	FORT WELLINGTON	VILLE D'ORAN	Minor repairs since 9/10/44
BORGHOLM	FORT ASTORIA	OCEAN VULCAN		
CAPETON	FORT SURGEON	OCEAN STRANGER		
FORT HUDSONS HOPE	FORT WENLEY	EASTERN PRINCE		

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ALGIERS - 16.10.44.

FLEVI	A)-/10 B)-/10 C 10/10	General repairs & routine drydocking.	D 12/10 E Not stated.	Probably proceeding. Damage adjusting 19/20 - 10. Now under Greek Govt. control.
EMPIRE HARBOUR	A) B)3/10	Boiler cleaning & survey; machinery & deck repairs.	D 12/10	Completed.
SKEID	A) B)4/10 C 12/10.	Fumigation. Routine D/D & repairs to rudder pintles.	D) E) 15/10	Completed.
MARGHAM	A) B)10/10	Fumigation.	E 12/10	Completed.
EMPIRE PEAK	A) B)11/10	Fumigation.	E 12/10.	
HORTON HALL	A) B)13/10	Fumigation.	E 14/10	Fumigation completed. Vessel now refitting. Ready to load 19/10/44.
OCEAN FAITH	A) B)9/10	Scrubbing	E 13/10	
	A) B)16/10	Fumigation	E 17/10	
EMPIRE CLARION	A) B)13/10	Fire in bunkers.	E 16/10	
EDWARD BURLASDEMP (U.S.)	A) B)13/10	Scrubbing.	E 16/10	Scrubbed at request of W.S.A.

ATLE JARL, BORGHILD, CARLTON, FORT MIDSONS MOFF, FORT COLUMBIA, FORT ASTORIA, FORT STURGEON, FORT HENLEY, FORT WELLINGTON, OCEAN VULCAN, OCEAN STRANGER, EASTERN PRINCE, VILLE D'ORAN) — Minor repairs since 9/10/44.

AUGUSTA - 16/10/44. (No report rec'd for w/e 9/10/44).

JOHN E. SWEET (U.S.)	A) B)15/10	Collision damage.	E 18/10	Temporary patch being fitted to enable vessel to proceed to Naples.

OCMO, OCEAN PRIDE, OCEAN VIRTUE, EMPIRE SPARTAN, BARON VARBOROUGH (Catania) — Minor repairs since 9/10/44.

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Vessel	Initial Date	Main Defects	Final Date	Remarks
GIBRALTAR - 17.10.44.				
CASTA	A 9/1 C 15/2 C 6/6	Damaged stern tube, thrust shaft & engine repairs. New aspinwald plates.	D 11/5 E 10/10	Completed.
STEPHEN F. AUSTIN (U.S.)	C 14/9 C 11/10)	Enemy action damage to No.2 Hold. Temp. repair to proceed to U.S.A.	D 25/9 D 25/10 E Not stated.)	Unbooked temporarily. Awaiting re-docking.
TAIGETE (T)	A 29/6 E 6/7	Repairs to cargo pumps & valve extension rods.	E Ind.	Dockyard work stopped owing to labour shortage.
RULOOR(T)	A 30/11 C 26/10	Requires new stern tube, propeller & 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.

EMPIRE ZEPHYR: SALTA - Minor repairs since 3/10/44.

Minor repairs since 20/10/44 - No information.

NAPLES - 19/10/44.

No major repairs reported.

Minor repairs since 12/10/44.

BERNEL (Dut)	FORT DAUPHIN	PALERMO	SILVER LAUREL
BENJAMIN TAY	FORT VENANGO	SANDIX	TOBRUK (Pol).
BEACONSFIELD	FORT SANDSDAC	SANTPOLGA	TRICHINOPOLY
CORCOAST	FORT MICHIPICOTEN	SARDEXTE	VILLE D'ORAN (Fr.)
DESTRO	ICELAND	SARDLADN	
EMPIRE FARMER	JEAN L.D. (Fr.)	SARDORO	
EMPIRE GAWAIN	PASS OF MELFORT	SARDUCH	
FORT MINGAN	P.L.M. 15 (Fr.)	SARMLER	

ROME - 17/10/44.

SARDEX	A 16/10 Repairs to Main Engine B 17/10 H.P. slide valve & cage.	(B 24/10	
LOSINGE	A) 16/10 Boiler cleaning &	B 24/10	

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(U.S.)		to proceed to U.S.A.		Not stated.)
RAIDER (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E 1st.	Dockyard work stopped owing to labour shortage.
RELIANCE (T)	A 30/11 C 26/10	Requires new stern tube, propeller & 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 receiving of stern tube not possible until ship docks.

EMPIRE ZEPHYR: SALTA - Minor repairs since 3/10/44.

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

WELLS - 10/10/44.

No major repairs reported.

Minor repairs since 12/10/44.

BERNEN (Dut)	FORT DAUPHIN	PALERMO	SILVER LAUREL
BENVAITH TAY	FORT VENANGO	SNAREK	TORRUK (Pol).
BEACONSFIELD	FORT SANDSAC	SALSETTE	TRISTEMALIN
CORCREST	FORT MICHIPICOTEN	SARDINIA	VILLE D'ORAN (Fr.)
DENTRO	ICELAND	SAULADE	
EMPIRE FAULCON	JEAN L.D. (Fr.)	SAN ISIDORO	
EMPIRE GAWAIN	PASS OF MELFORT	SAPPHIRE	
FORT MENGAN	P.L.M. 15 (Fr.)	SAUPLER	

ROME - 17/10/44.

SAMOA	A 16/10 B 17/10	Repairs to Main Engine H.P. slide valve & cage.	E 24/10
LYMINGE	A) B) 16/10	Boiler cleaning & overhaul of mountings.	E 24/10

ENGLISH NIGHTINGALE BALTIC
EMPIRE SPLENDOUR P.L.M.13 } Minor repairs since 10/10/44.

PHILIPPEVILLE & BOUGIE - Nothing to report.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MARSEILLES - 16.10.44 (Including w/e 9/10/44).				
MORALTA	A 25/9 B 23/9	Supposed mine damage, starb'd side No.2 Hold.	F 7/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage, Bow section missing.	F 11/11	Construction of temp'y bow in hand. Remainder of ship intact.
FORT DEASELAKE	A 1/10 B 2/10	Fractured tiller after collision with steel barge.	E 10/10	Completed.
JOHN HOPKINS		Put into Marseilles damaged. W.S.A. Naples advise receipt of information that further 10 days required to complete discharge & ascertain extent of damage & necessary repairs.		
FORT COLUMBIA FORT DAUPHIN SAMEX EMPIRE VALOUR	SAMATTRIC FORT CHESTERFIELD FORT GRAHAM CRACKSHOT	SAMFORD EMPIRE LORENZO		Minor repairs since 3/10/44.
FORT CHESTERFIELD FORT DEASELAKE FORT GRAHAM	CRACKSHOT SAMFORD OCEAN GLORY	AVON COAST FORT CUMBERLAND		Minor repairs since 9/10/44.
ORAN - 18.10.44.				
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd	D 10/11 E Not stated	Bottom of vessel badly damaged & lifted across ship. 3303
FAR	A) B) 29/9 C)	Very extensive winch & steering repairs.	D 23/9 E Not stated.	No information.
AISLE JARL	A) B) 23/9 C)	Stern tube to re-metal. Extensive minor repairs.	D 1/10 E 11/10	No further information.
FACTO	C 29/9	Routine D/D. Minor hull repairs; boiler stay tube to repair.	D 1/10 E 6/10	No further information.
ODYSSEUS	A 14/10	Defects not stated.	D 20/10 E Not	

COTTON VALLEY	A 4/10 B 11/10	Mine damage, Bow section missing.	F 11/11	Construction of temp bow in hand. Remainder of ship intact.
PORT DEASELAKE	A 1/10 B 2/10	Fractured tiller after collision with steel barge.	B 10/10	Completed.
JOHN HOPKINS		Put into Marseilles damaged W.S.A. Naples advise receipt of information that further 10 days required to complete discharge & ascertain extent of damage & necessary repairs.		

PORT COLUMBIA	SAMAFRIC	SANFORD	Minor repairs since 3/10/44.
PORT DAUPHIN	PORT CHESTERFIELD	EMPIRE LORENZO	
SALMEX	PORT GRAHAM		
EMPIRE VALOUR	CRACKSHOT		

PORT CHESTERFIELD	CRACKSHOT	AVON COAST	Minor repairs since 9/10/44.
PORT DEASELAKE	SANFORD	PORT CUMBERLAND	
PORT GRAHAM	OCEAN GLORY		

CRAN - 18.10.44.

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd	D 10/11 E Not stated	Bottom of vessel badly damaged & lifted across ship.
FAR	A) B) 29/9 C)	Very extensive winch & steering repairs.	D 25/9 E Not stated.	No information.
ATLE JARL	A) B) 23/9 C)	Stern tube to re-metal. Extensive minor repairs.	D 1/10 E 11/10	No further information.
FACTO	C 29/9	Routine D/D. Minor hull repairs; boiler stay tube to repair.	D 1/10 E 6/10	No further information.
ODYSSEUS	A 14/10 B) C) 17/10	Defects not stated.	D 20/10 E Not legible on signal.	
AISNE	C 16/10	Routine D/D.	D 20/10 E Not stated.	
G.H. MARKAM		Damaged. No further information.		Proceeding Casablanca 19/10.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN (Cont'd).				
MERCHANT ROYAL G. PATTON G. GALE JOSEPH S. EMERY	EMPIRE TERN JOEL CHAS. W. STURGIS TITUS	SUNETTA FORT FIDLER		Minor repairs since 10/10/44.
TARANTO - 17.10.44.				
FORT CARIBOU	A 5/2 C 2/7 C 16/9	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 8/7 D 18/11 E 30/11	D/D for part semi-permanent repairs: progress slow. Further D/D required for completion.
VEST	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.
SPHINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 10/11	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 11/10 E 14/10	Completed.
EMPIRE CATO	A 22/9 B 24/9 C 19/10	Repairs to rudder.	D 3/11 E 4/11	Awaiting D/D.
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Early November.	Propeller removed & being renewed at Taranto. Time req'd appx. 1 month. To undock while repairs are effected & redock to fit propeller.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive mach'y repairs following near miss by mine.	D 14/10 F 31/10	
MORAVA (Brindisi)	A 9/10 B 11/10 C 17/10	Routine D/D & minor repairs.	D)20/10 E)	

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TARANTO - 17.10.44.

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, skegg broken.	D 8/7 D 18/11 E 30/11	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.
SPRINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 10/11	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 11/10 E 14/10	Completed.
EMPIRE CATO	A 22/9 B 24/9 C 19/10	Repairs to rudder.	D 3/11 E 4/11	Awaiting D/D.
CETINA (Brindisi)	A 25/9	To dock for removal of propeller.	E Early November.	Propellor removed & being renewed at Taranto. Time req'd app. 1 month. To undock while repairs are effected & re-dock to fit propeller.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive machy repairs following near miss by mine.	D 14/10 F 31/10	
MORAVA (Brindisi)	A 9/10 B 11/10 C 13/10	Routine D/D & minor repairs.	D) 20/10 E)	
LJUBLJANA (Brindisi)	A 10/10 B 14/10 C 19/10	- do -	D 25/10 E 28/10	
EMPIRE RAVEN	A 8/10 B 9/10	Repairs to boilers & mountings & auxiliaries.	E 31/10	
MARIGOT (Brindisi)	A 7/10 B 8/10	Temporary repairs to collision damage for'd.	E 12/10	Completed.

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39C

Vessel	Initial Dates	Main Defects	Final Dates	Remarks

TARANTO (Cont'd).

KUPARI (Brindisi)	A 10/10 C 23/10	Defects not stated.	D 20/10 D 22/10	
JONATHAN WORTH	A 17/10 D 26/10 C 1/11	Grounding damage, Rudder stock thermal & rudder missing.	D 12/11 D 15/11	
CITTA DI ALESSANDRIA)	A 15/10 D 17/10	Defects not stated.	D 31/10	

Minor repairs since 10/10/44.

TARANTO:	FORT MILLVOYELL	BLAIRDEVON QUEEN.
	FORT ROSSITER	EMPIRE ADUR
	FORT PEMBINA	BENGLEN
	OSCAR ST. AUBS	SUTHERLAND
	SIMOUS	WORCESTERSHIRE
BRINDISI:	EMPIRE USK	JOHN SUM SALVORE.
	LUNGA	CASTELLO
	CORNELL	HERMORIAN
	RAI LEE	CANADIEN
	FORT PUPE	ILJESARA
	INGERMAN	SELLWOOD COURT.
BARI:	SHERWOOD FOREST	EMPIRE CANDIDA DANIEL H.
	EMPIRE CLUBB	RAYMOND T. BAKER
	NOTRE DAME	TERESEORA DE LARRINAGA.

EGYPT - Information from W.S.A. Navies - 19/10/44.

WHITAKER BEAUMONT	Put into Alexandria with broken crankshaft & boiler trouble. No further details available.

3301

CASABLANCA - Information from W.S.A. Navies - 16/10/44.

HOWARD GIBSON GEO. McKNIGHT	Collision and fire damage.	Put into Casablanca. Details not available.

MALTA - No report received.

JOHN ANDER A 17/10 Grounding damage. Bilges B 18/11
WORTH B 18/10 stock, keel & rudder B 19/11
C 1/11 finding.

CITTA DI A 15/10 Defects not stated. B 31/10
ALESSANDRIA) B 27/10

Minor repairs since 10/10/44.

TARANTO: DOW HALLVSTALL BRAINDEVON OMEGA.
TORR PROSPINER ENTIRE ADUR
PORT FUIT D'A ENGLOE
OSCAR DE-RUSS SUTHERLAND
SEVOUS WORCESTERSHIRE

BRINDISI: EMPIRE PEAK JOHN SEA SALVORE.
EMPIRE CASEMENT
CROWELL HINDOSTAN
MAI LEE CANTABRIA
PORT PINE ILLESARA.
ENGARTEN CHRISTOS COURT.

BARI: EMPIRE FOREST EMPIRE GUADIDA DARIEN II.
EMPIRE CRUSS RAIMOND G. BAKER
EMPIRE DACE TRINIDORA DE
LARRINAGA.

BIZERTE - Information from W.S.A. Navies - 19/10/44.

WILLIAM BEAUMONT Put into Bizerte with broken crankshaft & boiler trouble. No further details available.

3301

CASABLANCA - Information from W.S.A. Navies - 19/10/44.

HOWARD GIBSON)
GEO. McKNIGHT) Collision and fire damage. Put into Casablanca. Details not available.

MALTA - No report received.

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SECRET

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

17th October, 1944.

FRENCH VESSELS UNDER REPAIR.

ALGIERS. "CAP EL HANK". General repairs. Immobilisation anticipated about 2 months as from 16/9 subject to conditions.

"DJEBEL AURES". Various jobs (maintenance). Ready about 25th October.

ORAN. "PROCIDA". General repairs. Completion about 18/10. Completes at Casa.

"VENDOME". General repairs. Completion anticipated about 26th October.

CASABLANCA.

BIZERTA. "MEDIE II". Replacement of tube fasces. Various maintenance jobs. Should be ready about end of month.

"FORT DE FRANCE". Maintenance jobs according to availability of labour.

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

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D.M.W.T.R. NORTH AFRICA.
ALGIERS.
20th. October 1944.

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No. 30.

To: THE CHAIRMAN, MEDBO;

From: French Liaison, D.M.W.T.R.N.A.

FRENCH SHIPPING ALLOCATION COMMITTEE.

1.- PROGRAMME FOR COASTERS: Programme enclosed. Read and approved. The suggestion regarding the employment of the "LACYDON" put forward by the D.W.T.R. at the last meeting has been accepted and is in process of being carried out, viz: ALGIERS/BONE with cement. BONE/PALERMO with phosphates. PORTO EMPEDOCLE/TUNIS with sulphur.
The programme for the "AUG.IE BORGNE" has been amended so as to permit her to make 4 consecutive voyages TRIPOLI/BONE with barley.

2.- REPAIR COMMITTEE: Current week's list of bids etc. was sent earlier this week. It has been apparent that this list has not been reaching MEDBO in time for the appropriate week's repair meeting, and the French will endeavour to have same in the hands of D.M.W.T.R. N.A. on the Monday of each week for despatch to Naples the same day. Any amendments or addenda that may be necessary during the week will then be signalled to the Secretary of MEDBO. for attention. The new system will commence as from the 23rd. October 1944.

