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MEOBO Reports - meetings

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ALLIED FORCE HEADQUARTERS

C-4(Mov & Tn) 5/379/COM

11 Jan 45

Tel : FREEDOM 332.

C-4(Mov & Tn).

A/TEO
Tn(A) Operations
QM(Coal Sec)
QM(Coal Sec)
MWT Rep.
WSA Rep.
[illegible] Rep.
Secretary.

Subject :- Mediterranean Shipping Board
Coal Distribution Committee

Minutes of Coal Meeting No.44 held at 1030 hrs 10 Jan 45 in C-4(Mov & Tn) Conference Room

In the Chair : Maj. V.KING

Present : Lt.(E)A.FROGSHAM
Col. J.T. DANA
Maj. J. RIDDELL
Capt. P. CHRISTIAN
Lt.Col. K.ANDERSON
Mr. R. MCCOL
Mr. J. LEACH
F/Comd. K.F. MITCHELL

365. Coal Berth C CIVITAVECCHIA (See Minute 359)

(a) The Chairman stated that a letter had been addressed to PBS by AG AFHQ requesting engineer advice on the coal berth be given.

(b) The provision of a second shunting engine had been taken up by Allied Commission with [illegible] ROME, and it had been agreed that although this engine was not at present required, it would be made available as necessary.

(c) Information had been received from Allied Commission that there was on [illegible] CIVITAVECCHIA on a part time basis. It is would now be [illegible] all time appointment.

(d) Arrangements had been made for 4 self-operating coal buckets to be supplied from Tn(Dr) Increment ROME. The following gear had also been released from Tn(I) stocks and would be supplied from [illegible]

500 ft 2' GWR
100 coal shovels
50 barrows large
120 coal baskets

4 1 cu yd coal tips
1 19 HP crane
3 10 HP cranes complete with grab.
1 6 ton crane.

(e) It was agreed that with

(i) The provision of self operating buckets
(ii) A permanent regulating officer, and
(iii) Adequate switching service, a [illegible] average figure of 1000 tons per day should be achieved. This would be discussed with HQ AC.

366. Coal for ROME. (See Minute 359)

In the Chair	:	Maj. V.MING	G-4(Mov & Tn).
Present	:	Lt.(E)A.FREDSHAW	A/FEO
		Col. J.T. DANA, P	Tn(A) Operations
		Maj. J. RIDDELL	QM(Coal Sec)
		Capt. P. CHRISTIAN	QM(Coal Sec)
		Lt.Col. H.ANDERSON	MTT Rep.
		Mr. R. NICOL	USA Rep.
		Mr. J. LIDDON	RN Rep.
		F/O Mrs. M.F. WHITE	Secretary.

365. Coal Berth CIVITAVECCHIA (See Minute 323)

(a) The Chairman stated that a letter had been addressed to PBS by AG AFHQ requesting engineer advice on the coal berth be given.

(b) The provision of a second shunting engine had been taken up by Allied Commission with Dirs ROME, and it had been agreed that although this engine was not at present required, it would be made available as necessary.

(c) Information had been received from Allied Commission that there was an RTO CIVITAVECCHIA on a part time basis. This would now be a full time appointment.

(d) Arrangements had been made for 4 self-operating coal buckets to be supplied from Tn(Tr) Increment ROME. The following gear had also been released from Tn(E) stocks and would be supplied from NAPLES.

500 ft 2' SWR	4 1 cu yd coal skips
100 coal shovels	1 19 HP crane
50 barrows large	3 10 HP cranes complete with grab.
120 coal baskets	1 Coles crane.

(e) It was agreed that with 7806

(i) The provision of self operating buckets
(ii) A permanent regulating officer, and
(iii) Adequate switching service, a target discharge figure of 1000 tons per day should be approved. This would be discussed with HQ AFHQ.

366. Coal for ROME. (See Minute 359)

(a) C-in-C M.E. had not approved the positioning off shore at TERMICINO of JOHN BETTY. This vessel had accordingly been diverted to NAPLES for complete discharge.

Contd / Sheet 2.

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366 COAL FOR ROME (Contd)

(b) The following schooners had been made available for the movement of coal from GAETA to FIUMICINO and ROME -

DENA (RASC)	250 tons
IRMA M	18 "
ANNUNZIATA MADRE	37 "
LUCIA MADRE	34 "
GIOVANNINA	29 "
BAIA	42 "
STELLA DEL MARE	28 "
SAN MICHELE	46 "
ANTONIO	13 "
NUOVA MARIO	35 "
VERGINE CLEMENTE	33 "
ANTONIETTA MADRE	50 "
MADRE TINA	42 "
ANTONIO MARIA	50 "
ALBERTO R PADRE	36 "

It was agreed that all vessels up to 1½ metres draft should go direct from GAETA to ROME.

367 COAL FOR SOUTHERN FRANCE:

MWT rep stated that the 'EDERA' would NOT now be available to carry Sardinian coal for S. FRANCE. This vessel had been replaced by GAETA.

ACTION - MWTR

368 NAPLES POSITION:

'ROBERT TOOMBS' completed for NAPLES 5 Jan for CIVITAVECCHIA.

'EMPIRE DON' discharging BAGNOLI - EDC 10 Jan.

'SAMSODER' - Vehs had been discharged. Vessel berthed 9 Jan.

'PENCARROW' awaiting berth.

'STAD VLAARDINGEN' discharging 176 wh vehs

'JOHN DAVEY' due to discharge.

'SAMEDEN' had been put on berth at BAGNOLI in lieu of 'EMPIRE DON' as it was intended to complete the discharge of this vessel while re-loading coke ex 'PENCARROW' MWT rep informed the meeting that 'EMPIRE DON' would have to undergo repairs before the coke could be reloaded. It was agreed that this vessel should go on berth after 'SAMEDEN' to complete discharge.