3.- "SIDI BRAHIM" & "GOUV. GEN. LEPINE": (see para. 3. No. 29)- The first vessel should leave ORAN on the 20th. for GIBRALTAR to embark refugees for CASABLANCA. Vessel will if necessary be demagnetised whilst at GIB. At CASABLANCA after disembarking the one lot of refugees, She will remain at the Allied authorities disposal for the transport of refugees to PHILLIPEVILLE for allied account.

The second vessel which had been placed at the disposal of the French authorities for the transport of refugees will not now carry out this programme. A number of refugees have already been despatched by rail. As a delay of at least a fortnight for the grouping of the remainder is expected the D.W.T. have informed the appropriate services that the vessel will be unable to carry out this programme, particularly as there is a possibility of the "G.G. LEPINE" and the "SIDI BRAHIM" being placed on the ALGERIA/SETE run in the near future, if negotiations between the Allied Governments and the French Govt. are successful.

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4.- "SHEEP "DJEBEL AURES"- (see para 4. No. 29.) Vessel will be ready at Algiers about the 25th. Oct. and will load for TUNIS and BIZERTA. She will be able to load about 4.000 for Naples, subject to the voyage not exceeding 48 hours. If it is anticipated that the voyage should take longer the number of sheep carried will have to be reduced. The request for the transport of 150 Italian P.O.T. has been withdrawn. From Naples vessel will proceed to CROTONE to embark 2.800 sheep for French account destined to AJACCIO.

[illegible] according to an agreement between

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The suggestion regarding the employment of the "LACYDON" put forward by the A.T.M. at the last meeting has been accepted and is in process of being carried out, viz: ALGIERS/BONE with cement. BONE/PALERMO with phosphates. PORTO EMPEDOCLE/TUNIS with sulphur.
The programme for the "ANG.LE BORGNE" has been amended so as to permit her to make 4 consecutive voyages TRIPOLI/SOUSSE with barley.

2.- REPAIR COMMITTEE: Current week's list of bids etc. was sent earlier this week. It has been apparent that this list has not been reaching MEDBO in time for the appropriate week's repair meeting, and the French will endeavour to have same in the hands of D.M.W.T.R. N.A. on the Monday of each week for despatch to Naples the same day. Any amendments or addenda that may be necessary during the week will then be signalled to the Secretary of MEDBO. for attention. The new system will commence as from the 23rd. October 1944.

3.- "SIDI BRAHIM" & "GOUV.GEN.LEPINE": (see para.3.No.29).- The first vessel should leave ORAN on the 20th. for GIBRALTAR to embark refugees for CASABLANCA. Vessel will if necessary be demagnetised whilst at GIB. At CASABLANCA after disembarking the one lot of refugees, She will remain at the Allied authorities disposal for the transport of refugees to PHILIPPEVILLE for allied account.
The second vessel which had been placed at the disposal of the French authorities for the transport of refugees will not now carry out this programme. A number of refugees have already been despatched by rail. As a delay of at least a fortnight for the grouping of the remainder is expected the D.M.M. have informed the appropriate services that the vessel will be unable to carry out this programme, particularly as there is a possibility of the "G.G.LEPINE" and the "SIDI BRAHIM" being placed on the ALGERIA/SETE run in the near future, if negotiations between the Allied Governments and the French Govt. are successful.

3299

4.- "SHEEP "DJEBEL AMES"- (see para 4.No.29.)Vessel will be ready at Algiers about the 25th. Oct. and will load for TUNIS and BIZERTA. She will be able to load about 4.000 for Naples, subject to the voyage not exceeding 48 hours. If it is anticipated that the voyage should take longer the number of sheep carried will have to be reduced. The request for the transport of 150 Italian P.O.W. has been withdrawn. From Naples vessel will proceed to CROTONE to embark 2.800 sheep for French account destined to AJACCIO.

5.- "FORFAIT". This vessel is now running according to an agreement between the Interallied Commissions of Corsica and Sicily. The D.M.M. are requesting their AJACCIO representative for details of her utilisation during August and September this year.

6.- "ATHOS II" & "TURRICOT"- In the case of the first of these vessels, owners ask that she may be despatched to an Algerian port so as to enable them to carry out partial crew reliefs. As regards the second the D.M.M. were asked to anticipate the necessity of providing a complete relief of crew, which would be carried out in an Italian port unless the proposal that she pass into these waters within the next 4/5 weeks was carried out.

.....6. -

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6. - "GRAIN, for TUNIS".- "AUG.LE BORGNE" is carrying out part of this programme. The "PARAME" is at the moment carrying a complete cargo of barley from TRIPOLI/TUNIS, then will return to TRIPOLI for a second voyage. In between voyages she will carry 10.000 empty drums from BIZERTA/SFAX. The transport of a second lot of 10.000 drums was asked for, but this was postponed until the programme of barley permits it.

Negotiations are under way concerning the shipment about end of October per the Italian vessel "ISONZO", actually at Casablanca of:

5.[illegible] Tons barley from Mazagan /PHILLIPEVILLE.
2,750 " " " " /TUNIS.

Approval of this proposal is awaited.

7.- FRENCH SEAMEN SIGNED ON AMERICAN ARTICLES TO COMPLEMENT AMERICAN CREWS.

In reply to a query from the U.S.A. representatives the D.M.M. gave an undertaking that should an American vessel need to complement her crew with Frenchmen at a N.A. port, there would be no objection on their part, to these men signing on American articles under the same monetary conditions as American seamen.

8. - STATISTICS- Tonnage carried by List "B" vessels.- At the request of the Allied representatives, the D.M.M. promised to supply a monthly statement showing the total tonnage carried by each List "B" vessel each month.

(sgd.) [illegible]. LT. R.N.
French Liaison.
A.F.H.Q. North Africa.

P.S. Addendum to para 3. Please add at commencement of first para, "SUBJECT TO THE APPROVAL OF G.9".

Amendment to para. 6: Second sentence, 2nd.line. please read. "The PARAME is about to carry a complete cargo.....",

F.F.L.B.

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POSITION LIST OF ITALIAN ETC. VESSELS.

VESSEL	FLAG.	TYPE.	SIZE.	SPEED	SPECIAL FEATURES.	A/C	OPERATED.	MED
HOSPITAL SHIPS.			G.R.T.					
PRINCIPESSA GIOVANNA	Br.	s.s.	8955	13	oil fuel	P.S.T.O.	8.2.44.	
TOSCANO	Br.	"	9442	12	8/10/1943-13/12/1943 MEDBO.	P.S.T.O.	8.2.44.	
GERUSALEMME			8051					
SORRENTO	It.	m.v.	243	-	resque 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.	17.3.44.	
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.26.10.43	
CITTA' DI BARI	It.	m.v.	3339		taken by 15th Army			
EOLO	It.	s.s.	704		2 dks, ferrying troops	Br.	P.S.T.O. 30.9.4	
GALLURA	It.	s.s.	261			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.		
LOUBLJANA	Y-S.	s.s.	986		Chgd.flag 15.II.43.	Y-S.		
MESSINA	It.	m.v.	1343	8	ferry A/c Rlygs.	Rlygs.	26.10.43.	
PARTENOPE	It.	s.s.	1650	8	tender			
PIEMONTE	It.	s.s.	5209	14	Ex."Minnedoca"			
POLA	It.	m.v.	451		ferrying troops	Br.P.	S.T.O. 2.9.43	
RAMPINO	It.		301		cable ship		R.N.	

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SECRET.

POSITION LIST OF ITALIAN ETC. VESSELS.

No. 9. 15 OCTOBER, 1944.

FLAG.	TYPE.	SIZE G.R.T.	SPEED	SPECIAL FEATURES.	A/S C2 OPERATED. MEDBO.	EMPLOYMENT.
Br.	s.s.	8955	13	oil fuel	P.S.T.O. 8.2.44.	Operating Adriatic.
Br.	"	9442	12	8/10/1943-13/12/1943 MEDBO.	P.S.T.O. 8.2.44.	" " .
		8051				Left L.Marques 8.4.44.
It.	m.v.	243	-	resque craft		At Taranto.
It.	s.s.	8289				Sunk Tripoli.
						In use by Army.
It.	m.v.	391		ferry	Army.	At Naples to Tripoli.
It.	s.s.	3706	9	30 pass. 3000 cargo	Br.P.S.T.O. 24.10.43.	At Naples.
It	s.s.	5014	9	524 pass.	P.S.T.O 3.11.43.	Acc.vessel for Partisans.
Y-S.	s.s.	344	8	220 pass. 100 cargo	Y-S.	R.I.N. Aux. sunk Bari.
It.	m.v.	1975	14	about 500 pass.	26.10.43.	2.12.43.
It.	s.s.	3702	7	62 pass.	Br.P.S.T.O. 17.3.44.	At Naples for Algiers.
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.	At Taranto.
It.	m.v.	3339		taken by 15th Army		Sunk Tripoli.
It.	s.s.	704		2 dks, ferrying troops	Br. P.S.T.O. 30.9.43.	In Midle East.
It.	s.s.	261			R.I.N.	Maddalena-Palau service.
It.	s.s.	491			R.I.N.	At Naples Drydock.
Y-S.	s.s.	480		Chid Flag 17.10.43.	Y-S.	Deld to Royalist Malta 21.1.44.
						Sunk Palermo.
It.	m.v.	405		Tender		At Bari.
It.	s.s.	391		Pilot Boat	R.I.N.	Used by Ports since
Y-S.	s.s.	986		Chgd.flag 15.11.43.	Y-S.	23.10.43.
It.	m.v.	1343	8	ferry a/c Rlygs.	Rlygs. 26.10.43.	Sycily-Italy Service.
It.	s.s.	1650	8	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 MED
SATURNIA	It.	m.v.	24430	17	Trooping		US W.S.A.	le
SERIN	Y-S.	s.s.	982	11	Storeship		Br. M.W.T.	
VILLE D'AJACCIO	Fr.	m.v.	2444		Naval Aux.		Fr. French	
TANKERS.								
ARCOLA	It.	s.s.	6348					
ETERNO	It.	s.s.	140	6				
ANNARELLO	It.	m.v.	10182	8	Twin screw			26.IO.43
CASSALA	It.	s.s.	2700	11	Oil fuel			19.IO.43
CESCO	It.	s.s.	10000	11	" "			
[illegible]	It.	[illegible]	[illegible]					
EDRA	It.	s.s.	8000	IO	Oil fuel			
FRIGIDO	It.		200					
FULCOR	It.	m.v.	9000				M.W.T.	
IDRIA	It.	m.v.	200					
ISTRIA	It.	s.s.	2000	IO				
KORCULA	Y-S	s.s.	250		Chgd flag 15.11.43.	At Brindisi.		
LAVORO	It.	m.s.	3000			M.W.T.		
LETE I	It.	s.s.	750	8½				
METAURO.	It.		300					
NARENTA	It.	m.v.	625					
NETTUNO	It.	s.s.	7000	9½	Oil fuel-twin screw			11.11.43
OLTERRA	It.	s.s.	8000					
PO	It.		3300	11				
Poza rica	It.	m.v.	1190	9				20.IO.43
PRO PATRIA	It.		1700					
PROMETEO	It.	s.s.	850	9	Oil fuel			
RONDINE	It.	m.v.	8600	8	Twin screw Left Taranto intow 25/7 Loading			
ROSA M.	It.	m.v.	250	8	On T/C	Tome Charter T/Ch.	30.11.43.	
St. BERNARDETTE	Fr.	s.s.	2500					
SESIA	It.	m.v.	750	8				
SITNITZA	Y-S.	s.s.	200					
STURIA	It.	m.v.	900					

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FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c	SERVICE TO MEDBD.	EMPLOYMENT.
It.	m.v.	24430	17	Trooping		US W.S.A. left	Taranto Outside Medit. 14/
Y-S.	s.s.	982	11	Storeship		Br. M.W.T. –	Stationed Bizerte/10/43.
Fr.	m.v.	2444		Naval Aux.		Fr. French –	On Corsica traffic.
It.	s.s.	6348				–	Allocated Freetown.
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. A-
I-.	---.	[illegible]					Naples 29/6. towed her
							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.
F-S	s.s.	250		Chgd flag 15.11.43.	At Brindisi.		
It.	m.s.	3000			M.W.T.	–	Left Gibraltar for U.S.A.
It.	s.s.	750	8½			–	At Taranto harbour fueller.
It.		200				–	At Heel-waterbo t.
It.	m.v.	625				–	Sunk Trapani.
It.	s.s.	7000	9½	Oil fuel-twin screw		11.11.43.	Heel ports.
It.	s.s.	8000				–	At Gibraltar L.A.S.F.
It.		3300	11			–	At Augusta waterboat.
It.	m.v.	1190	9			20.10.43.	Left Oran for U.S.A.
It.		1700				–	At Tripoli waterboat.
It.	s.s.	850	9	Oil fuel		–	At Civitavecchia.
It.	m.v.	8600	8	Twin screw Left Taranto intow 25/7 Loading		–	At Maddalena. Oil fueller.
It.	m.v.	250	8	On T/C	Tome Charter 30.11.43.	–	At Bari-harbour fueller.
Fr.	s.s.	2500			T/Ch.	–	Towed to Taranto.
It.	m.v.	750	8			–	At Naples waterboat.
Y-S.	s.s.	200				–	At Heel-waterboat.
It.	m.v.	900				–	" " "

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CONTINUED

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c	SERVICE TO MEDIC
TAIGETE	It.	s.s.	4672				
BASENTO	It.	s.s.	100				
TARVISIO	It.	s.s.	8200	8	Oil fuel		4.12.43.
TIRSO	It.		550	8			
UGO FIORELLI	It.	m.v.	2000	10			26.10.43.
ULJERSARA	Y-S.		600				
URANO	It.	m.v.	8200	9	Twin screw		
USTICA	It.		500			U.S.N.	1.8.43.
VITTORIO ZANIBONI	It.	m.v.	2116	11			11.11.43.
MYNCIO	It.	m.v.	375	9			11.11.43.
CARGO VESSELS.							
AGOSTINO BERTANI	It.	m.v.	11000		Used by R.N. as hulk		
ACYLIA	It.	s.s.	354	8	Refrig. 80 tons.	Y-S	P.S.T.O. 2.10.43.
ALBISOLA	It.	s.s.	8000	7			P.S.T.O.
ANDALUSIA	It.	s.s.	4499				
ANDREA CONTARINI	It.	s.s.	1800	8			P.S.T.O. 8.8.44.
ANDREA GRITTI	It.	m.v.	10923	13			M.W.T. 26/10/43.
ANNA CAPANO	It.	s.s.	1800	6		Br.	R.N. 7.10.43.
APOLLO	It.	s.s.	5200				
APUANIA	It.	s.s.	275	8	Refrig. 80 tons		U.S.P.S.T.O. 2.10.43.
ASIA	It.	m.v.	1200				17.11.43. P.S.T.O.
ASSUNZIONE	It.	s.s.	7000				
BARI	It.	s.s.	8000		Ex. French "Equatum" ex. GK "Tassis"		
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. Chandria"		
CERCA	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 MEDRO	EMPLOYMENT.
It.	s.s.	4672					- At Gibraltar repairing.
It.	s.s.	100					- At Heel-waterboat.
It.	s.s.	8200	8	Oil fuel		4.12.43.	- Palermo-Ajaccio-Marseille
It.		550	8				- At Naples-waterboats.
It.	m.v.	2000	10			26.10.43.	- At Bizerte.
Y-S.		600					- At Taranto.
It.	m.v.	8200	9	Twin screw			- At Taranto L.A.S.F.
It.		500			U.S.N.	1.8.43.	- At Palermo waterboat.
It.	m.v.	2116	11			11.11.43.	- Shuttling Adriatic.
It.	m.v.	375	9			11.11.43.	- At Augusta-waterboat.
It.	m.v.	11000		Used by R.N. as hulk			- At Tripoli sunk.
It.	s.s.	354	8	Refrig. 80 tons.	Y-S	P.S.T.O. 2.10.43.	-Arrd.Naples 14/9.in Dry-dock 13/10.
It.	s.s.	8000	7			P.S.T.O.	- Arrd.Taranto 11.3.44.requires repairs about 5 months,now used coal depo-
It.	s.s.	4499					- At Taranto. sit.
It.	s.s.	1800	8			P.S.T.O. 8.8.44.	- At Naples to P.Vecchio-
It.	m.v.	10923	13			M.W.T. 26/10/43.	-At Naples. Cagliari.
It.	s.s.	1800	6		Br.	R.N. 7.10.43.	-Repalacing"Blairesk"At Naples.
It.	s.s.	5200					- Raised "anfredonia now Taranto L.A.S.F.
It.	s.s.	275	8	Refrig. 80 tons		U.S.P.S.T.O. 2.10.43.	- Sardinia.
It.	m.v.	1200				17.11.43. P.S.T.O.	- Bone/Naples.
It.	s.s.	7000					- At Taranto L.A.S.F.
It.	s.s.	8000		Ex. French"Equatum" ex. GK"Tasis"			- Sunk Naples.
It.	m.v.	9000					- At Tripoli-half ship.
GK.	s.s.	180	6	Chgd.Gr.Flag Brindisi 18.3.44.			
Fr.	s.s.	4200					- Sunk at Cagliari.
It.	s.s.	5700					- Loading part cargo Cagliari for Castellamare.
It.	s.s.	9000		ex. Fr. "St.Main" ex. GK."A.Chandris"			- Sunk Naples.
It.	s.s.	8640					- Arrd. Taranto 31/8.
It.	s.s.	8460		ex. Fr. "Arizona"			- Sunk Palermo.

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CONTINUED

VESSEL	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c.	SERVICE TO
COMMERCIO	It.	s.s.	1200				
COSTANTE C.	It.	s.s.	1000			Br.	P.S.T.O.4.IO
COSTANZA F.	It.	m.v.	310		Reported shartered Allied 28.1.44.	Br.	R.F.A.
COR JESU	It.	s.s.	6500				
DURAC	Y-S.	s.s.	4880		Chad Flag Taranto 8.11.43.		
EDERA	It.	s.s.	8500	8	2 Dks. Left Gibraltar 5/4		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.IO
FANNY BRUNNER	It.	s.s.	3480	7	2 Dks.	U.S. P.S.T.O. 21.IO.	
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	It.	m.v.	1500	10	refrig.360 tons.	U.S. P.S.T.O. 14.IO.4	
GENEPESCA II	It.	m.v.	1500		" " "		
GIANPAOLO	It.	s.s.	500	5½		Br. R.F.A. 23.IO.43	
GIACOMO G.	It.	s.s.	7800				
GIOVANNI BATTISTA	It.		9000		ex. " Br. "		
GIULIA	It.	m.v.	9000		refrig.		
GOGGAM	It.	s.s.	2945				
HERMADA	It.	s.s.	7300				
IMPERATORE	It.	m.v.	1800		Oil fuel	U.S. P.S.T.O. 23.4.44	
ISONZO	It.	s.s.	5440				
ITU	It.	s.s.	2350	8			2.II.4
CAPU	It.				ex. Fr. " Osuro "		
LANGANO	It.	s.s.	1860	8			P.S.T.O.

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	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c.	SERVICE TO WEDBO.	EMPLOYMENT.
	s.s.	1200					– Sunk Cagliari.
	s.s.	1000			Br.	P.S.T.O.4.10.43	– At Naples for Crotone-Cagliari.
	m.v.	310		Reported shartered Allied 28.1.44.	Br.	R.F.A.	– Storeship.
	s.s.	6500					– Sunk Sardinia.
	s.s.	4880		Chad Flag Taranto 8.11.43.			– At Taranto damaged.
S.	s.s.	8500	8	2 DKs. Left Gibraltar 5/4		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	– At Taranto to Heel load for ancona.
	s.s.	3480	7	2 Dks.	U.S. P.S.T.O. 21.10.43.		– Corsica Sardinia trade.
	s.s.	3450	8	Ex. Gk. " Elise "	Br. P.S.T.O.		– Changed Flag "alta 8.4.44.
	m.v.	7000		ex. It. " Belluno "			– Bizerte repairing.
	s.s.	8500					– Gibraltar entered Dry-Dock.
S	s.s.	623		ex. " Airone "	Y-S		– To Partisano 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-Sardinia service.
	m.v.	1500		" " "			– Left Naples 10.10.
	s.s.	500	5½		Br. R.F.A. 23.10.43.		– Sunk ari L.A.S.F.
	s.s.	7800					– Allocated RN.
		9000		ex. " Br. "			– Being raised alermo.
	m.v.	9000		refrig.			– At Tripoli blockship.
	s.s.	2945					– Sunk Tripoli-used as RN hulk.
	s.s.	7300					– At ari used as Blockship.
	m.v.	1800		Oil fuel	U.S. P.S.T.O. 23.4.44.		– Raised Manfredonia.
	s.s.	5440					– anfredonia-Gallipoli.
	s.s.	2350	8				– At asablanca repairing.
				ex. Fr. " Osuro "		2.11.43.	– At atanis for Reggio.
	s.s.	1860	8			P.S.T.O.	– Sunk Trapani 17/4/43.
							– Bone to Ancona.

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CONTINUED.

VESSEL	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	2426 W/c.	SERVICE TO MEDBO.
LUANA	It.	s.s.	1800				
LUIGI MAZZA	It.	s.s.	7000			P.	P.S.T.O. 1.10.43.
LUCRINO	It.	s.s.	8900	7			
LUCIA C.	It.	s.s.	8000	8	Left Gika 1.5.44.	Br.	P.S.T.O.
MACERATA	It.	s.s.			ex. Fr. " Lacydon "	U.S.	P.S.T.O. 27.I.44.
MADDALONI	It.	m.v.	2500		ex. Fr. "Pierre Glaude "		
MARCO FOSCARINI	It.	m.v.	9000				
MAROCCHINO	Gr.	s.s.	1800				
MARCO	Fr.	s.s.	4000		ex. " Lucera "	Fr.	French.
MISENO	It.	s.s.	1800				
MODENA	It.	s.s.	5000		ex. Fr. " Bougaroni "		
MODICA	It.	s.s.	5000		ex. Fr. " Maurice Dalras"		
MONDOVI	It.	s.s.	550		ex. Fr. " Saint Brieuc "		
MONTEBELLO	It.	s.s.	772	6		M.W.T.	4.10.43.
MONTE CUCCO	It.	s.s.	650	13	Reading craft type	R.N.	2.11.43.
MONTE GRAPPA	It.	s.s.	650	13	" " "	R.N.	11.11.43.
MOTIA	It.	s.s.	2730	9		U.S.	P.S.T.O. 8.12.43.
NIRVO	It.	s.s.	8000				
ORATA	It.	s.s.	12000				W.S.A. 15.11.43.
PALLADE	It.	s.s.	[illegible]39	8			
PELAGOSA	It.	s.s.	900	6			
PERTUSOLA	It.	s.s.	2500	6½	Left Cagliari 16/1/44		P.S.T.O.
PAOLO	It.	s.s.	7000				
Pertenico	It.	s.s.	8000		ex. Fr. " Themoen"		
					ex. It. " Todi "		
RABELAIS	It.	s.s.	8350				
RESUSCITO	It.	s.s.	1500			Bs.	P.S.T.O. 4.10.43.
RINUCCI	It.	s.s.	1750				
RIV	It.	m.v.	10000			Struck	P.S.T.O. 9.10.43.
RUBICONE	It.	s.s.	8000		Left Loro 1.10.43. Mine off Tripoli Jan 44		M.E. MEDBO
SANDRINA	It.	s.s.	1100	8½			
SAN RITA	It.	s.s.	9000				

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FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	W/c.	SERVICE TO MEDBO.	EMPLOYMENT.
It.	s.s.	1800				-	At Taranto L.A.S.F.
It.	s.s.	7000				-	Sunk Sardinia.
It.	s.s.	8900	7			P.S.T.O.1.10.43. -	Mine damage sunk Cagliari
It.	s.s.	8000	8	Left Gika 1.5.44.	Br.	P.S.T.O. -	Portsaid 6.10 Leghorn. ETL.
It.	s.s.			ex. Fr. " Lacydon "	U.S.	P.S.T.O.27.1.44.-	Chgd.Flag Algiers 13.7.44.
It.	m.v.	2500		ex. Fr. "Pierre Glaude "		-	Sunk Castellammare.
It.	m.v.	9000				-	Sunk Tripoli.
Gr.	s.s.	1800				-	Sunk Tripoli.
Fr.	s.s.	4000		ex. " Lucera "	Fr.	French. -	On " B " List.
It.	s.s.	1800				-	At Taranto L.A.S.F.
It.	s.s.	5000		ex. Fr. " Bougaroni "		-	Raised palermo L.A.S.F.
It.	s.s.	5000		ex. Fr. " Maurice Dalras"		-	Sunk Naples.
It.	s.s.	550		ex. Fr. " Saint Brieg "		-	Sunk Palermo 23.3.43.
It.	s.s.	772	6		M.W.T.	4.10.43.	Sunk at Pantelleria.
It.	s.s.	650	13	Reading craft type	R.N.	2.11.43-	At Tania.
It.	s.s.	650	13	" " "	R.N.	11.11.43-	Store carriers at Malta.
It.	s.s.	2730	9		U.S.	P.S.T.O. 8.12.43.-	Heel to load for Ancona.
It.	s.s.	8000				-	Refloated Olbia.
It.	s.s.	12000				-	At Taranto.
It.	s.s.	939	8			V.S.A. 15.11.43-	Sardinia-Corsica trade.
It.	s.s.	900	6				-Cagliari 7/10 traded for Bari.
It.	s.s.	2500	6½	Left Cagliari 16/1/4		P.S.T.O.	-At Taranto repairing.
It.	s.s.	7000					- Raised Cagliari.
It.	s.s.	8000		ex. Fr. " Tlemcen"			- Sunk Catania fraised & beached.
It.	s.s.	8350		ex. It. " Lodi "			- At Palermo - salvable?
It.	s.s.	1500					- At Brindisi L.A.S.F.
It.	s.s.	1750			Bs.	P.S.T.O. 4.10.43.	- At Civitavecchia.
It.	m.v.	10000					-At Tripoli only half ship.
It.	s.s.	8000		Left Loro 1.10.43. Mine off Tripoli Jan.44	Struck	P.S.T.O. 9.10.43. M.E. MEDBO	- Owing to condition not in employment.
It.	s.s.	1100	8½				-Recovery ship now Algiers.
It.	s.s.	9000					- Sunk Cagliari.

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CONTINUED.

VESSEL.	FLAG.	TYPE.	SIZE	SPEED.	SPECIAL FEATURES.	A/c.	SERVICE TO MEDBO
SALVORE	It.	m.v.	2550	8		U.S.	P.S.T.O. 31.10.43
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 Dbs..	U.S.	W.S.A. 25.3.44
SFINGE	It.	s.s.	8000		Left S.Antioco with 4000 tons coal for Gallipoli 20.4.44. 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		Refrigitor about 275 ex. Fr. " Lamarsa"		P.S.T.O. 15.9.44.
TIVOLI	It.	s.s.	2300				
TRITON MARIS	It.	s.s.	2336	8½			P.W.B.29.12.43.
ULISSE	It.	s.s.	3800	6½			P.S.T.O. 23.10.4
VIOLETTE	It.	s.s.	500				
VOLODDA	It.	s.s.	8500		Acting Bari - fuelling berth		11.5.44

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LG.	TYPE.	SIZE	SPEED.	SPECIAL FEATURES.	A/c.	SERVICE TO MEDBO.	EMPLOYMENT.
t.	m.v.	2550	8		U.S.	P.S.T.O. 31.10.43	- Brindisi for Ancona.
t.	s.s.	1700		Left Cagliari 29.5.43. to Antioco.Arrd. Taranto 7.7.44.		P.S.T.O.	- At Taranto in Drydock.
						R.I.N.	- Deld.Italians 3.7.44.
t.	s.s.	1400	5½				
t.	m.v.	10000	10	2 Dks..	U.S.	W.S.A. 25.3.44	- Oran to Naples.
t.	s.s.	8000		Left S.Antioco with 4000 tons coal for Gallipoli 20.4.44. Arrd. Taranto 24.5.44			- At Taranto repairing.
t.	s.s.	6000					- Sunk Naples.
t.	s.s.	7000					- " "
t.	s.s.	9000					- " Tripoli.
-S	s.s.	1200				Y-S 8.10.43.	- Trading for Partisans.
t.	s.s.	5189		Refrigritor about 275		P.S.T.O. 15.9.44	- At Transto.
t.	s.s.	2300		ex. Fr. " Lamarsa"			- Sunk Naples.
t.	s.s.	2336	8½			P.W.B. 29.12.43	- Special service at Taranto.
t.	s.s.	3800	6½			P.S.T.O. 23.10.43	- Algiers for Leghorn.
t.	s.s.	500					- At Naples in drydock.
t.	s.s.	8500		Acting Bari - fuelling berth		11.5.43	

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Hospital Ship	Outside Mediterranean.	3.	8052	GRT.
Passenger Type	ditto	2.	24470	"
Tankers	ditto	3.	32830	D.W.T.
Cargo ships	ditto	2.	20323	D.W.T.

3265

Vessels inside Mediterranean.

Hospital	2.	18397	GRT.
Passenger Type	8.	17719	GRT.
Tankers	7.	38348	D.W.T.
Cargo	11.	28690	D.W.T.
P.W.B.	1.	2335	D.W.T.
R.N.	3.	3100	D.W.T.
R.F.A.	2.	810	D.W.T.
Refrigerator	2. abt	160	tons meat
Ditto	1. "	400	tons meat & abt
Blockship Bari	1.	2945	D.W.T.
Special service Jetty	8.	12350	D.W.T.(One-Ten
Raised Manfredonia	3.	7300	D.W.T.
At Casablanca	1.	8580	D.W.T.
At Bari oil-fueller berth	1.	8500	D.W.T.
At Gibraltar	5.	44640	D.W.T.
Ditto	2. Tankers	17000	D.W.T.
At Taranto awaiting repairs	7.	35500	D.W.T.
Ditto	2. Tankers	16200	D.W.T.
At Sardinia awaiting repairs	3.	20700	D.W.T.

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terranean.	3.	8052	GRT.
o	2.	24470	"
o	3.	32830	D.W.T.
o	2.	20323	D.W.T.

an.

	2.	18397	GRT.
	8.	17719	GRT.
	7.	38348	D.W.T.
	11.	28690	D.W.T.
	1.	2335	D.W.T.
	3.	3100	D.W.T.
	2.	810	D.W.T.
	2.	abt 160	tons meat
	1.	" 400	tons meat & abt 700 tons stores.
	1.	2945	D.W.T.
	1.	12350	D.W.T.(One-Tenker 10.000 DWT).
	3.	7300	D.W.T.
	1.	8580	D.W.T.
	1.	8500	D.W.T.
	5.	44640	D.W.T.
rs	2. Tankers	17000	D.W.T.
	7.	15500	D.W.T.
irs	2. Tankers	16200	D.W.T.
	3.	20700	D.W.T.

37

SECRET

ALLIED FORCE HEADQUARTERS

Subject:- G-4 (OV & TN) WEEKLY REPORT TO M.E.D.U.S. ON CIVIL SUBS.

G-4(OV & TN) 5/41 DM

Oct 44.

Tel: FREEDOM 443.

32. CEREALS, CENTRAL

Att to this report are schedules of the wheat programmes up to end of Dec as at 22 Oct.

Appendix "A" shows S. FRANCE and N. AFRICA.
Appendix "B" " ITALY.
Appendix "C" " BALKANS.

Details of the ships summarised therein are given below :-

(a) ITALY, Oct (See Appendix "B")

SHIP	CONVOY ETA	ETA AUGUSTA	DRAFT	BAGGED WHEAT	BULK WHEAT	BAGGED BARLEY	FROM	TO
STAG PARK (i)				7593			AUSTRALIA	
WATER PARK	MKS 65	22 Oct	25'9"	1587	7771		"	BARI
JACOB BIJSFIELD	MKS 67	11 Nov	27'0"	1711	7752		"	
SARNETH	MKS [illegible]	Arr'd 15 Oct	26'6"			7761	IRAQ	NAPLES
BENJAMIN FOWLE		Arr'd 19 Oct				4473	IRAQ	" "
				(to complete)		3000	IRAQ	BRINDISI
JOHN HANCOCK	MKS 66	1 Nov				6855	IRAQ	BRINDISI
SAWASH	MKS 64	12 Oct		0278 (ii)			IRAQ	LEGHORN
FORT STACEK	GUS 59	17 Oct		2530 (ii)			IRAQ	ANCONA
FORT MICHELEAU	GUS 55	17 Oct		1000 (ii)			IRAQ	LEGHORN
To be called from MIDEAST	GUS 58 - MKS 68	16 Nov 21 Nov		2200 (ii)			IRAQ	ANCONA

	Programme		Requirement 3294	
Totals	10095	Bagged wheat		
	15505	Bulk wheat		
	26399	Total wheat	26400	Wheat
	14000	Flour	14000	Flour
	22014	Barley	20000	Barley

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32. CEREALS, GENERAL

Attd to this report are schedules of the wheat programmes up to end of Dec as at 22 Oct.