It was also agreed that a deep water berth be made available, if required, for the discharge of colliers in NAPLES harbour.

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DINA (ALSO)	250	tons
IRMA M	18	"
ANNUNZIATA MADRE	37	"
LUCIA MADRE	34	"
GIOVANNINA	29	"
DAIA	42	"
STELLA DEL MARE	28	"
SAN MICHELE	46	"
ANTONIO	13	"
NUOVA MARIO	33	"
VERGINE CLEMENTE	33	"
ANTONIETTA MADRE	50	"
MARIA TERA	42	"
ANTONIO MARIA	50	"
ALBERTO R PADRE	36	"

It was agreed that all vessels up to 1½ metres draft should go direct from GAETA to ROME.

367 COAL FOR SOUTHERN FRANCE:

MWT rep stated that the 'EDERA' would NOT now be available to carry Sardinian coal for S. FRANCE. This vessel had been replaced by GAETA.

ACTION - MWTR

368 NAPLES POSITION:

'ROBERT TOOMBS' completed for NAPLES 5 Jan for CIVITAVECCHIA.

'EMPIRE DON' discharging MAGNOLI - EDC 10 Jan.

'SAMEDEN' - Vehs had been discharged. Vessel berthed 9 Jan.

'PENCARROW' awaiting berth.

'STAD VLAARDINGEN' discharging 176 wh vehs

'JOHN DAVEY' due to discharge.

'SAMEDEN' had been put on berth at MAGNOLI in lieu of 'EMPIRE DON' as it was intended to complete the discharge of this vessel while re-loading coke ex 'PENCARROW' MWT rep informed the meeting that 'EMPIRE DON' would have to undergo repairs before the coke could be reloaded. It was agreed that this vessel should go on berth after 'SAMEDEN' to complete discharge.

It was also agreed that a deep water berth be made available, if required, for the discharge of colliers in NAPLES harbour.

ACTION - Tn (A) Operations

369 RN COLLIERS:

An agreed signal would be addressed to Flag Officer Central ITALY regarding the acceptance of an RN Collier of approx 2,300 tons at ANCONA during early F.E.

ACTION - G-4(Mov & Tn)

Contd / Sheet 3.

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370 COALING DUE:

It was agreed that -

(a) 'JESSE COTTRELL' would lighten to 26 ft at PALERMO (ETA 13 Jan) for completion at CATANIA.

(b) 'AUGUSTINE HAND' would lighten to 28 ft at CATANIA (ETA 12 Jan) and proceed to ANCONA in ATF 93.

371 SICILY PORT POSITION:

(a) The following info had been received regarding ports in SICILY -

(i) MESSINA:

This was a Naval port and as the Naval authorities had already loaded landing craft for the discharge of a grain ship at this port, arrangements could not be made for a collier to be discharged by this method.

(ii) CATANIA: The deep berth was temporarily out of action owing to gale damage

(iii) PALERMO: 'JOHN H. PARKER' was discharging.

'JESSE COTTRELL' due 13 Jan

'PENCARROW' would discharge 5,427 tons coal, coke having first discharged at NAPLES.

(b) In view of (a)(ii) above, 'R.E. WILSON' was not acceptable for discharge at MESSINA and it was agreed that this vessel should discharge 4,000 tons at REGGIO and complete at MILI.

ACTION - G-4 (Mov & Tn)

372 BUNCHING OF COLLIERS:

Colliers in UGS convoys had been notified as follows -

UGS 62 . . .	5
UGS 63 . . .	7
UGS 64 . . .	-
UGS 65 . . .	2
UGS 66 . . .	1

3855

In view of the fact that two of the deep draft ports were temporarily out of action owing to weather damage, delay in berthing vessels in UGS 62 and 63 had occurred. It was agreed that a signal should be sent to ACWAR pointing out the above and requesting that colliers be more evenly distributed in each convoy. In addition, colliers had arrived ex UK and S. AFRICA.

ACTION - G-4 (Mov & Tn)

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(b) 'AUGUSTINE HEAD' would lighten to 20 ft at CATANIA (Max 22 feet) and proceed to AUGUSTA in AM 9/3.

371 SICILY PORT POSITION:

(a) The following info. had been received regarding ports in SICILY -

(i) MESSINA:

This was a Naval port and as the Naval authorities had already loaned a landing craft for the discharge of a grain ship at this port, arrangements could not be made for a collier to be discharged by this method.

(ii) CATANIA: The deep berth was temporarily out of action owing to gale damage

(iii) PALERMO:

'JOHN H. [illegible]' was discharging.

'JESSE COTTRELL' due 13 Jan

'REDCARROW' would discharge 5,427 tons coal, coke having first discharged at BIZERTE.

(b) In view of (a)(i) above, 'H.M. WILSON' was not acceptable for discharge at MESSINA and it was agreed that this vessel should discharge 4,000 tons at REGGIO and complete at BARI.

ACTION - G-4 (Mov & Tn)

372 BERTHING OF COLLIERS:

Colliers in UGS convoys had been notified as follows -

UGS 62	.	.	.	5
UGS 63	.	.	.	7
UGS 64	.	.	.	-
UGS 65	.	.	.	2
UGS 66	.	.	.	1

3805

In view of the fact that two of the deep draft ports were temporarily out of action owing to weather damage, delay in berthing vessels in UGS 62 and 63 had occurred. It was agreed that a signal should be sent to AFHQ pointing out the above and requesting that colliers be more evenly distributed in each convoy. In addition, colliers had arrived ex UK and S. AFRICA.

ACTION - G-4 (Mov & Tn)

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

KEG/SC

DISTRIBUTION:
As for MEDLO Minutes PLUS:
D of Stores, Admiralty, London
The Under Secretary of State for War,
The War Office (Attn DF MOV Q(M)9)
Whitehall, LONDON, SW1
HQ MOV CENTRAL ITALY, C/O HF, NO.1 DISTRICT
GHQ, MEF
COT (4)

NA DISTRICT (NAMOV 2) (2)
ALLIED COMMISSION
MOV EAST ITALY
MOV WEST ITALY
MOV SICILY
DDMG (Mov & Tn)
MOV 5 (G-4 (Mov & Tn)), AFHQ

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA & CORSICA - POSITION AS AT 11 JAN 45

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE D'ST'N	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZERTA
JOHN C SPENCER (2nd disch) (44 vehs)		ALGIERS		25 Dec		Army	2500			
LEONIDAS	22'	UK	KMS 72	25 "	Elec & Loco	"	2546			
LORNASTON	23'	"	" "	25 "	" " "	"	3672			
ST BERNARD (2nd disch)	22'	BIZERTA		26 "	RGH & Loco	"	5000			
HARLEPOOL		ORAN		26 "	Elec & Loco	"	4000	4000		
BRIDGEPOOL	23' 6"	"	KMS 73	3 Jan		"	2442 Pitch) 4658 Coal)			
BLAIRESK		ORAN		10 "		"	2432	2432 (2nd disch)		
BLAIRESK	20' 3"	"	KMS 74	11 "		"	2000		2000	(1st di
LYRAS	24' 1"	"	KMS 74	12 "		"	7131	7131		

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COLLIERS DUE N. AFRICA & CORSICA - POSITION AS AT 11 JAN 45

APPENDIX 'A'

DRAFT	FROM	CONVOY	DUE D ST'N	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZERTA	DONE	LA GOULETTE AND TUNIS	SFAX
	ALGIERS		25 Dec		Army	2500					2500	
22'	UK	KMS 72	25 "	Elec & Loco	"	2546						2546
23'	"	" "	25 "	" " "	"	3672					3672	
22'	BIZERTA		26 "	ROM & Loco	"	5000					5000	
	ORAN		26 "	Elec & Loco	"	4000	4000					
23' 6"	"	KMS 73	3 Jan		"	2442 Pitch) 4658 Coal)				2442 Pitch) 4658 Coal)		
	ORAN		10 "		"	2432	2432 (2nd disch)					
20' 3"	"	KMS 74	11 "		"	2000		2000	(1st disch)			
24' 1"	"	KMS 74	12 "		"	7131	7131					

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA & CORSICA - POSITION AS AT 11 JAN 45 (Contd)

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZ
W.C. BRYANT	25' 6"	USA	UGS 65	14 Jan		Army	4000		4000	
FORT FAIRFIRE			UGS 65	15 "		MWT	4000	4000		
ELIZABETH MASSEY		UK	KMS 77	19 "		Army	5803 Coal) 612 Coke)			
W.C. BRYANT		ORAN		20 "		"	4300	4300		
REINHOLD RICHTER (40 Vehs)	24' 8" F) 30' 6" A)	USA	UGS 66	24 "	H Vol	"	3457		3457(1st d	
" " (42 Vehs)		ORAN		31 "	" "	"	4500			

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COLLIERS DUE N. AFRICA & CORSICA - DISPOSITIONS AT 11 JAN 45 (Contd)

DRAFT	FROM	CONVOY	DUE DEST'N	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZERTA	BONE	LA GOULETTE & TUNIS	SFAX
25' 6"	USA	UGS 65	14 Jan		Army	4000		4000				
		UGS 65	15 "		MTT	4000	4000					
	UK	KMS 77	19 "		Army	5803 Coal) 612 Coke)					5803 Coal) 612 Coke)	
	ORAN		20 "		"	4300	4300					
as) 24' 8" F) 30' 6" A)	USA	UGS 66	24 "	H Vol	"	3457		3457(1st disch)				
as)	ORAN		31 "	" "	"	4500				4500(2nd disch)		

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DISCHARGING OR DUE ITALY AND SICILY AS AT 11 JAN 45

SHIP	DRAFT	FROM	CONVOY	ARRIVED OR DUE DEST'N	TYPE OF COAL	A/C	TONNAGE	ARCOLA	BARI	CATANIA	CIVITAVECCHIA	CAGLIARI	LEGHORN	NAPLES	
CLYDE L. SEAVEY	28'	USA	UGS 62	22 Dec	II Vol	rmy	8321			8321					
KATINGO HADJIPATEL		SARD		26 "	Sard	"	5000					5000(EDC 12 Jan)			
OMEGA		"		27 "	"	"	5000				L	5000(EDC 12 Jan)			
ARIE V.N DER NEER	22'	PALERMO		28 "	II Vol	"	5804						5804(2nd di		
FORT BUFFALO	25'11"	USA	UGS 62	30 "	"	"	7924		7924(EDC 12 Jan						
TEMPLE ARCH	25'6"	S.AFR		1 Jan	Loco	"	7813							500	
PENGARAM	23'9"	U.K.	KMS 73	3 "	II Vol	"	500	coke						(3331	
STAD VLAARDINGEN		U.K.	KMS 73	3 "	"	"	(3331	coal 81% Coke)						8249	
SAMEDEH	28'11"	USA	UGS 63	5 "	"	"	8249								
FORT WALSH	20'0"	BARI	AH 88A	5 "	"	"	4423	4423 (2nd discharge)							
R.F.PECHKAM	22'0"	PALERMO		6 "	"	"	5795						3792	(2	
ROBERT TOOMBS		NAPLES		9 "	"	"	3948				3948 (2nd discharge)				
BEN HELLADAY	29'0"	USA	UGS 63	10 "	"	"	4381			4381 (1st discharge)					
SYMSYLVAN(Vchs)	27'0"	"	"	10 "	"	"	(305		(305						
AGLE WAVE		SARD	UGS 62	12 "	Sard	"	3000					3000			
JOHN DAVEY	28'0"	USA	UGS 63	12 "	II Vol	"	8349							8349	
AUGUSTUS READ		S.AFR.		12 "	"	"	4300			4300					
JESSE COTTRELL	A27'10" F26'8"	S.AFR.		13 "	"	"	3000								
ESL		SARD		14 "	Sard	"	4200						4200		
							289	coke							
		PHILA		15 "	II Vol	"	5427	Coal							
		NY		15 "	"	"	4000								
JOHN . FRASER				19 "	"	"	4551						4551	(2n	
					"										
SCHAFFNER		SARD		16 "	Sard	"	4000				4000				
		"		18 "	"	"	7000							7000	
		"		18 "	"	"	5000								