Appendix "A" shows S. FRANCE and N. AFRICA.
Appendix "B" " ITALY.
Appendix "C" " GREECE.

Details of the ships summarised therein are given below :-

(a) ITALY, Oct (See Appendix "D")

SHIP	OCEANOY ETA.	ETA AUGUSTA	DRAFT	TONNAGE M.T.	BULK WHEAT	AGGD CARGO	FROM	TO
STAR OF HOPE (i)				7698			AUSTRALIA	
NATHAN HALE	MKS 65	22 Oct	25'9"	1687	7771		"	BARI
JACOB BRADFIELD	MKS 67	11 Nov	27'0"	1711	7752		"	
KENNETH	MKS	Arr'd 15 Oct	26'6"			7761	IRAQ	NAPLES
BENJAMIN ROMER		Arr'd 19 Oct				[illegible]	IRAQ	" "
				(to complete)		3[illegible]	IRAQ	BRINDISI
JOHN HANSON	MKS 66	1 Nov				6095	IRAQ	BRINDISI
SAMASH	MKS 64	12 Oct		8270 (ii)			"	LEGHORN
ROBT SLAGER	GUS 53	17 Oct		2500 (ii)			"	ANCONA
FORT MICHILLU	GUS 55	17 Oct		1000 (ii)			"	LEGHORN
To be called from MED.ST	GUS 50 - MKS 63	16 Nov 21 Nov		2200 (ii)			"	ANCONA

	Programme		Requirement 3294	
Totals	10096	Bagged wheat		
	15503	Bulk wheat		
	25599	Total wheat	25400	Wheat
	14006	Flour	14000	Flour
	22016	Barley	20000	Barley
	62425	Total Cereals	60400	Total Cereals

(i) At FREMANTLE with engine defects. Not expected to sail before 3 Nov.

(ii) Bagged Flour.

/Contd .. sheet 2.....

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(b) [illegible] (See Appendix "B")

27000 Wheat ex ME in convoys MKS 66 to GUS 59 incl.
20000 Barley ex [illegible]
20000 Flour ex [illegible] as under :-

SHIP	ETA ADEN	Draft at SUEZ	Tons Flour.
[illegible]	25 Oct	24'6"	8800
[illegible]	26 Oct	24'6"	7630
Balance from MIDDLE ST			3570
			20000

(c) S. FRANCE

(i) 45249 flour ex USA (See Appendix "A")
15 Aug - 15 Oct

SHIP	Bagged Flour	Convoy	Remarks
15 Aug - 15 Oct			
E. MARVIN CRAWFORD	5563	UGS 49	
WM. TENDER	5772	UGS 49	
BENJAMIN RUSH	5244	UGS 51	
CRAWFORD.W.KING	5491	UGS 51	
GEORGE KEMP	5976	UGS 52	
THOMAS W. HYDE	2191	UGS 53	
ARTHUR J. TYNER	5103	UGS 553	
JONATHAN BLAIR	4965	UGS 56	
JOHN HOWARD	4444	UGS 57	
	45249		

(ii) 46000 wheat ex MEDEAST to S. FRANCE 16 Oct to 30 Nov.

SHIP	Tons Bagged wheat	Convoy	
FORT CLATSOP	7927	GUS 55	
RICHARD STOCKTON	7606	MKS 65	
FORT GASPEREAU	7500	GUS 56	

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AFGHANISTAN	25 Oct	24'3"	8000
DOSEWOOD	26 Oct	24'6"	7630
Balance from HUDDART			5570 20000

(c) S. FRANCE

(i) 45249 Flour ex USA. (See Appendix "A")
15 Aug - 15 Oct

SHIP	Bagged Flour	Convoy	Remarks
15 Aug - 15 Oct E. NIXON CRAWFORD	5363	UGS 49	
WM. CRANDER	5772	UGS 49	
BENJAMIN RUSH	5244	UGS 51	
CRAWFORD.W.D.ING	5491	UGS 51	
GEORGE HENRY	5976	UGS 52	
THOMAS W. HYDE	2191	UGS 53	
ARTHUR G. TAYLOR	5185	UGS 55B	
JONATHAN BLAIR	4965	UGS 55	
JOHN HOWLAND	4444	UGS 57	
	45249		

(ii) 46000 wheat ex HUDDART to S. FRANCE 16 Oct to 30 Nov.

SHIP	Tons Bagged wheat	Convoy	
FORT OLAUSOP	7927	GUS 55	
RICHARD STOCKTON	7606	HXS 65	
FORT CASPERAU	7500	GUS 56	
and further nominations to HXS 68 inclusive.			

33. CHANNEL ISLES

UNRRA has requested confirmation of SHAEF that the policy is to provide a 300 grams bread ration immediately. This policy cannot be met without increased imports. Depending on the liberation of Northern ITALY, this would mean a monthly programme for the whole of ITALY estimated at 165000 tons from Jan to Jun 45 inclusive, or beginning Dec if possible.

An alternative would be effected by using existing stocks, together with imports under the existing programme. The effect of this plan would be to exhaust the assessed grain by 1 Mar if inland tpt could

/Cont... sheet 3 .....

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SECRET

deal with it. Such a procedure could only be carried out against an absolute guarantee that stocks so used will be replaced in full to allow the 300 grams ration to be continued until the next harvest season.

34. SPANISH MERCHANT SHIPS TO ITALY.

The Ministry of Production has enquired whether SPANISH ships may proceed to ITALIAN ports with cargo of 10,000 tons of wheat for NAPLES in discharge of a balance made by ITALY to SPAIN in 1939. Permission has been given for the vessels to sail to NAPLES provided seven days' notice of sailing is given.

35. CIVIL SUPS MARSEILLES

Ref para 18, DELTA BASE has now confirmed that 35000 tons bulk and 3000 bagged wheat can be handled each 10 day period commencing 1 Dec.

36. LEAD ZINC MINES JUGOSLAVIA.

The Ministry of Production regard it of urgent importance to ascertain the present condition of three lead zinc mines in JUGOSLAVIA. and if not capable of full production, to report what machinery should be supplied or what other steps are necessary to make them so. As lead and zinc will be wanted urgently in EUROPE for rehabilitation and supplies of concentrates from elsewhere are not likely to be available, A.F.H.Q. has been requested to submit the earliest possible report.

37. PYRITES.

Ref para 4 of Report No. 1 dated 10 Sep.

(a) Port

The port of shipment is PORTIGLIONE. Ore is carried 1½ kms by overhead cable at the rate of 150 tons per hr. GERMAN forces have placed a boom from N. to E. of the coaster berth leaving the sea side open. The bay and anchorage approaches are probably mined. The local Southerly wind is considered dangerous.

3292

(b) Facilities.

A collection hopper on the hillside at the water's edge, capacity 24,000 tons of ore, is at present holding 15,000 tons. A further 20,000 tons at present held at SCARLINO sta can be sent to PORTIGLIONE by cable buckets.

(c) Method of loading

(i) Coasters (capacity 1500-2000 tons) are lie alongside

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The Ministry of Production has enquired whether [illegible] ships may proceed to [illegible] ports with cargo of 10,000 tons of wheat for [illegible] in discharge of a balance made by [illegible] to SPAIN in 1939. Permission has been given for the vessels to sail to [illegible] provided seven days' notice of sailing is given.

35. CIVIL SUB-LANDFILLS

Ref para 18, [illegible] has now confirmed that 35000 tons bulk and 5000 bagged wheat can be handled each 10 day period commencing 1 Dec.

36. LEAD ZINC MINES JUGOSLAVIA.

The Ministry of Production regard it of urgent importance to ascertain the present condition of three lead zinc mines in JUGOSLAVIA. and if not capable of full production, to report what machinery should be supplied or what other steps are necessary to make them so. As lead and zinc will be wanted urgently in EUROPE for rehabilitation and supplies of concentrates from elsewhere are not likely to be available, [illegible].E.C.S. has been requested to submit the earliest possible report.

37. PYRITES.

Ref para 4 of Report No. 1 dated 10 Sep.

(a) Port

The port of shipment is PORTIGLIONE. Ore is carried 14 kms by overhead cable at the rate of 150 tons per hr. GERMAN forces have placed a boom from N. to E. of the coaster berth leaving the sea side open. The bay and anchorage approaches are probably mined. The local Southerly wind is considered dangerous.

3292

(b) Facilities.

A collection hopper on the hillside at the water's edge, capacity 24,000 tons of ore, is at present holding 15,000 tons. A further 20,000 tons at present held at SMARLINO sta can be sent to PORTIGLIONE by cable buckets.

(c) Method of loading

(i) Coasters (capacity 1500-2000 tons) are lie alongside the Dolphin, depth of water 18 ft, with 2 stern mooring ropes to shore, two fwd mooring ropes to buoys (two days notice necessary to lay) plus ship's anchor ahead. The dolphin carries endless cable complete with 15 cwt capacity tipping buckets which tip ore into a small hopper on the Dolphin and feed into one hold of the coaster through an adjustable feed spout. The main storage hopper on shore has 18 hand controlled feeds, 9 of which are capable of keeping sufficient flow of ore to equal the 150 tons per hr from the mine. This permits adequate reserve in the hopper to ensure the ship's figure being maintained in the event of a breakdown inland.

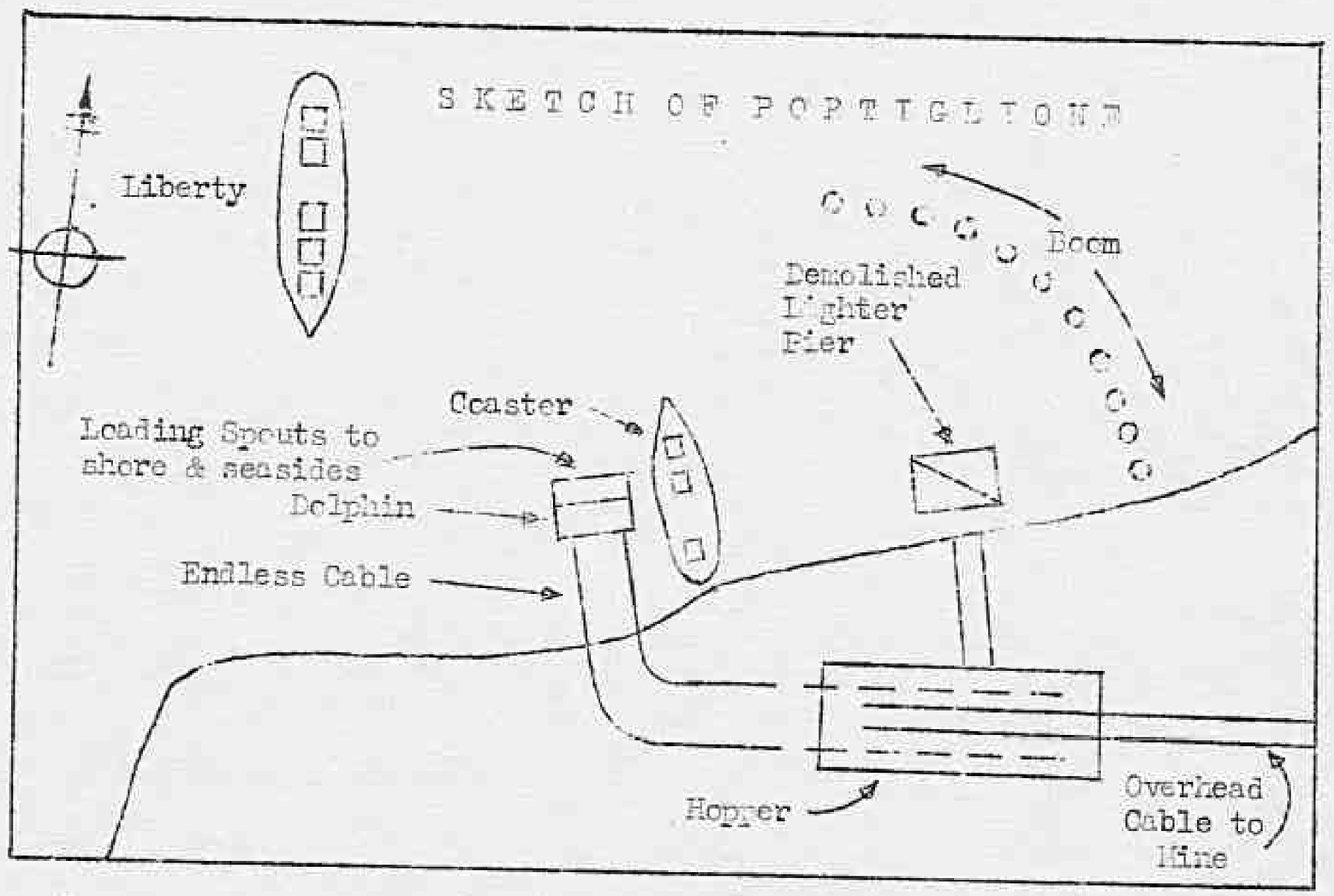
(ii) Rough sketch of the port of PORTIGLIONE is given overleaf.

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/Contd.... sheet 4/(c)(iii)....

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(iii) Liberty-type ships lie at anchor in 6 to 7 fathoms of water 200 metres from the shore. Method of loading is by barge. At present 4 wooden barges of 450/500 tons capacity, 2 iron and 1 wooden tug, have been sunk in shallow water to prevent removal by GERMAN forces. Local contractors estimate that the maximum time to raise and recondition would be 45 days. Normally barges are loaded by rail trucks from the hopper to a small wooden pier which has been demolished. It has been suggested that the Dolphin be used to load barges, or if coaster and liberty loading is contemplated, that a new pier be built. Barges as above would load to two holds, at an estimated 70 tons per hr per hold. The plant can operate 24 hrs per day.

(d) Loading rate

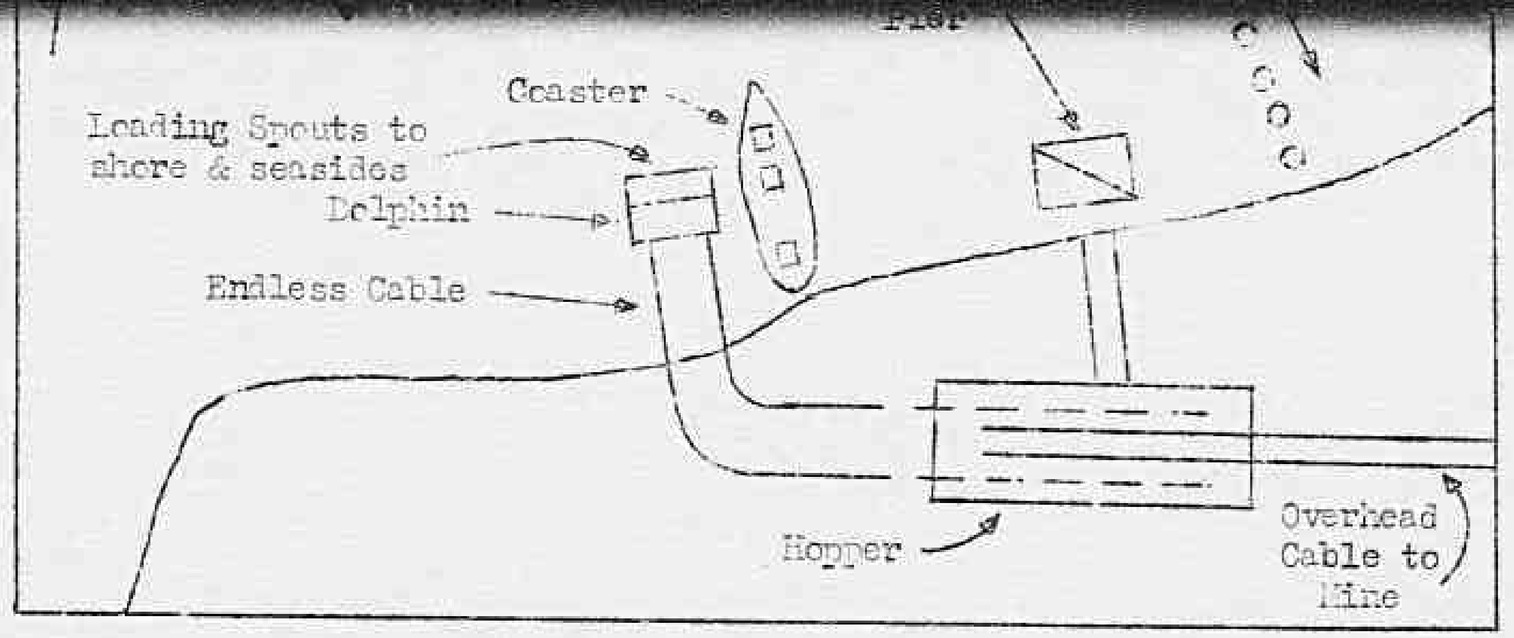
It is estimated that by both methods 3000 tons per day can be loaded.