C.S.S.

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APPENDIX 'B'

COLLIERS DISCHARGING IN DUE ITALY AND SICILY AS AT 11 JAN 45

FROM	CONVOY	ARRIVED OR DUE DEST'N	TYPE OF COAL	A/C	TONNAGE	AUGUSTA	BARI	CATANIA	CIVITAVECCHIA	NAPLES	LEGHORN	PALERMO	TARANTO	CAGLIARI	REGGIO
USA	UGS 62	22 Dec	II Vol	rmy	8321			8321							
S/RD		26 "	Sard	"	5000					5000(DC 12 Jan)					
"		27 "	"	"	5000			L	5000(DC 12 Jan)						
PALERMO		28 "	II Vol	"	5804						5804(2nd discharge)				
USA	UGS 62	30 "	"	"	7924		7924(DC 12 Jan								
S.AFR		1 Jan	Loco	"	7813								7813		
U.K.	KMD 73	3 "	II Vol	"	500 coke						500 coke				
U.K.	KMD 73	3 "	"	"	(3331 coal 815 Coke)						(3331 coal	815 Coke - NAPLES)			
USA	UGS 63	5 "	"	"	8249						8249				
BRD	AH 86A	5 "	"	"	4423	4423 (2nd discharge)									
PALERMO		6 "		"	5795						5792 (2nd discharge)				
NAPLES		9 "		"	3946				3948 (2nd discharge)						
USA	UGS 63	10 "	"	"	4381			4381 (1st discharge)							
"	"	10 "	"	"	8305		8305								
S/RD	UGS 62	12 "	Sard	"	3000					3000					
USA	UGS 63	12 "	II Vol	"	8349						8349				
S.AFR.		12 "	"	"	4300			4300							
S. AFR		13 "	"	"	3000							3000 (for expletion SICILY)			
S/RD		14 "	Sard	"	4200						4200				
					289	Coke						289	Co		
PALERMO		15 "	II Vol	"	5427	Coal						5427	Coal		
US		15 "	"	"	4000							(1st discharge)	4000		
		15 "	"	"	4551						4551 (2nd discharge)				
S/RD		16 "	Sard	"	4000				4000						
"		18 "	"	"	7000						7000				
"		23 "	"	"	5000										

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DISCHARGING OR DUE ITALY & SICILY AS AT 11 JAN 45 (Contd)

SHIP	DRAFT	FROM	CONVOY	ARRIVED OR DUE DEST'N	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CAT-ANIA	CIVI-TAVE-CCHIA	GALLI-POLI	LEG-HORN	NAP-LES
EDWARD BRUCE	26'	USA	UGS 65	20 Jan		MOT	4000							
O'HENRY	27'	"	UGS 65	20 "			8638							8638
BOWS LAW	26' 6"	"	UGS 65	20 "			4000							4000
KATIPCO HADJIPATERAS		SARO		22 "	Sard	Army	5000					5000		
FORT PEMBINE		ALGIERS		23 "		MOT	4500							4500
BOWS LAW		NAPLES		24 "			2814							
DEN HALLIDAY		REGGIO		24 "	H Vol	Army	4000				4000 (2nd disch)			
R.S. WILSON		"		25 "	" "	"	4434		4434	(2nd disch)				
AUGUSTINE HEARD	20' 0"	CATANIA	AH 93	26 "	" "	"	4000	4000						
R.BLUE DON		SFAX		26 "	Sard	"	3400				3400			
PLAVNIK		"		26 "		"	3600							3600
ALRESFORD		"		26 "	"	"	3450							
EDWARD BRUCE	26'	TARANTO		29 "		MOT	45[illegible]		4500					

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ATTEMDL 'D'

COLLIERS DISCHARGING OR DUE ITALY & SICILY AS AT 11 JAN 45 (Contd)

DART	FROM	CONVOY	ARRIVED OR DUE DEST'N	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CAT-ANIA	CIVI-TAVE-CCHIA	GALLI-POLI	LEG-HORN	NAP-LES	PAL-ERMO	TARA-NTO	CAGLIARI	RECCIO
5'	USA	UGS 65	20 Jan		MFT	4000									4000		
7'	"	UGS 65	20 "			8638							8638				
8' 6"	"	UGS 65	20 "			4000							4000				
	SARD		22 "	Sard	Army	5000					5000						
	ALGIERS		23 "		MFT	4500							4500				
	NAPLES		24 "			2814										2814	
	REGGIO		24 "	H Vol	Army	4000				4000 (2nd disch)							
	"		25 "	" "	"	4434		4434	(2nd disch)								
20' 0"	CATANIA	MK 93	26 "	" "	"	4000	4000										
	SARD		26 "	Sard	"	3400				3400							
	"		26 "		"	3600							3600				
	"		26 "	"	"	3450								3450			
26'	TARANTO		29 "		MFT	4500		4500									

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MEDITERRANEAN SHIPPING BOARD
COAL, RETIRED COMMITTEE.

R.N. COLLIERS.

SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELMA	For Alexandria to load for GREECE			
CARA	Is for Southern France.			
BERGEL	At GREECE - Under orders of S.B.M.O. Greece.			
AASTEL	At TARANTO for docking - E.D.C. 14th January.			
CORCHESTER	At NAPLES for O/R LEGHORN to discharge Naval coal			
PLAVNIK	Unloading Naval coal at BARI			
BLUEBELL	K.M.S. 76	2300 N.C.	U.K.	Gibraltar and Be
SENIO (Italian Master)	At TARANTO - Is for SAN ANTIOCO to load Sardinian Coal			

Advised future sailings but not confirmed:-

BARON KUTAVEN	KMS 77	with	5000 Welsh
CAPITAINE TEMERLI	KMS 78	with	6000 Welsh
FERNBANK	KMS 78	with	6000 N.C.
MARY LENSEN	KMS 78	with	4000 N.C.
MATHILDA	KMS 79	with	5000 N.C.

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SECRET
APPENDIX 'C'

SHIPPING BOARD
COMMITTEE.

R.N. COLLIERS.

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
For Alexandria to load for GREECE				
Is for Southern France.				
At GREECE - Under orders of S.B.H.O. Greece.				
At TARANTO for docking - E.D.C. 14th January.				
At NAPLES for O/R LEGHORN to discharge Naval coal				
Unloading Naval coal at BARI				M.W.T.
K.M.S. 76	2300 N.C.	U.K.	Gibraltar and Bari	M.W.T.
(Master) At TARANTO - Is for SAN AMTIOCO to load Sardinian Coal				

Sailings but not confirmed:-

BARON KUTTNER	KMS 77	with	5000 Welsh
CAPITAINE TEMERLI	KMS 78	with	6000 Welsh
FIRBANK	KMS 78	with	6000 N.C.
AFY LENSEN	KMS 78	with	4000 N.C.
MATHILDA	KMS 79	with	5000 N.C.

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NAME OF SHIP	Draft	From	Convoy	Due AUGUSTA	Type of Coal	Tonnage	Remarks
MALIAKOS		UK			Pitch Coal	2844) 1511)	ORAN
MONTCREST (202 Vehs)			UGS 75			5250	PORT SAID (Vehs for
RILEY (Vehs & Potatoes) (141 Vehs)			"			4087	(Coal AUGUSTA, in ITALY
NORBURY (Vehs & Potatoes)						4673	(Coal ORAN) via ITALY (
WILLIAM DONALDSON		USA					ITALY
FORT GEORGE		"	UGS 64			7349	ORAN for orders
GEORGE APPLEBY		"	UGS 66			8300	ITALY

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RD

JANUARY ARRIVALS (Contd)

APPENDIX 'D'

Draft	From	Convoy	Due AUGUSTA	Type of Coal	Tonnage	Remarks
	UK			Pitch Coal	2844) 1511)	GRAF
		KMS 75			5259	BONE & PIZZO (Vchs for ITALY)
		"			4087	(Coal ANCONA) in ITALY (NAPLES)
					4673	(Coal GRAF) via ITALY (HEEL)
	USA					ITALY
	"	UGS 62			7369	GRAF for orders
	"	UGS 66			8300	ITALY

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

FEBRUARY ARRIVALS

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUST	TYPE OF COAL	TONNAGE	REMA
BARON FAIRLIE		S.AFRICA				8300	BALKANS
J.H. DRUMMOND						8300	"
LEEDS CITY	25'6"	S.AFRICA		26 Jan		8017	ITALY
FORT GRAHAME		U.S.A.					"
FORT GLENORA		"					"
FORT FALLESH		"					"
SAFFLORA		"					"
IL 152		U.S.					"
LORD COCHRANE		"				3630 Coal 2200 Pitch	BONE and BIZERTA
VAN OSTADE		"				3650	ORAN and ALGIERS
EMPIRE PAL		"				4235 Coal 1800 Pitch	ALGIERS
[illegible]		"				[illegible]	[illegible]
[illegible] LOCHIE		"				5550	ALGIERS
CIRCASSIA		"				3700	ALGIERS
EMPIRE SAXON		"				2500	BONE
D.GO 11		"					

MARCH ARRIVALS

[illegible]		S.AFRICA					ITALY
FORT [illegible]		"					"
EMPIRE [illegible]		"					"

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NND

SECRET
APPENDIX "E"

FEBRUARY ARRIVALS

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
	S.AFRICA				8300	BALKANS
					8300	"
25'6"	S.AFRICA		26 Jan		8017	ITALY
	U.S.A.					"
	"					"
	"					"
	"					"
	U...					"
	"				3600 Coal 2200 Pitch	BONE and BIZERTA
	"				3650	ORAN and ALGIERS
	"				4235 Coal 1800 Pitch	ALGIERS
	"					G.
	"				5520	ALGIERS
	"				3700	ALGIERS
	"				2500	BONE

EARLY ARRIVALS

APPENDIX "F"

	S.AFRICA				ITALY	
	"				"	
	"				"	

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

S. FRANCE

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	RE
EMPIRE PLANET	23'11"	U.K.	KMS 72		Loco	7656	S. FRANCE
PENHALE		"	KMS 77			5121	MARSEILLES
EMPIRE JESSICA			KMS 77			3¼3¼ Pitch	SETE
HAELATRAS		"	KMS 78			7500	S. FRANCE
RUGBY			KMS 78				"
EDERA				28 Dec		7000	S. FRANCE
CRAGPOOL			KMS 79				"
ERIKA			KMS 81				"
CAETA					SARD.	7000	S. FRANCE

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S. FRANCE

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
23'11"	U.K.	KMS 72		Locc	7656	S. FRANCE 13 Dec
	"	KMS 77			5121	MARSEILLES
		KMS 77			3434 Pitch	SETE
	"	KMS 78			7500	S. FRANCE
		KMS 78				"
			28 Dec		7000	S. FRANCE
		KMS 79				"
		KMS 81				"
				SARD.	7000	S. FRANCE

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 94.