(e) No further infm is available from WASHINGTON on the possibility of pyrites being allocated for export.

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

VK/DVC

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(iii) Liberty-type ships lie at anchor in 6 to 7 fathoms of water 200 metres from the shore. Method of loading is by barge. At present 4 wooden barges of 450/500 tons capacity, 2 iron and 1 wooden tug, have been sunk in shallow water to prevent removal by GERMAN forces. Local contractors estimate that the maximum time to raise and recondition would be 45 days. Normally barges are loaded by rail trucks from the hopper to a small wooden pier which has been demolished. It has been suggested that the Dolphin be used to load barges, or if coaster and liberty loading is contemplated, that a new pier be built. Barges as above would load to two holds, at an estimated 70 tons per hr per hold. The plant can operate 24 hrs per day.

(d) Loading rate

It is estimated that by both methods 3000 tons per day can be loaded.

(e) No further info is available from WASHINGTON on the possibility of pyrites being allocated for export.

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

VK/DWC

Distribution: As for MEDDO Minutes plus :

(a) Under Secretary of State (War Office) LONDON (2) BY AIR
(Attention DF Mov 2(M)9)
(b) G-5., A.F.H.Q. (2)
(c) H.Q., Mov., A.A.I.
(d) G.H.Q.,M.E.F.
(e) H.Q., A.C.C., Naples, (2)
(f) D.Q.M.G. (Mov & Tn)
(g) Mov. 1.

SECRET

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THEATRE	REQUIREMENT	PERIOD	PROGRAMME TONS	TYPE	FROM	REMA
S. FRANCE	48,000	15 Aug - 15 Oct	45249	Flour	U.S.A.	2 ships in UGS 49 UGS 52, 53, 55, 56
	109,500 for 16 Oct - 15 Dec to be met :-		8000	Wheat	ORAN	A.F.H.Q. Stock
			5000	Flour	ORAN	part of 9,000 From
			16000	Wheat	MIDEAST	GUS 55/MKS 65 Sec
			29000	= 29,500 wheat equivalent		
	FRENCH N. AFRICA 17,000	16-31 Oct 29,000				
	MIDEAST 62,000					
	U.S.A. 28,500		30000	Wheat	MIDEAST	See para 32 c(i
	109,500		4000	Flour	ORAN	remainder of 9000
		1 - 30 Nov 34,000	34000	= 34,500 wheat equivalent		
			25000	Wheat	U.S.A.	3 ships UGS 60.
			20000	Wheat	MIDEAST	
			1500	Flour	U.S.A.	UGS 60 to MKS 70
		1 - 15 Dec 46,500	46500	= 46,650 wheat equivalent		
		109,500				
	135,000	16 Dec - 30 Apr	87000	Wheat	U.S.A.	)
			45000	Wheat	SHAEF	for arrival Dec)
N. AFRICA	8,000	Before 31 Oct	8000	Barley	TRIPOLI	To TUNISIA
	127,000	1 Nov - 31 Dec	4000	Barley	TRIPOLI	" "
			40900	Wheat	N. AFRICA	" "
			16500	"	"	" MOROCCO
			36000	"	"	" ORAN
			30000	"	"	" Other AFRICA

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SECRET

APPE[illegible] 'A'

	PERIOD	PROGRAMME TONS	TYPE	FROM	REMARKS
ET					
00	15 Aug - 15 Oct	45349	Flour	U.S.A.	2 ships in UGS 49 & 51, 1 in each UGS 52, 53, 55, 56 & 57. See para 32c
500		8000	Wheat	ORAN	A.F.H.Q. Stock
- 15 Dec		5000	Flour	ORAN	part of 9,000 French repayment
		16000	Wheat	MIDEAST	GUS 59/MKS 65 See para 32c(ii)
		29500	= 29,500 wheat equivalent		
AFRICA 17,000	16-31 Oct 29,000				
60,000		30000	Wheat	MIDEAST	See para 32 c(ii)
25,500		4000	Flour	ORAN	remainder of 9000 French repayment
102,500		34000	= 34,500 wheat equivalent		
	1 - 30 Nov 34,000				
		25000	Wheat	U.S.A.	3 ships UGS 60.
		20000	Wheat	MIDEAST	
		1500	Flour	U.S.A.	GUS 60 to MKS 70 incl.
	1 - 15 Dec 46,500	46500	= 46,650 wheat equivalent		
	109,500				
000	16 Dec - 30 Jan	87000	Wheat	U.S.A.	) 30,000 wheat called
		45000	Wheat	SHIP	for arrival Dec) fwd in Jan arrival
000	Before 31 Oct	8000	Barley	TRIPOLI	To TUNISIA
000	1 Nov - 31 Dec	4000	Barley	TRIPOLI	" "
		10500	Wheat	N. AFRICA	" "
		16500	"	"	" MOROCCO
		36000	"	"	" ORAN
		50000	"	"	" Other ALGERIAN Ports

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THEATRE	REQUIREMENT	PERIOD	PROGRAMME TONS	TYPE	FROM	
ITALY	43,500	1 - 31 Oct	26,400	Wheat	AUSTRALIA	SKORERAK TARTAN HA JACOB MAR
			20,000	Barley	IRAQ	See para 32(a)
			46,400 = 43,500 wheat equivalent			
	14,000 (emergency)	1 - 31 Oct	14,000	Flour	MIDEAST	SAMOS PORT STEPHEN PORT ANGELES GNS 58/MKS 60
	Originally 100,000 but reduced by later operational developments to 67,000	1 - 30 Nov	27,000	Wheat	MIDEAST	
			20,000	Barley	Iraq	
			20,000	Flour	AUSTRALIA	Programme from 10,000 may be d stockpile defic on anticipated at time of arri
			67000 = 66,000 wheat equivalent			See also para
	100,000	1 - 31 Dec	25,000	Bulk Wheat	N. AMERICA	South 25,00
	It is not proposed to attempt finalisation of Dec arrivals until more is known of the operational situation. One possible adjustment to be explored is the diversion of the 20,000 tons barley to TUNISIA, thereby saving a like tonnage from AMERICA on the NORTH AFRICAN import programme.		34,000	Bag Wheat	N. AMERICA	
			20,000	Barley	IRAQ	
			22,500	Flour	U.S.A.	
			101,500			25,00
			25,000	Flour	U.S.A.	4 ships postpon in UGS 60, 2 in
			7,000	Wheat	U.S.A.	Dec arrivals.
			132,500 = 134,250 wheat equivalent			

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SECRET
APPENDIX 'B'

REQUIREMENT	PERIOD	PROGRAMME TONS	TYPE	FROM	REMARKS
43,500	1 - 31 Oct	26,400	Wheat	AUSTRALIA	SKAGERAK 7598 MOLTKEN HALK 9358 JACOB MAERSFIELD 9443 26399
		20,000	Barley	IRAQ	See para 32(a)
		46,400 = 43,500 wheat equivalent			
14,000 (emergency)	1 - 31 Oct	14,000	Flour	MIDEAST	SARASOTA 8278 FORT ST GEORGE 2530 FORT RICHELIEU 1000 GUS 58/MKS 68 2200 See para 32(a) 13908
Originally 100,000 but reduced by later operational developments to 67,000	1 - 30 Nov	27,000	Wheat	MIDEAST	Programme from AUSTRALIA is 20,000 but 10,000 may be diverted to repay MIDEAST stockpile deficiency, this is dependent on anticipated food situation in ITALY at time of arrival See also para 32 (b)
		20,000	Barley	IRAQ	
		20,000	Flour	AUSTRALIA	
		67000 = 66,000 wheat equivalent			
100,000 is not proposed to attempt mobilisation of Dec arrivals until ore in know of the operational tuation. One possible adjustment to explored is the diversion of 5 ,000 tons barley to TUNISIA, thereby ving a like tonnage from IRAQ on he NORTH AFRICAN import programme.	1 - 31 Dec	25,000	Bulk Wheat	N. AFRICA	South 25,000
		34,000	Bag Wheat	N. AFRICA	North 34,000
		20,000	Barley	IRAQ	20,000
		22,500	Flour	U.S.A.	22,500
		101,500			25,000 76,500
		25,000	Flour	U.S.A.	(4 ships postponed from UGS 59 to 2 ships
		7,000	Wheat	U.S.A.	in UGS 60, 2 in UGS 61 thereby becoming
		133,500 = 134,250 wheat equivalent			Dec arrivals.

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THEATRE	REQUIREMENT	PERIOD	SCHEDULE TONS	SCHEDULE TYPE	SCHEDULE FROM	REMARKS
GREECE	52,050	Oct			M.E. Stockpile	
	52,050	Nov			" "	
	52,050	Dec				
	52,050	Jan				
	52,050	Feb				
MIDDLE EAST	62,717	Oct			M.E. Stockpile	Dec arrivals for M.E. are 115,600 tons which supplied :-
	62,717	Nov			" "	62,000 bagged wheat
	62,717	Dec				
	62,717	Jan				33,600 bagged wheat equivalent ex U.S.
	62,717	Feb				
INDIA	833	Oct			M.E. Stockpile	
	833	Nov			" "	
	833	Dec				
	4,450	Jan				
	4,450	Feb				
AUSTRALIA	25,000	Dec			Not yet known	

In view of shortage of shipping, all supplies to AUSTRALIA and N. AMERICA will depend on priority of requisitions by the Theatre.

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APPENDIX 'C'
S E C R E T

QUANTITY	PERIOD	TONS	TYPE	FROM	REMARKS
2,050	Oct			M.E. Stockpile	Dec arrivals for MIDLE requirements are 115,600 tons which will be supplied :- 82,000 bagged wheat from MIDLE stockpile. 33,600 bagged wheat or flour equivalent ex U.S.A.
2,050	Nov			" "	
2,050	Dec				
2,050	Jan				
2,050	Feb				
2,717	Oct			M.E. Stockpile	
2,717	Nov			" "	
2,717	Dec				
2,717	Jan				
2,717	Feb				
833	Oct			M.E. Stockpile	
833	Nov			" "	
833	Dec				
4,450	Jan				
4,450	Feb				
25,000	Dec			Not yet known	

In view of shortage of shipping, all shipments ex U.S.A. and N. AFRICA will depend on priority assigned to these quantities by the Theatre.

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JR/em (36)

Ref. MGS/C-25

15 October 1944

SUBJECT: Civilian Supplies - Monthly Report - September.

TO : Headquarters, Allied Control Commission, APO 394.
(Attn. Economic Section) (4)
Headquarters, ACC Sicilia Region (1)
Headquarters, ACC Southern Region (3)
Headquarters, ACC Lazio Region (1)
Headquarters, ACC Abruzzi Marche (1)
Headquarters, ACC Sardegna Region (1)
Headquarters, ACC Toscana Region (1)

1. The attached appendices show the Civilian Supplies shipped from all sources to Italy and Sicily during September 1944. 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 21 gives a summary of all stores shipped during the period, broken down by ports of discharge. Table 22 gives the details of stores by ships, giving source of shipment. The totals of subsistence are shown separately at column 11.

For Asst. Chief of Staff, G-5:

J Richardson

J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Division.

Incl: Appendices 21 and 22.

Copy to: Combined Civil Affairs Committee, Washington. (1)
CAD War Dept., Washington, for Maj-Gen Hilldring.
The Directorate of Civil Affairs, War Office, London. (1)
DDCA (Econ) War Office, London. (for Mr. R.J. Stopford)
SHAEF (2)
C.A.O., AFHQ

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	(Attn. Economic Section)	(4)
	Headquarters, ACC Sicilia Region	(1)
	Headquarters, ACC Southern Region	(3)
	Headquarters, ACC Lazio Region	(1)
	Headquarters, ACC Abruzzi Marche	(1)
	Headquarters, ACC Sardegna Region	(1)
	Headquarters, ACC Toscana Region	(1)

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J Richardson

J. RICHARDSON
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Economics & Supply Division.

Incl: Appendices 21 and 22.

Copy to: Combined Civil Affairs Committee, Washington. (1)
CAD War Dept., Washington, for Maj-Gen Hilldring.
The Directorate of Civil Affairs, War Office, London. (1)
DDCA (Econ) War Office, London. (for Mr. R.J. Stopford)
SHAEF (2)
C.A.O., AFHQ
MEDBO (108)
M.T.R Med.
G-4 (A)
M.G. TH.

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS
IN ITALY FOR ARRIVAL DURING SEPTEMBER 1944.
(IN DW LONG TONS GROSS)

36A

TABLE 21 - SUMMARY OF SUPPLIES

COMMODITY	West Coast Ports	East Coast Ports	Reggio	Crotone	Taranto	TOTAL ITALY	TOTAL SICILY (Catania)	GRAND TOTAL
Wheat	9,102	-	600	8,384	-	18,086	-	18,086
Dried Beans	-	1,068	-	-	-	1,068	-	1,068
" Peas	36	730	-	-	-	766	-	766
" Salt Fish	53	74	-	-	164	291	-	291
Onions	1,000	-	-	-	-	1,000	-	1,000
Total Subsistence	10,191	1,872	600	8,384	164	21,211	-	21,211
Ammonium Nitrate	1,425	1,036	-	-	-	2,461	2,056	4,517
Ammonium Sulphate	36	-	-	-	-	36	-	36
Baling Wire	67	69	-	-	-	136	-	136
Compressed Cotton	133	-	-	-	-	133	-	133
Dyestuff Black	2	-	-	-	-	2	-	2
Medical	298	-	-	-	-	298	-	298
Newsprint	497	89	-	-	-	586	-	586
Paper -								
bags cement	-	22	-	-	-	22	-	22
bags kraft	-	50	-	-	-	50	-	50
bags plain	-	25	-	-	-	25	-	25
bags used	40	76	-	-	-	116	-	116
cigarette cover stock	-	88	-	-	-	88	-	88
insulating	2	-	-	-	-	2	-	2
safety	27	-	-	-	-	27	26	53
wrapping	99	-	-	-	-	99	-	99
Pressboard	12	-	-	-	-	12	-	12
Printing Ink	-	9	-	-	11	20	-	20
Riveting hammers & spars	(a)	-	-	-	-	-	-	-
Shoes Canvas	69	-	-	-	-	69	-	69
Silkworm Cocoons	30	17	-	-	-	47	-	47
Soap	-	18	-	-	-	18	-	18
Sulphuric Acid	3	-	-	-	-	3	-	3
Tape Varnished	2	-	-	-	-	2	-	2
Tube Condenser brass	31	-	-	-	-	31	-	31
Welding Rod	2(b)	-	-	-	-	2	-	2
Total other than Subsistence	2,775	1,499	-	-	11	4,285	2,082	6,367
GRAND TOTAL	12,966	3,371	600	8,384	175	25,496	2,082	27,578

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Wheat	9,162	-	600	8,384	-	1,068	-	1,068
Dried Beans	-	1,068	-	-	-	766	-	766
" Peas	36	730	-	-	164	291	-	291
" Salt Fish	53	74	-	-	-	1,000	-	1,000
Onions	1,000	-	-	-	-	21,211	-	21,211
Total Subsistence	10,191	1,872	600	8,384	164			
Ammonium Nitrate	1,425	1,036	-	-	-	2,461	2,056	4,517
Ammonium Sulphate	36	-	-	-	-	36	-	36
Baling Wire	67	69	-	-	-	136	-	136
Compressed Cotton	133	-	-	-	-	133	-	133
Dyestuff Black	2	-	-	-	-	2	-	2
Medical	298	-	-	-	-	298	-	298
Newsprint	497	89	-	-	-	586	-	586
Paper -								
bags cement	-	22	-	-	-	22	-	22
bags kraft	-	50	-	-	-	50	-	50
bags plain	-	25	-	-	-	25	-	25
bags used	40	76	-	-	-	116	-	116
cigarette cover stock	-	88	-	-	-	88	-	88
insulating	2	-	-	-	-	2	-	2
safety	27	-	-	-	-	27	26	53
wrapping	99	-	-	-	-	99	-	99
Pressboard	12	-	-	-	-	12	-	12
Printing Ink	-	9	-	-	11	20	-	20
Riveting hammers & spars	(a)	-	-	-	-	-	-	-
Shoes Canvas	69	-	-	-	-	69	-	69
Silkworm Cocoons	30	17	-	-	-	47	-	47
Soap	-	18	-	-	-	18	-	18
Sulphuric Acid	3	-	-	-	-	3	-	3
Tape Varnished	2	-	-	-	-	2	-	2
Tube Condenser brass	31	-	-	-	-	31	-	31
Welding Rod	2(b)	-	-	-	-	2	-	2
Total other than Subsistence	2,775	1,499	-	-	11	4,285	2,082	6,367
GRAND TOTAL	12,966	3,371	600	8,384	175	25,496	2,082	27,578

(a) 256 lbs.