MINUTES OF MEETING HELD AT 1100 HOURS ON 9TH JANUARY, 1945.

	Mr. J. Gibson Graham	Chairman.
Members:	Captain F.H.D. Byron R.N.	N.C.S.O. Med.
	Captain W.E. Ergdire U.S.N.	U.S. Navy.
	Captain F.W. Williams R.N.R.	Acting P.S.T.O. Med.
	Commander D.M. MacLean R.N.R.	S.C.S. to C in C Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.T. Dercher U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel J.F.M. Leese	Tn (Br.).
	Captain J.C. Martin, Jr., U.S. Army	D.D.C.H.C., W.Med.
	Captain P.W. Christian U.S. Army	[illegible]. Coal Section.
	Mr. R. Nicol	[illegible].Dep.Dir., W.S.A. Med.
Present:	Lt.Cmdr. F.T. Bisley R.N.R.	N.S.S.O. (N.A. Med.) Rep.
	Lt.Cmdr. G.D. Sturt R.N.V.R.	S.O.C. to P.S.T.O. Med.
	Colonel G. Ackerley	G-4 Mov & Tn. (Br.).
	Lt.Col. M.V. Sieff	A.C. Trans. Sub-Commission.
	Mr. D.F. Landale	M.W.T.R. M.E.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.R.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

Mr. Landale, D.W.T.R., M.E. was welcomed to the Meeting.

621. The Minutes of Meeting No. 93 dated 2nd January, 1945 were approved, as also the Minutes of the Meeting held to examine the methods of augmenting the supply of coal to Rome, with the substitution in paragraph 1 "Barges" of ORISTANILLO for Ortobello.

1622. H.M.S. "SIDI ITTU". Ref. 1617. It was reported that C in C Med. had granted F.O.A.I.M.'s request that he be permitted to operate this vessel.

1623. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1602. Item 2 on Agenda. Colonel Dercher reported that the proposal to discharge a collier lying off Piombino had not been authorised by C in C Med. due to the hazardous nature of the operation in winter.

Coal Minute 360. "CAETA" was programmed for 4th January voyage from Sardinia to S. France, Lt.Col. Anderson stating that "CEDRA" was for February voyage.

The Chairman reported that London were of the view that more coal was arriving in Italy and Sicily than was within the Ports' Clearance capacity. He felt this was in part due to the fact that bids for the Balkans had been diverted to the former two countries too late. Captain Christian said that it had been proposed to cancel 35,000 tons over January and February, but instructions had been received that this amount was to be diverted to Italy and Sicily and three

	Captain F.W. Wildman R.N.R.	S.C.S. to C in C Med.
	Commander D.M. MacLean R.N.R.	G-4 Mov & Tn. (Br.).
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Am.).
	Colonel J.T. Dancher U.S. Army	Tn (Br.).
	Colonel J.F.M. Leese	D.D.O.H.C., W.Med.
	Captain J.C. Martin, Jr., U.S. Army	[illegible]. Coal Section.
	Captain F.W. Christian U.S. Army	[illegible].Rep.Dir., W.S.A. Med.
	Mr. R. Nicol	
Present:	Lt.Cmdr. P.T. Disley R.N.R.	N.S.S.O. (N.A. Med.) Rep.
	Lt.Cmdr. G.B. Sturt R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Colonel G. Ackerley	C-4 Mov & Tn. (Br.).
	Lt.Col. M.J. Sioff	A.C. Trans. Sub-Commission.
	Mr. D.F. Landale	M.W.T.R. M.E.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Haworth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.M.C. Representative.
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Shipping in Sicily was being delayed, Lt.Col. Sioff said because of lack of sufficient coal for the railways, and movements of goods were therefore held up. A request had been made for the allocation to be increased from 7 - 9,000 tons per month and the Board felt that a temporary allotment should be made out of/

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/of existing stocks, pending the decisions of the mission that Captain Christian said was to go to Sicily to investigate.

In reply to the Chairman, Captain Christian confirmed that the present output of Sardinian coal was 50,000 tons per month, but said A.C. had been asked to increase the amount to 70,000 tons per month. This could not be done until more labour were available and certain supplies received, a definite demand for which had not yet been placed by A.C. The Chairman felt that increased production should be attained for, as a result of operations, demands for this type of coal were likely to rise in the future, and it had been understood that 100,000 tons per month could be achieved. Capt. Christian.

624. REPAIR SUB-COMMITTEE. Ref. 1603. Item 3 on Agenda. A signal had been received from Oran that it would take two months to fit "PROVIDENCE" to D. of S.T. requirements and that it was therefore proposed under water repairs only, should be completed to this standard. The Board agreed with the Chairman's view that the original decision should be upheld and Captain Williams felt the work could be finished in under two months at some other port. The Chairman said he would take up the matter again at the Repair Meeting, and would instruct Marseilles that "KOUTOUBIA" and "FLORIDA" should also be fitted to the required standard. Chairman.

Preliminary reports indicated that several months' repairs would be necessary to put the two tugs "PUNTA D'AOSTA" and "PUNTA D'ANCONA" into working condition, (vide para 1 "Tugs" of supplementary meeting on 2nd January).

625. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1604. Item 4 on Agenda. The Chairman reported that a reply had been received to his signal saying that MEDRO considered it advisable that all French "B" List personnel carriers should be transferred to them for allocation as to service. C.N.M.A. and the French military, however, did not view this proposal favourably, and it was said that "SIDI BRAHIM" and "GOUVERNEUR GENERAL LEPINE" were working to capacity from North Africa to Sete and that, should the present backlog in evacuation of persons from France increase, A.F.H.Q. might be asked to assist. In view of the shortage of this type of shipping, it was felt generally that all French bids for personnel movements should pass through the normal channels for authorisation, and that the vessels themselves should be operated by P.S.T.O. Med. In this connection Captain Williams stated that while Sea Transport were willing to operate these personnel ships, they could not accept responsibility for their maintenance and upkeep to the necessary standards. On his forthcoming visit to Algiers Mr. Campbell would take up the whole matter with the French. Mr. Campbell.

In view of the increasing number of questions affecting French Shipping, the Board considered the French should again be invited to appoint a representative to MEDRO at a very early date. Chairman.

626. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1606. Item 5 on Agenda. Advice had been received by Mr. Nicol that a total of 5 ships for the Balkans were due in U.C.S. 65 and U.C.S. 66 and Colonel Ackerley said that cargoes originally destined for Yugoslavia would be forwarded to Greece and, if necessary, replaced from the Balkan stockpile.

With reference to Minute 107, Colonel Ackerley understood that 6 U.S. Ships, presently used for carrying mules, were to be returned to other employment and the fittings removed. As A.C. requirements were likely to continue for 6 months he suggested an Italian vessel might be allocated for lifting these animals, fitted out and then run by an Italian steamship company.

COASTER POSITION. Ref. 1553. Item 6 on Agenda. Time taken repairing the coasters, Colonel Ackerley pointed out, was 20%, whereas monthly estimates of coaster tonnage required had been based on the figure being 10%. In reply to Captain Williams the Chairman said th

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With reference to Minute 107, Colonel Ackerley understood that 6 U.S. Ships, presently used for carrying mules, were to be returned to other employment and the fittings removed. As A.C. requirements were likely to continue for 3 months he suggested an Italian vessel might be allocated for lifting these animals, fitted out and then run by an Italian steamship company.

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TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1608. Item 7 on Agenda. The Chairman drew attention to the statement in para. 3 that, subject to certain conditions,/

/conditions, all bids placed could be met by available shipping, with no surplus remaining, and enquired whether A.C. were putting in bids for all they required to be lifted. Lt.Col. Sieff anticipated large bids for movement of stocks would shortly be put forward when A.C. machinery for programming was more efficient.

1629. HARBOUR CRAFT. Ref. 1594. Item 8 on Agenda. No spare cranes were available on the East Coast, Colonel Leese said, for additional ports that might be captured. The Board agreed that U.S. Navy should be requested to retain in the area, for subsequent allocation, the crane referred to, and Captain Erskine said he would investigate the matter. Capt. Erskine.

Mr. Landale reported that two or three pontoon derricks of 60 t ons each were surplus to Middle East requirements and he would go into the matter of their possible transfer with D.D.O.H.C. D.D.O.H.C. Mr. Landale.

With reference to Minute 1594, Commander MacLean said that bids for berthing tugs should be made by N.O.I.C.s of ports to the Flag Officer of the Area, and not to the Fleet Navigation Officer.

1630. TURNER COMMITTEE. Ref. 1609. Item 9 on Agenda. Noted.

1631. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1610. Item 10 on Agenda. With reference to Minute 123, Colonel Ackerley said that de-requisitioning of certain property had commenced.

1632. PORT STATE. Ref. 1611. Item 11 on Agenda. It was pointed out by the Chairman that the numbers of ships shown waiting to discharge at Naples consistently varied between 8 and 12, and felt that either an improvement in the Port Capacities or a reduction in the number of ships to arrive would require to be effected. Tn. (Am.) and G-4 Mov & Tn. (Br.) promised to examine the situation at once. Col. Dunaher Col. Ackerley.

1633. GREEK PORTS COMMITTEE. Ref. 1612. Item 12 on Agenda. Brigadier Philipe said the labour situation had improved and that there were now 700 civilians working at Piraeus port.

1634. WATER SITUATION IN THE AREA. Ref. 1505. Item 13 on Agenda. It was reported that three monthly estimates of fresh water requirements had been received from the Army, P.S.T.O. Med., A.C., M.W.T. and W.S.A. and Royal Navy would be requested to state their anticipated requirements in order that a Meeting of the Water Sub-Committee might be called. Secretary.

In order to assist the water situation in the Mediterranean, Mr. Nicol had requested that ships leaving the United States be watered to capacity.

1635. CIVITA VECCHIA. In reply to the Chairman, Lt.Col. Sieff stated that A.C. had produced a plan for the reconstruction of the Port of Civita Vecchia based on the berthing capacity. The Italian Government had advanced funds and work could commence the following day. It was hoped that 2,000 tons per day could then be handled but the execution of the plan was dependent on A.F.H.Q. making available certain materials which were unobtainable from other sources. The most urgent need was for cement for the repair of the sea wall and other purposes, and timber was also required. Colonel Dunaher stated that 500 tons of cement could be provided at once and further supplies of this and other [illegible] later if demands were made on Tn. (Am.). A floating crane,

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/strengthened, the work taking place without interfering with coal discharge. (vide Conl Minute 358 (b)).

1636. BLACK SEA PORTS. Ref. 1547. The Russians had agreed to accept shipping in the Black Sea and Brigadier Philipe thought the first W.S.A. vessels would be taken there, instead of the Persian Gulf, at the end of the month.

1637. "FREIBURG" & "BONN". Ref. 1548 & 1572. Work on the former vessel had been discontinued on D. of S.T.'s instructions and Captain Williams said Officers for "BONN" had been requested.