(b) 3,728 lbs.

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TABLE 22 - Details of Stores by Ships (Cont'd)

PERIOD	ORIGIN	INTENDED DESTINATION	SHIP CODE	SHIP NAME	Wheat	Dried Peas	Dried Beans	Onions	Dried Salt Fish	TOTAL FOOD	Ammonium Sulphate	Ammonium Nitrate	Sulphuric Acid
29 Aug - 7 Sep	U.S.	Bari	HR 545	George Chamberlain								676	
	U.K.	"	LL 88	Sinnington Court					74	74		360	
8-17 Sep	U.S.	"	HR 571	Wm.Coddington									
18-27 Sep	U.S.	"	HR 605	John Murray Forbes		730	1,068			1,798			
29 Aug - 7 Sep	Turkey	Barletta	-	Destro									
"	U.K.	Taranto	LL 86	Empire Darwin					164	164			
18-27 Sep	U.K.	"	LL 91	Temple Archer									
29 Aug - 7 Sep	Australia	Reggio	-	Russel H. Crittendon	600(bagged)					600			
"	"	Crotone	-	"	6,384(bagged)					6,384			
SUB TOTAL EAST COAST PORTS					6,984	730	1,068		238	11,020		1,036	
18-27 Sep	U.S.	Catania	HR 594	Jas. Manning								2,056	
SUB TOTAL SICILY												2,056	
GRAND TOTAL					18,086	766	1,068	1,000	291	21,211	36	4,517	

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Stores by Ships (Cont'd)

SHIP CODE	SHIP NAME	Wheat	Dried Peas	Dried Beans	Onions	Dried Salt Fish	TOTAL FOOD	Ammonium Sulphate	Ammonium Nitrate	Sulphuric Acid	Soap	Riveting hammers & Spars	Welding Rod	Tube Condenser Brass
HR 545	George Chamberlain								676					
LL 83	Sinnington Court					74	74		360		18			
HR 571	Wm.Coddington													
HR 605	John Murray Forbes		730	1,068			1,798							
-	Destro													
LL 86	Empire Darwin					164	164							
LL 91	Temple Archer													
-	Russel H. Crittendon	600(bagged)					600							
-	"	8,384(bagged)					8,384							
		8,984	730	1,068		238	11,020		1,036		18			
HR 594	Jas. Fanning								2,056					
									2,056					
		18,086	766	1,068	1,000	291	21,211	36	4,517	3	18		2	31

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TABLE 22 - Details of stores by ships.

PERIOD	ORIGIN	INTENDED DESTINATION	SHIP CODE	SHIP NAME	Wheat	Dried Peas	Dried Beans	Onions	Dried Salt Fish	TOTAL FOOD	Ammonium Sulphate	Ammonium Nitrate	Sulphuric Acid
29 Aug -													
7 Sep.	U.S.	Naples	HR 474	Benjamin R.Milan									
"	U.S.	Naples	HR 531	Alexander Lillington							36	1,425	
8 - 17 Sep	U.S.	Naples	HR 557	James Monroe									
"	U.S.	Naples	BA 471	Emily Dickinson									
"	U.S.	Naples	HR 553	Meyer Lissner									
"	U.K.	Naples	KK 130	Samsurf					53	53			
13-27 Sep	U.S.	Naples	BA 489	James Nesmith		36				36			
"	U.S.	Naples	HR 591	John H. Eaton									
"	U.S.	Naples	HR 593	Walter Ranger									
"	U.S.	Naples	HR 594	James Manning									
"	U.S.	Naples	BA 490	James Bowie									
"	Mid East	Naples	-	Abazzia									
29 Aug - 7 Sep	Australia	Castellammare	-	William Whipple	2;548 (bagged) 6,554 (bulk)					9;102			
18-27 Sep	Malta	Civitavecchia	-	Rinucci				1,000		1,000			
SUB TOTAL WEST COAST PORTS					9,102	36		1,000	53	10,191	36	1,425	3

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ails of stores by ships.

CIVILIAN SUPPLIES SHIPPED TO
AND SARDINIA FOR ARRIVAL DUR
CERTAIN ITEMS NOT PREVIOUSLY
THAT DATE.

DED ATION	SHIP CODE	SHIP NAME	Wheat	Dried Peas	Dried Beans	Onions	Dried Salt Fish	TOTAL FOOD	Ammonium Sulphate	Ammonium Nitrate	Sulphuric Acid	Soap	Riveting hammers & Spars	Welding Rod	Tube Condenser Brass
les	HR 474	Benjamin R. Milan													
les	HR 531	Alexander Lillington													
les	HR 557	James Monroe							36	1,425					31
les	BA 471	Emily Dickinson									3				
les	HR 558	Meyer Lissner													
les	KK 130	Samsurf					53	53							
les	BA 489	James Nesmith		36				36							
les	HR 591	John H. Eaton													
les	HR 593	Walter Ranger													
les	HR 594	James Manning													
les	BA 490	James Bowie											(b)	2(c)	
les	-	Abazzia													
ermare	-	William Whipple	2,548(bagged) 6,554(bulk)					9,102							
ecchia	-	Rinucci				1,000		1,000							
RTS			9,102	36		1,000	53	10,191	36	1,425	3			2	31

(a) 8 lbs
(b) 256 lbs

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ALL PORTS IN ITALY, SICILY
ING SEPTEMBER AND INCLUDING
COVERED ARRIVING BEFORE

Tape Var	Bal-ing Wire	Black Dye-stuff	Shoes Can-vas	Comp-ressed Cotton	Print-ing Ink	Silk-worm Coc-oons	Med-ical	Press-board	News-print	Cig-arette Cover Stock	Paper Safety	Paper Bags Plain	Paper Bags Used	Paper Bags Cement	Paper Bags Kraft	Pap Wra ing
							1									
			69				6									
2	67	2		133			177				27		40			9
							107									
							(a)									
							5									
							2	12	497							
						30										
2	67	2	69	133		30	298	12	497		27		40			9

(c) 3,728 lbs.

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, SICILY
INCLUDING
EFORE

oes n- s	Comp- ressed Cotton	Print- ing Ink	Silk- worm Coc- oons	Med- ical	Press- board	News- print	Cig- aret- te Cover Stock	Paper Safety	Paper Bags Plain	Paper Bags Used	Paper Bags Cement	Paper Bags Kraft	Paper Wrapping	Paper Insulating	TOTAL other than Food	GRAND TOTAL
				1											1	1
69				6										2	77	77
	133			177				27		40			99		2,039	2,039
															3	3
				107											107	107
																53
																36
				(a)												
				5											5	5
				2	12	497									511	511
			30												2	2
															30	30
																9,102
																1,000
9	133		30	298	12	497		27		40			99	2	2,775	12,966

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Tape Var	Baling Wire	Black Dye-Stuff	Shoes Canvas	Compressed Cotton	Printing Ink	Silkworm Cocoons	Medical	Pressboard	Newsprint	Cigarette Cover Stock	Paper Safety	Paper Bags Plain	Paper Bags Used	Paper Bags Cement	Paper Bags Kraft	Paper Wrapping
	69				9					42					32	
										22			16		18	
									89	24		25	60	22		
					11	17										
	69				20	17			89	88		25	76	22	50	
											26					
											26					
2	136	2	69	133	20	47	298	12	586	88	53	25	116	22	50	99

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Shoes Canvas	Compressed Cotton	Printing Ink	Silkworm Cocoons	Medical	Pressboard	Newsprint	Cigarette Cover Stock	Paper Safety	Paper Bags Plain	Paper Bags Used	Paper Bags Cement	Paper Bags Kraft	Paper Wrapping	Paper Insulating	TOTAL other than Food	GRAND TOTAL
		9					42					32			828	828
															18	92
							22			16		18			416	416
						89	24		25	60	22				220	2,018
			17												17	17
		11													11	11
																164
																600
																8,384
		20	17			89	88		25	76	22	50			1,510	12,530
								26							2,082	2,082
								26							2,082	2,082
69	133	20	47	298	12	586	88	53	25	116	22	50	99	2	6,367	27,578

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SECRET

SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

AS AT 1200 hours October 21st, 1944

	CLEAN No. of Vessels - Cargo Capacity (barrels)		DIRTY No. of Vessels - Cargo Capacity (barrels)		No. Ca
A. On Ocean Service					
1. With Cargo	19	2,075,000	4	278,000	23
2. In Ballast	17	1,739,000	5	334,000	22
3. In drydock or repairing	-	-	1	54,000	1
B. On Coastal Service (including shuttle or lightening duties but excluding C, D and E.					
1. Working	16	250,000	4	235,000	20
2. Drydock or Repairs	11	231,000	3	83,000	14
C. Water Carriers	24	264,000	-	--- ---	24
D. Harbour Fuellers	4+	78,000	8	218,000	12
E. On Operational Service (including R.F.A.)	8	87,000	3	125,000	11

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

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SUMMARY OF TANKER TONNAGE POSITION IN EASTERN MEDITERRANEAN THEATER

AS AT 1200 hours October 21st, 1944

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SECRET

CLEAN No. of Vessels - Cargo Capacity (barrels)		DIRTY No. of Vessels - Cargo Capacity (barrels)		TOTAL No. of Vessels - Cargo Capacity (barrels)	
19	2,075,000	4	278,000	23	2,353,000
17	1,739,000	5	334,000	22	2,073,000
-	-	1	54,000	1	54,000
16	250,000	4	235,000	20	485,000
11	231,000	3	83,000	14	314,000
24	264,000	-	-- ---	24	264,000
4+	78,000	8	218,000	12	296,000
8	87,000	3	125,000	11	212,000

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

S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

D R E D G I N G C O M M I T T E E.

(35)

No. 4.

MINUTES OF MEETING HELD AT 1500 HOURS ON THE 17TH OCTOBER, 1944.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.O.E. to C in C Med.
Present:	Captain F. Miners R.N.R.	D.O.M.C., W.Med.
	Lieutenant W.I. Hayes R.N.V.R.	Staff of S.N.O.R.S.C.A.(also representing G.H.Q.,M.E.F. & M.W.T., M.E.).
	Major G.B. Godfrey	G-4 Mov & Tn. (Br.).
	Ingenieur 1ere. Classe,Boue	Marine Francaise.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. R. Nicol	Dep.Reg.Dir.W.S.A. Med.
	Mr. A. Steedman	N.A.J.E.M. (Minerals Div.).
	Mr. W.E. Feraday	Secretary.
	Miss M.M. Michie	Assistant Secretary.

22. CONSTITUTION OF THE COMMITTEE. (Ref. 16).

Advice had been received from Flag Officer, Levant & Eastern Mediterranean that Lt. W.I. Hayes, R.N.V.R., on the staff of the Senior Naval Officer, Red Sea and Canal Area, had been nominated as Naval Representative on the Central Mediterranean Dredging Committee, and that it had been agreed that this Officer should also represent General Headquarters, Middle East Forces and the Ministry of War Transport Representative, Middle East. The Chairman now welcomed to this Meeting Lt. Hayes and the Committee agreed that it would only be necessary for him to attend when matters affecting the Middle East were for discussion. A cordial welcome was also now extended to Mr. A. Steedman of N.A.J.E.M.

23. REQUIREMENTS FOR DREDGING EQUIPMENT. (Ref. 17).

Dredging was no longer required at Ancona but A.A.I. had requested that the essential dredgers and hoppers be moved forward to be held available for Venice on capture. The Chairman reported that the "SAN ELEANO" should now be at Manfredonia, whilst the "SAN NICOLA" and "G.N. 16" were being sent by F.O.T.A.L.E. from Taranto as far North as possible for the purpose.

24. DREDGER FOR CORINTH CANAL.

(A) WORK REQUIRED.

The Committee examined an aerial reconnaissance photograph of the Corinth Canal and it was noted that there was a block ship at the Eastern entrance and two main obstructions in the canal itself. Lt. Hayes stated that it was thought that about 400,000 tons would require to be cleared and the Chairman considered that two dredgers should be able to accomplish the work in about two months. A suggestion by Mr. Campbell to use drag lines was not considered feasible in view of the height of the banks. The Chairman said that he understood from the Salvage Officer that nothing had yet been laid on in regard to salvage work.

Lt. Hayes stated that F.O.L.E.M. was waiting guidance as to priority and the Committee felt that whilst this was not an operational matter it was desirable to clear the canal to avoid the winter passage by caiques and other small vessels round Cape Matapan. Major Godfrey pointed out that in view of the distribution of military and civil supplies, the Army would like to see the work carried out as soon as possible to its fullest extent to enable large ships, or failing Liberty type, reasonably sized coasters, to pass through the canal with consequent saving of ships' time. He considered, however, that this should not take priority over Venice and dredgers being kept in reserve for the latter should not be drawn away

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Present: Captain F. Myers R.N.V.R.
Lieutenant W.I. Hayes R.N.V.R.
Major G.B. Godfrey
Ingenieur 1ere. Classe, Bous
Mr. I.D. Campbell
Mr. R. Nicol
Mr. A. Steedman
Mr. W.E. Faraday
Miss M.M. Michie
Staff of S.N.O.R.S.O.A. (also representing G.H.Q., M.E.F. & M.W.T., M.E.).
C-in-C Mov & Tn. (Dr.).
Marine Francaise.
D.M.W.T.R. Med.
Dep.Reg.Dir.W.S.A. Med.
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The Chairman said that he was proceeding to Taranto to-morrow when he would send a Representative to Greece to ascertain what could be done by the local Army in regard to preparatory work with plant found on the spot and what would be needed to supplement this, from a transportation point of view as well as in regard to dredging. With regard to the block ship, the Salvage Officer would also be contacting Lt. Hayes on the matter. When the complete information was known, the question of priority could more easily be decided.

(B) DREDGERS AVAILABLE.

As far as the Middle East was concerned, Lt. Hayes reported that they would be prepared to transfer any spare dredgers subject to approval from London but/

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/but the only dredger available now is a small one at Malta which would not meet the purpose. No dredger would be available from the Suez Canal Company in under three months as they all needed re-fitting, whilst a large seagoing dredger would require six months repairs. However, the Canal Company had promised to advise F.O.L.E.M. of the number of dredgers which could be spared, when they would be asked to state the expected readiness date. Lt. Hayes also referred to other dredgers owned by the Egyptian Government and Tilbury Dredging Company, Egypt which would require extensive repairs to make them seaworthy. The Committee felt that the attention of the Middle East should be drawn to the general need for dredgers which is likely to become greater on the cessation of hostilities in Europe and in view of the general shortage of this specialised equipment, all possible should be done to put these dredgers in order. Lt. Hayes pointed out that F.O.L.E.M. had no control over privately owned dredgers and to get repairs carried out, it was necessary for priority to be granted over escort vessels, Alexandria and Port Said already working to capacity, but Mr. Campbell drew attention to a new large potential source of repair work afloat at Marseilles. It was arranged that Lt. Hayes, on his return to the Middle East, should ask F.O.L.E.M. to give an estimated completion date for repairing the dredgers in question. (ACTION: Lt. Hayes).

The Chairman stated that the dredger "ROMA" at Castellamare should be ready in about a week. The dredger "ITALIA" at Taranto required about 100 new boiler tubes but no hull repairs nor drydocking and F.O.T.A.L.I. had been asked for an expected readiness date, which it was thought might be within about a fortnight. The only other possibility was a dredger at Palermo presently under repair. He considered that it would be preferable to send the "ITALIA" rather than the "ROMA" to avoid the passage from West Italy through the Messina Straits. There seemed to be a fair chance that a suction dredger would work in the Corinth Canal when the "ITALIA" could be sent accordingly but, if not, it might be necessary to shift such a dredger forward for Venice where it was known it could be used and bring the "SAN ALBANO" back from Manfredonia for the Corinth Canal. The Committee agreed that the "ITALIA" should be used if practicable and meantime the MEDBO Repair Committee should be requested to give the necessary priority to expedite her repairs at Taranto to achieve the positioning of a dredger for Corinth Canal, (ACTION: Secretary).

The Chairman pointed out that it would be necessary to ask the permission of C in C Med, before sending any Italian craft to Greece.

The Chairman reported that there should be no difficulty in providing the necessary hopper barges, and Lt. Hayes stated that subject to confirmation, two dumb barges of 400 cubic feet capacity and possibly two self-propelled hoppers of 200 cubic feet capacity might be spared from the Middle East.

25. DREDGERS AT SFAX. (Vide Minute No. 18).

Mr. Steedman reported that the requirement for the use of Sfax was a matter of high policy in the rehabilitation of Europe by the maintenance of supplies of phosphate, and also the export of phosphate to South Africa, Australia, U.K. etc. The programme was 5 to 5½ million tons phosphate out of North Africa from July, 1945 to June, 1946. Morocco should be able to provide 2½ million to 2 million 700 thousand tons a year which would mean an accurate placing of shipping and total shipment would probably not be achieved. Bone with its present rail capacity could supply 30,000 tons a month, increasing to 50,000 tons a month next June, when it appeared probable that the railway would be converted from narrow to broad gauge. Therefore, this should give some 3 million tons a year from Algeria and Morocco. With regard to Tunisia, Tunis when cleared should be able to supply about 280/300,000 tons a year, whilst Sfax should have a capacity of 2 million tons a year - the phosphate was available and though the railway capacity was only 1½ million tons a year at present, this would be brought up to 2 millions.

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In view of the general shortage of small tonnage, it could not be expected to fulfil the programme from Sfax unless the port was made capable of accommodating larger tonnage. The Mine Authorities realised that this would be necessary and had already heightened one of their loading installations to enable loading of larger type tonnage and the other one would be ready about the middle of next year. These installations could each load at the rate of 350 tons an hour and whilst they averaged 6,000 tons a day working 14 hours, the Authorities were prepared to increase the hours of work to bring the average to 10,000 tons a day. The first stage was dredging to 8 metres depth and the second stage to 9 metres, at the same time ensuring that the entrance was sufficiently large to allow Liberty type vessels to enter. It was considered that it would be policy to/

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~~to enable to 9 metres to give greater freedom of movement of tonnage, presently~~ 35A
restricted by tides, enabling Liberty type ships to load to the full depth
without necessity to wait as the programme would mean the equivalent of about one
Liberty ship a day. The channel had been completed to 8 metres depth but 370,000
cubic metres still remained to be taken out of the harbour to get to 8 metres,
and there was also 10,000 tons of rock.

Mr. Steedman drew attention to the fact that the programme for Italy was already 8,500 tons a month in arrears and it was impossible to make thecourse to Bone which was already fully occupied with shipments to Australia.

He stated that the work of underpinning of the quay at Sfax would require the use of a Priestman Grab Dredger, but this should not hold up the berthing of Liberty ships which in any case would have to lie about 2/3 metres off the quay, and it was not an immediate necessity to dredge alongside the quay wall as loading could take place in the meanwhile.

Ingenieur Boue stated that dredging to a depth of 8 metres in the harbour should be completed about the beginning of March, and to 9 metres by about the beginning of September next year with the aid of a second dredger. The "KIL" or the "ORION" could be sent to Sfax but it would be the end of April before the "AFRICAINE" would complete work on the rock for which the latter was necessary. He added that the Port Authorities were prepared to do all that was asked of them and he considered that they had already made good progress. Post-war developments were not being touched. The Chairman pointed out that this would mean two dredgers being tied up at Sfax until next summer which would affect other Tunisian needs, and also the Quay de Dieppe and other work at Algiers, for which other dredgers would then be necessary.

Mr. Steedman pointed out that the amount of phosphate capable of production was insufficient for world requirements and he stressed that this was a matter of high policy on which would depend the priority of shipping after operational requirements. He therefore considered that dredging to 9 metres at Sfax should be carried out as soon as possible to meet the programme. Mr. Campbell and Mr. Nicol concurred as far as M.W.T. and W.S.A. respectively were concerned, from the point of view of saving ships' time waiting for tides and Major Godfrey stated that the Army would agree but would like an opportunity to review the position again when the shipping availability and other dredging requirements were known as he thought that if tonnage could be worked within the tides the final one metre of dredging might not be necessary. The Committee decided that dredging at Sfax should be carried out to a depth of 9 metres, subject to review at their December or January Meeting when a clearer picture could be gained of what the commitments were likely to be in light of operational requirements.

Mr. Steedman referred to a small floating crane under repair at Bizerta which would be required for the underpinning of the quay at Sfax, asking if all possible could be done to expedite the repairs. Ingenieur Boue undertook to investigate. (ACTION: Ing. Boue.).

26. REPAIR OF DREDGER "ORION".

Referring to Minute No. 18, the Chairman stated that it had been thought that the "ORION" required only 2/3 days in dock at Oran, and whilst this craft had completed docking C.O.M.N.O.B. had signalled that it would take a month to finish her repairs and a considerable amount of materials required could not be supplied. There appeared to be some misunderstanding as to her status and a signal had been made to C.O.M.N.O.B. to effect the minimum amount of work to make the vessel seaworthy for passage to Ferryville where it was intended she should now re-fit. Ingenieur Boue added that the equipment asked for was principally rope and cable which was available at Bizerta although it had been desired to place it on the dredger "KIL". The Committee requested Ingenieur Boue to signal as soon as the "ORION" arrived at Ferryville stating the E.D.C. for repairs. (ACTION: Ing. Boue).

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27. AVAILABILITY OF DREDGERS. (Ref. 13).

A list of the materials required for the maintenance and repair of dredging equipment had been provided by Ingenieur Boue and the Chairman considered that application should be made to the Allied Local Resources Board. Mr. Campbell referred to the large stocks of material discovered at Marseilles and Ingenieur Boue stated that he would take up the question with the French Representatives there. (ACTION: Ing. Boue).

"AFRICAINE". Ingenieur Boue reported that this dredger was working only with steel cable, and required rope, and the Chairman considered that this should be obtainable from Italy.

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The Chairman drew attention to the dredgers still in the Oran area. There were four at Mers-el-Kebir, and on the departure of the "ORION" this would leave three, one grab, one bucket and one suction, all reported to be in good condition. Ingenieur Boue agreed to ask Oran for a further report on these vessels and their present work. With regard to the dredging work in connection with the construction of future quays at Mers-el-Kebir referred to in Minute 20, Ingenieur Boue stated that he had taken this up with the French Admiralty, no reply yet having been received and he would follow it up again. (ACTION: Ing. Boue).

Morocco. A report had been received from D.M.W.T.R., Casablanca regarding four dredgers in Moroccan Ports, viz. a self-propelled bucket dredger in good condition and a second bucket dredger in poor condition, both at Casablanca, a self-propelled bucket dredger for sand at Safi and a suction dredger for sand at Port Lyautey, which were used very seldom and he considered were not absolutely necessary and possibly one or two might be released for priority work. It was agreed that these should be kept well in mind for possible use at other ports next year and the report was passed to Ingenieur Boue to take up further with the Authorities in Casablanca. (ACTION: Ing. Boue).

"QUARTO". The Chairman reported that this dredger had been towed from Tripoli to Taranto for repair and putting into service, but regrettably had been lost off Crotone.

Palermo. The Chairman said that one of the dredgers at Palermo was expected to be available shortly.

Repairs. The Committee agreed that in view of the likely needs for dredgers in the coming year all possible should be done now to expedite the repairs to the dredgers and hopper barges in the area presently out of commission so that they might be in working order by about next March and the appropriate Naval Authorities should be asked to investigate the position. (ACTION: Chairman).

Barges. The Chairman pointed out that the question of barges was also involved and Captain Miners said that he had not heard of any surplus. Mr. Campbell drew the attention of the Committee to the fact that the Minutes of the O.M. and T.C. Meetings in London showed that hopper barges were now being constructed.

28. DREDGING AT LA GOULETTE

Mr. Steedman drew attention to the importance of this iron ore port with a normal output of 800,000 to a million tons per annum. The "DJERISSA" loading plant had been reconstructed following its damage and was capable of loading the largest raised steamers. The iron ore was of good grade, the only other place shipping a similar quality being Bone which could load 100,000 tons a month. From the point of view of an alternative shipping port in case of breakdown at Bone and also for future requirements of iron ore, only large ships generally being available, he considered that all possible should be done to improve La Goulette which as a temporary measure should take only two weeks to a month. Vessels could now load to 22 feet but he considered that steps should be taken to deepen the entrance to the iron ore quay with dredgers presently available in North Africa. The Chairman replied that this was a matter for the French Authorities to supply the necessary equipment and he considered this should be provided from the dredgers at Mers-el-Kebir. Ingenieur Boue pointed out that it was a question of priority as between Algiers and La Goulette, the Committee having decided at the last Meeting that the dredging to Quay de Dieppe, Algiers should take precedence over work at Tunisian ports other than Sfax (vide Minute 19). Mr. Campbell suggested that it was a matter for N.A.J.E.M. to decide themselves as between the relative priorities for discharge of coal at Algiers and loading of iron ore at La Goulette, and Mr. Steedman agreed to follow up this point. The Chairman proposed that if other work in North Africa appeared urgent at the same time as the work at Sfax, the matter

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been received and he would follow it up again. (ACTION: Ing. Boue).

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"QUARTO". The Chairman reported that this dredger had been towed from Tripoli to Taranto for repair and putting into service, but regrettably had been lost off Crotone.

Palermo. The Chairman said that one of the dredgers at Palermo was expected to be available shortly.

Repairs. The Committee agreed that in view of the likely needs for dredgers in the coming year all possible should be done now to expedite the repairs to the dredgers and hopper barges in the area presently out of commission so that they might be in working order by about next March and the appropriate Naval Authorities should be asked to investigate the position. (ACTION: Chairman).

Barges. The Chairman pointed out that the question of barges was also involved and Captain Miners said that he had not heard of any surplus. Mr. Campbell drew the attention of the Committee to the fact that the Minutes of the O.P. and T.C. Meetings in London showed that hopper barges were now being constructed.

28. DREDGING AT LA GOULETTE

Mr. Steedman drew attention to the importance of this iron ore port with a normal output of 800,000 to a million tons per annum. The "DJERISSA" loading plant had been reconstructed following its damage and was capable of loading the largest raised steamers. The iron ore was of good grade, the only other place shipping a similar quality being Bone which could load 100,000 tons a month. From the point of view of an alternative shipping port in case of breakdown at Bone and also for future requirements of iron ore, only large ships generally being available, he considered that all possible should be done to improve La Goulette which as a temporary measure should take only two weeks to a month. Vessels could now load to 22 feet but he considered that steps should be taken to deepen the entrance to the iron ore quay with dredgers presently available in North Africa. The Chairman replied that this was a matter for the French Authorities to supply the necessary equipment and he considered this should be provided from the dredgers at Mers-el-Kebir. Ingenieur Boue pointed out that it was a question of priority as between Algiers and La Goulette, the Committee having decided at the last Meeting that the dredging to Quay de Dieppe, Algiers should take precedence over work at Tunisian ports other than Sfax (vide Minute 19). Mr. Campbell suggested that it was a matter for N.A.J.E.M. to decide themselves as between the relative priorities for discharge of coal at Algiers and loading of iron ore at La Goulette, and Mr. Steedman agreed to follow up this point. The Chairman proposed that if other work in North Africa appeared urgent at the same time as the work at Sfax, the matter should be brought to the attention of the Governor General for a decision on relative priorities of the other works.

(ACTION: Mr. Steedman).

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SECRET

NORTH AFRICAN PORTS SUB-COMMITTEE
(MEDITERRANEAN SHIPPING BOARD)

(34)

No. 2. MINUTES OF MEETING HELD AT 1100 HOURS ON 16th OCTOBER, 1944

Present:

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

Lt.-Col. E.L. Griffith (Tn.Br.)
Lt.- Col. E. Williams (AQMG(M))
Lt. R. Bradley, USNR (Pet. Sec.)
Mr. W.S. Thanse (Coal Div. NATEM)
Cmdr. T.K. Garrard, RNR(S.S.O.)
Lt.-Cdr. W.J. Ferguson,RNR(N.C.S.O.)
Lt. R.W. Calcutt, RNVR (S.T.O.)
Mr. R.A. Macdonell (U.S.A. N.A.)

Mrs. D.V. Chaise (Acting-Secretary)

ACTION BY:

49. FRENCH SHIPPING

Referring to Minute No. 44 of the previous meeting Mr. Henderson said he had been signalled that the transport of the various groups of refugees should be bid by the French through G.-5.

50. COASTER PROGRAMME

Commander Garrard asked if there was any reply to the request from Gibraltar for a Coaster to do shuttle service, mentioned in No. 45 of the previous minutes. Lt.-Col. Williams said he would make inquiries.

Lt.-Col. Williams

Reverting to No. 35 of minutes of meeting No. 1 Commander Garrard raised the question of delays owing to cargo not being ready. He feared that the "KRISTEL" was in danger of faring as the "AUDUN" because her olive oil cargo did not appear to be immediately available. Lt.-Col. Williams said that this was being investigated.

Lt.-Cdr. Ferguson said he understood the "DAGO 2" was coming to Algiers. Mr. Henderson said he would speak to Bougie to check this and give instructions for the vessel to proceed direct to Gibraltar if possible, to catch the special slow convoy.

Mr. Henderson

51. HANDING BACK OF PORT INSTALLATIONS TO FRENCH

With reference to Minute No. 46 of the previous meeting Commander Garrard said that he had written to the Maintenance Captain regarding the handing back of Wharfs to the French Authorities. In his reply the Maintenance Captain stated that C.A.F.O. 1944/1945 is not strictly applicable to Algiers. Mr. Henderson said he also had written to MEDBO asking if this matter could be taken up by this Committee and was awaiting a reply. Lt.-Col. Williams said that he was receiving frequent requests for return of berths from the French. He added that in a letter he had written to F.C.W.M. on the subject he had stated that the French should produce figures of tonnage before any action could be taken. He thought that proportionately they were better off than the British in this regard.

3280

52. GROUPEMENT CRANES

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Lt. R. Bradley, USNR (Pet. Sec.) — Lt. R.W. Calcutt, RNVR (S.T.O.)
Mr. W.S. Thomas (Coal Div. MAIEM) — Mr. F.A. Macdonell (U.S.A. H.A.)

Mrs. D.V. Chaise (Acting-Secretary)

ACTION BY:

49. FRENCH SHIPPING

Referring to Minute No. 44 of the previous meeting Mr. Henderson said he had been signalled that the transport of the various groups of refugees should be laid by the French through G.-5.

50. COASTER PROGRAMME

Commander Garrard asked if there was any reply to the request from Gibraltar for a Coaster to do shuttle service, mentioned in No. 45 of the previous minutes. Lt.-Col. Williams said he would make inquiries.

Lt.-Col. Williams

Reverting to No. 35 of minutes of meeting No. 6 Commander Garrard raised the question of delays owing to cargo not being ready. He feared that the "KRISTEL" was in danger of foring as the "ANNAH" because her olive oil cargo did not appear to be immediately available. Lt.-Col. Williams said that this was being investigated.

Lt.-Cdr. Ferguson said he understood the "DAGO 2" was coming to Algiers. Mr. Henderson said he would speak to Bougie to check this and give instructions for the vessel to proceed direct to Gibraltar if possible, to catch the special slow convoy.

Mr. Henderson

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3280

52. GROUPEMENT CRANES

Mr. Henderson said that he had written to MEDBO on the subject of Groupement cranes as it appeared that Groupement was more or less independent and liable to receive direct bids from all quarters. He said that in his letter he had suggested that Groupement should be placed in such a position as to be free to receive only agreed bids from the Port Committee. Mr. Thomas mentioned that of the cranes in the port only 2 were working at one time. He also asked why neither the cranes nor the quay transport worked at night. Lt.-Col. Williams said that it had always been French policy not to work at night, although Groupement was an exception to this rule. Commander Garrard asked whether this policy could not be changed. It was suggested that the best hearing for this would be the Commission Mixte. Commander Garrard undertook to take this matter up at the next meeting on Thursday October 19th.

Commander Garrard

1504

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ACTION BY:

53. PORT EQUIPMENT

Lt.-Col. Triffitt asked whether the Consolidated List of North African Port Equipment requirements was yet available. Mr. Henderson replied that he had just written a letter to N.A.J.E.M. asking when this could be expected.

54. DOCK LABOUR

Commander Garrard reported that he had received a letter from the Syndicat des Entrepreneurs de Manutentions Maritimes stating that in accordance with the Governor's decision dated 30th September 1944(published in the "Journal Officiel de l'Algerie") Dock workers' wages will be increased retrospectively from April 1st 1944. The Syndicate wished to know whether S.S.T.O. agreed. Commander Garrard added that he considered this was a matter to be discussed at a meeting especially convened as all branches of the Services would be concerned. Lt.-Col. Triffitt said that this was the first time he had heard the question raised and would take it up with the Dock Superintendent. Mr. Macdonell did not think that W.S.A. would agree to retroactive payment as, so far as he knew, no provision had been made for this contingency in the contract. Commander Garrard said he would go into the matter with the Port Commandant.

Lt.-Col. Triffitt
Commander Garrard.

NOTE: The next meeting will be held at 1100 hours on Monday, October 23rd, 1944.

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1506.

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SECRET

MEDITO SHIPPING INTELLIGENCE AND DIVERSIONS ROOM.

To :- H.W.T.R. MEDITERRANEAN

Proforma for N.A.S.A.B. Agreed Signal, "North African & Southern France
and 21st of each month.

"OCEAN GOING" Store Ships	CASA.	ORAN	ALGIERS	BONE	BIZERTA	S
A. No. of vessels awaiting to discharge.	Nil	Nil	1	Nil	Nil	
B. No. of vessels discharging	1	5	4	2	Nil	
C. No. of vessels empty awaiting convoy or orders.	Nil	14	1	Nil	Nil	
D. No. of vessels awaiting to load.	Nil	4	1	1	Nil	
E. No. of vessels loading.	3	6	6	4	Nil	
F. No. of vessels loaded awaiting convoy or orders.	Nil	11	Nil	2	Nil	
TOTAL	4	40	13	9	Nil	

G. No. of vessels held a
for North African Po

N.A.S.A.B. 681 and 682 despatched accordingly.

1507

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

SECRET

MEDITERRANEAN SHIPPING INTELLIGENCE AND DIVERSIONS ROOM. 11TH OCTOBER, 1944.

To :- M.W.T.R. MEDITERRANEAN

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

"OCEAN GOING" Store Ships	CASA.	ORAN	ALGIERS	BONE	BIZERTA	SOUTHERN FRANCE	MALTA	TOTAL
A. No. of vessels awaiting to discharge.	Nil	Nil	1	Nil	Nil	39	Nil	40
B. No. of vessels discharging	1	5	4	2	Nil	44	1	57
C. No. of vessels empty awaiting convoy or orders.	Nil	14	1	Nil	Nil	26	Nil	41
D. No. of vessels awaiting to load.	Nil	4	1	1	Nil	Nil	Nil	6
E. No. of vessels loading.	3	6	6	4	Nil	Nil	Nil	19
F. No. of vessels loaded awaiting convoy or orders.	Nil	11	Nil	2	Nil	Nil	Nil	13
TOTAL	4	40	13	9	Nil	109	1	176

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

TOTAL 176

N.A.S.A.B. 681 and 682 despatched accordingly.

1508

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

SECRET. MEDPO SHIPPING INTELLIGENCE & DIVERSIONS ROOM. 11TH OCTOBER

To :- M.N.T.R. MEDITERRANEAN.

Proforma for N.A.S.A.B. Agreed Signal, "Italian and Sicilian Port State" for the 1st, 11th and 21st

Ref. N.A.S.A.B.

"OCEAN GOD.." Store Ships.	NAPLES	TARANTO	BRINDISI	BARI	ANCONA	PALERMO	AUGUSTA	LEGHORN
A. No. of vessels awaiting to discharge.	9	Nil	1	Nil	Nil	Nil	Nil	2
B. No. of vessels discharging.	23	7	2	7	3	1	Nil	11
C. No. of vessels awaiting convoy or orders.	7	1	Nil	1	3	Nil	3	4
D. No. of vessels awaiting to load.	7	2	Nil	Nil	Nil	Nil	Nil	Nil.
E. No. of vessels loading.	8	1	1	Nil	Nil	Nil	Nil	Nil
F. No. of vessels loaded awaiting convoy or orders.	12	3	Nil	Nil	Nil	Nil	1	Nil
TOTAL	66	14	4	8	6	1	4	17

1

G. No. of vessels held at GIBRALTAR Italian and Sicilian Ports.

N.A.S.A.B. 681 and 682 despatched accordingly.

1509

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...t E.T. MEDPO SHIPPING INTELLIGENCE & DIVERSIONS ROOM. 11TH OCTOBER, 1944.

...R. MEDITERRANEAN.

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

Ref. N.A.S.A.B. 605

Store Ships.	NAPLES	TARANTO	BRINDISI	BARI	ANCONA	PALERMO	AUGUSTA	LEGHORN	TOTAL
...s awaiting ...	9	Nil	1	Nil	Nil	Nil	Nil	2	12
...s discharging.	23	7	2	7	3	1	Nil	11	54
...s awaiting ...ders.	7	1	Nil	1	3	Nil	3	4	19
...s awaiting ...	7	2	Nil	Nil	Nil	Nil	Nil	Nil	9
...s loading.	8	1	1	Nil	Nil	Nil	Nil	Nil	10
...s loaded ...voy or orders.	12	3	Nil	Nil	Nil	Nil	1	Nil	16
TOTAL	66	14	4	8	6	1	4	17	120

G. No. of vessels held at GIBRALTAR for Italian and Sicilian Ports. 1 NIL

120

...B. 684 and 682 despatched accordingly.

SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 82.

33

MINUTES OF MEETING HELD AT 1100 HOURS ON 10TH OCTOBER, 1944.

	Mr. Ian D. Campbell	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 W.E. Ersking U.S.N.	U.S. Navy.
	Commander J.O. Davies R.N.R.	S.O.S. to C in C Med.
	Colonel D.A. Greenhill	G-4 Mov & Tn.(Br.).
	Colonel J.T. Damher U.S. Army	G-4 Mov & Tn.(Am.).
	Lt.Col. M.G. Lassek U.S. Army	Petroleum Section.
	Lt.Col. F.J. Hughes U.S. Army	D.D.C.M.C., W.Med.
	Major J. Riddell	Q.M. Coal Section.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A.Med.
Present:	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. A.C. Hegarth	D.M.W.T.R.
	Mr. W.E. Feraday	Secretary
	Miss M.M. Michie	Assistant Secretary

ACTION BY:-

The Board congratulated Colonel Damher on his promotion.

1343. The Minutes of Meeting No. 81 of 3rd October, 1944 were agreed with the following amendments:-

TANKER COMMITTEE. Ref. 1332. For "complete" substitute "in hand".
SATELLITE PORTS Ref. 1339. 3rd line insert "per ship" after "discharge".

1344. PORT EQUIPMENT. Ref. 1338. Colonel Damher asked for details of port equipment needed at Cagliari and it was agreed that W.S.A. and M.W.T. would put forward their requirements. W.S.A. & M.W.T.

1345. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1329. After some discussion it was agreed that "ARGENTINA" should be transferred to run from the Heel to Ancona and be replaced by "CITTA DI ALESSANDRIA". Colonel Greenhill emphasised that "ARGENTINA" was urgently required as several ships were being withdrawn from the run. Col. Damher.

Colonel Greenhill undertook to examine the suggestion by D.M.W.T.R. North Africa regarding the use of "GOUVERNEUR GENERAL LEPINE" for the lift of refugees (ref. report 27, Minute 8). It was understood that this vessel's employment by the Military was terminated. Col. Greenhill

1346. COASTER POSITION. Ref. 1342. P.S.T.O. stated that the only variation in the position for October as compared with the preceding month was the deletion of store coaster "TEA", 2000 dead weight tons.

1347. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1327. Item 2 on Agenda. Minute 236. For "coasters" read "colliers".

Work on the railway at Civita Vecchia (ref. Minute 236) has now started and Colonel Damher thought it should be completed in 6-8 weeks. The Chairman had received a report from D.M.W.T.R. concerning the work commenced alongside No.3 [illegible] was more extensive than was first contemplated and

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	Colonel J.T. Dancher	U.S. Army	C-in-C Mov & Tn.(Am.).
	Lt.Col. M.C. Lassek	U.S. Army	Petroleum Section.
	Lt.Col. F.J. Hughes	U.S. Army	D.D.C.M.C., W.Med.
	Major J. Riddell		Q.M. Coal Section.
	Mr. R. Nicol		Dep.Reg.Dir., W.S.A.Med.
Present:	Lt.Col. K. Andersen		D.M.W.T.R.
	Mr. R.D. Heard		D.M.W.E.R.
	Mr. A.C. Hegarth		D.M.W.N.R.
	Mr. W.L. Faraday		Secretary
	Miss M.M. Michie		Assistant Secretary

ACTION BY:-

The Board congratulated Colonel Dancher on his promotion.

1343. The Minutes of Meeting No. 81 of 3rd October, 1944 were agreed with the following amendments:-
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Colonel Greenhill undertook to examine the suggestion by D.M.W.E.R. North Africa regarding the use of "GOUVERNEUR GENERAL LEPINE" for the lift of refugees (ref. report 27, Minute 8). It was understood that this vessel's employment by the Military was terminated. Col. Greenhill.

1346. COASTER POSITION. Ref. 1342. P.S.T.O. stated that the only variation in the position for October as compared with the preceding month was the deletion of store coaster "WEA", 2000 dead weight tons.

1347. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1327. Item 2 on Agenda.
Minute 238. For "coasters" read "colliers".
Work on the railway at Civita Vecchia (ref. Minute 236) has now started and Colonel Dancher thought it should be completed in 6-8 weeks. The Chairman had received a report from D.M.W.T.R. concerning the work commenced alongside No.3 berth which, in his opinion, was more extensive than was first contemplated and Colonel Dancher agreed to investigate. Col. Dancher.
As a consequence of the Coal Committee diverting some colliers with the result that civilians took over cargoes destined for the military and vice versa, Mr. Nicol said that difficulties regarding documents and financial arrangements for such cargoes had been reported. Major Riddell thought there should be no confusion for all coal arriving in the Mediterranean was consigned to SACMED in whose name all documents were made out, the only exception being M.W.T. bunker coal.

Seen by Capt. Lusk Ford S/C

S/13

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1348. REPAIR SUB-COMMITTEE. Ref. 1328. Item 3 on Agenda. It was pointed out by the Chairman that the drydocking and repair position throughout the area had eased considerably.

1349. ITALIAN SCHOONERS. Ref. 1324. Item 5 on Agenda. The order restricting sailing of schooners in the Central Mediterranean had been amended and Commander Davies reported that voyages between Sardinia, Corsica and Italy were now permitted. This decision was welcomed in view of the extra tonnage that would be made available on certain routes. It was emphasised that schooners must carry navigation lights and the Chairman suggested that issuance of voyage permits should be subject to this proviso. Commander Davies agreed to specify particulars of lights to be carried whereupon the interested authorities would be informed. Commander Davies.

1350. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1331. Item 6 on Agenda. Referring to Minute 23 of the report, Lt.Col. Anderson pointed out that in view of large commitments from Bona to Australia, phosphates for South France would have to be shipped from Sfax. In this connection Colonel Greenhill enquired about dredging at Sfax. A report had been received that the channel should have a depth of 26' by the end of October, and the Secretary stated that the Dredging Committee would meet on 17th October when the matter was due for further consideration.

1351. TANKER COMMITTEE. Ref. 1332. Item 8 on Agenda. Noted.

1352. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1333. Item 9 on Agenda. Colonel Dannher referred to Minute 39 of Report No. 7 and in reply, Colonel Greenhill stated there were not many cases of plague and no cause for alarm.

Minute 42. P.S.T.O. reported that the water in South France was unsuitable for use in boilers and also for drinking. A certain firm could, however, treat the water to render it usable, the maximum output a day being 800 tons. The Chairman suggested that W.S... and ...W.T. Representatives should be warned of the situation. W.S... & M.W.T.

1353. TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1334. Item 10 on Agenda. The Board confirmed Commodore Brock's opinion that after tonnage had been allocated for all bids submitted, any surplus space was available for the shipping authority in control of the vessels and was not under orders of the Sub-Committee.

1354. PORT STATE. Ref. 1336. Item 11 on Agenda. Noted.

1355. SAFETY OF MERCHANT SHIPPING. Ref. 1326. Convoys SM13 and SM13 had been cancelled and Commander Davies said 108 Liberty type ships were now lying off South France. Colonel Dannher asked if sailings of M.T. ships could now be resumed as requests for certain units and vehicles had been received from H.Q. in that area; two vessels carrying Signals personnel being specially mentioned. It was agreed that Colonel Dannher would find out if these ships could be discharged immediately on arrival and if so the question of their sailing would be considered further. Col. Dannher.

1356. PORTO SAN STEFANO. Ref. 1320. Commander Davies stated that the tug needed to berth large tankers at San Stefano was urgently required elsewhere and enquired if Petroleum Section would guarantee sending small tankers of 900-1000 tons only to this port. Lt.Col. Lassek agreed to take up this matter but said that [illegible] and of Air Force requirements, white oil

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1350. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1331. Item 6 on Agenda. Referring to Minute 25 of the report, Lt.Col. Anderson pointed out that in view of large commitments from Bone to Australia, phosphates for South France would have to be shipped from Sfax. In this connection Colonel Greenhill enquired about dredging at Sfax. A report had been received that the channel should have a depth of 26' by the end of October, and the Secretary stated that the Dredging Committee would meet on 17th October when the matter was due for further consideration.

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1357. HARBOUR CRAFT. Ref. 1298. A signal from Bone stating that a small tug was to be placed aboard the "EMPIRE CLARION", presently loading there for U.K., and taken to Algiers for repairs was quoted by the Chairman. Lt.Col. Hughes said he had no knowledge of this move and agreed to investigate the position. Lt.Col. Hughes.

1358. DESTINATION SIGNALS. Ref. 973. In reply to a signal from S.L.O.A., stating lack of destination signals was complicating the position in the Naval ports, Commander Davies said that as soon as destinations of vessels were known they/

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/they were passed to the ports concerned.

1359. RED CROSS PARCELS. A letter from D.M.W.T.R., North Africa, regarding Red Cross parcels to be shipped from Casablanca and Algiers to Marseilles for onward transmission by land to Geneva, was referred to by the Chairman. Colonel Greenhill was cognisant with the situation and would deal with the matter.
Col. Greenhill.

1360. SHIPMENTS TO GREECE. Difficulties were being encountered in shipping vehicles to Greece on account of the shallow drafts. Colonel Greenhill suggested that "MONTE CUCCO" and "MONTE GRAPPA" would be suitable vessels and enquired if they were available. Commander Davies believed the hatches of these two ships were too small for loading vehicles into the holds and considered no more than two vehicles could be stowed on deck. He agreed to look into the matter.
Cmdr. Davies.

1361. ELIMINATION OF FIRE HAZARDS IN SOUTH AFRICAN COAL. Copies of a letter from W.S.A., South Africa were passed to the Board for perusal and discussion at the next Meeting.

1362. RELIEF SHIPS FOR VATICAN. Colonel Danaher asked details of the plan to accept two Spanish ships, the "CABO SPARTEL" and "TARIFA" with relief cargoes, for the Vatican. As these vessels are not to be permitted to discharge at Civita Vecchia, Colonel Greenhill stated that cargoes would be unloaded at Naples and then oncarried to Civita Vecchia by allied coaster. Discharge, safe-guarding of cargo and transportation to the Vatican was a military obligation and he asked when the vessels would arrive in Naples as he would like due notice. Commander Davies understood they were both loading at Barcelona but was obtaining definite information. Mr. Hogarth raised the question of agents for these Spanish ships and as the project was sponsored by U.S. authorities, W.S.A. undertook to handle this point.
W.S.A.

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