1638. G.M.S. CONVOYS. Ref. 1451. The Chairman reported that permission had been asked for the formation of British sections of these convoys to take place at Algiers, where vessels could be more easily bunkered and stored and which would, if granted, relieve the demands on these facilities at Oran.

1639. SWISS COMMERCIAL ACTIVITIES WITH FRANCE. A request from the Swiss Government asking that resumption of trade with France be allowed, was quoted by Commander MacLean, but the Board felt this matter should be passed to SHAEF for decision. Cmdr. MacLean.

1640. SERVICE BETWEEN SICILY AND THE MAINLAND. Lt.Col. Sieff reported A.C. would like a service between Sicily and Italy inaugurated on the same lines as the one between Sardinia and the mainland, and suggested "CAMPIDOGLIO" be so allocated. This vessel was on important work, but it was agreed that the whole matter be examined. Lt.Cmdr. Sturt.

1641. PILFERAGE. In an endeavour to reduce the large amount of pilferage taking place it had been ordered that suspects should be held until proved guilty or had the charges withdrawn, which Brigadier Philipe considered might cause delays to shipping if several numbers of a crew were involved. Colonel Dunbar thought that strong measures ought to be taken but it was felt that supplementary orders should be sent out to ensure that a clear position was given to N.O.I.C.s and Port Commandants. Col. Dunbar.

1642. "CEPHEROS". A signal from F.O.T.A.L.I. stating that no additional vessels could be berthed at Bari was mentioned by the Chairman, who said that in order to maintain the shuttle service to Ancona and to enable storing these vessels, it was essential she be accepted at Bari rather than Brindisi. A signal would be sent to C in C Med. requesting re-consideration on this matter. Chairman.

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SECRET.

AGENDA.

NINETYFOURTH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 9TH JANUARY, 1945.

1. APPROVAL OF MINUTES OF MEETING NO. 93 DATED 2ND JANUARY, 1945.& MINUTES OF MEETING HELD ON 2ND JANUARY, 1945 TO EXAMINE THE METHODS OF AUGMENTING THE SUPPLY OF COAL TO [illegible].

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 43 dated 3rd January, 1945.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 59 dated 5th January, 1945.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 93 dated 28th December, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 6th January, 1945.

6. COASTERS IN THE MEDITERRANEAN.

Report on working of coasters under P.o.T.O. Med. for December, 1944.

7. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 11 dated 2nd January, 1945.

8. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 37 dated 8th January, 1945.

9. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 6th January, 1945.

10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 20 dated 28th December, 1944.

11. PORT STATE.

"N. African, Augusta & Greek Port State" and "Italian & S. France Port State" for 1st January, 1945, on which NASAB 695 has been despatched.

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

1. APPROVAL OF MINUTES OF MEETING NO. 93 DATED 2ND JANUARY, 1945.& MINUTES OF MEETING HELD ON 2ND JANUARY, 1945 TO EXAMINE THE METHODS OF AUGMENTING THE SUPPLY OF COAL TO [illegible].

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11. PORT STATE.

"N. African, Augusta & Greek Port State" and "Italian & S. France Port State" for 1st January, 1945. on which NASAB 695 has been despatched.

12. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 10 dated 27th December, 1944.

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13. WATER SITUATION IN OUR AREA.

Report for November, 1944.

14. OTHER MATTERS.

Margaret Michie.

(Margaret Michie)
Assistant Secretary, MEDBO.

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

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MEDITERRANEAN Tonnage Allocation Sub-Committee.

Minutes of
12th Meeting held on 17th January 1945.

In the Chair :	Major V. King.		
Present :	Lt.Cmdr. G.B. Sturt, RNVR		PSTO Rep.
	Major A.G. Tofield		G-4(MOV & TN)
	Major J.K. Lusty		RASC Water Tpt Office
	Major J.H. Whitman		Tn (A)
	Capt. P.V. Quinn		"
	Mr. R.D. Heard		M.W.T.R. rep
	Mr. A.J. Hanvey		"
	Mr. J. Lynch		W.S.A.
	Miss A. Simon		Secretary

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1. Minutes of last Meeting

(a) Ref para 2a, nominations of ships against the salt and phosphate programme had been made for the previous period. These had exceeded earlier expectations.

(b) Tn (A) rep would clarify the bids shown in para 2c.

2. Current period 5 - 14 Feb

(a) Tn (A) reps recorded a bid of 10,000 tons bombs BASTIA to ANCONA as part of 30,000 ton bid for the month. This tonnage could be lifted but Chairman warned that the question of acceptance at ANCONA would have to be dealt with at the [illegible] conference.

(b) A further bid of 1100 tons ex-French equipment from CASABLANCA to FRANCE was accepted by WSA.

(c) After discussion, it was agreed that all bids could be lifted by shipping at present available and that no surplus shipping lift could at present be foreseen.

(d) The possibility of an emergency shipment of 13,000 tons to ~~GREECE~~ was noted.

Retained

for CHAIRMAN

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

Major J.K. Lusty	1630 Water Tpt Office
Major J.H. Whitman	Tn (A)
Capt. E.T. Quinn	"
Mr. R.D. Heard	M.W.T.D. rep
Mr. A.J. Hanvey	"
Mr. J. Lynch	W.S.A.
Miss A. Simon	Secretary

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(d) The possibility of an emergency shipment of 13,000 tons to ~~GREECE~~ was noted.

Cathcart

for CHAIRMAN

3796

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

SHIFTING PRIORITY OF MOVEMENTS MEETING PO 50

SUMMARY OF MAINTENANCE TONNAGES PAD FOR PERIOD 5 - 14 FEB 45

TO		FROM															
		MIDEAST	ALGIERS	GRAN NATLES	ITAL	CORSICA	SARD-INIA	MALTA	LEG-HORN	MARS-EILLES	SICILY	ANCONA	TARO	CUS
NAPLES	ER	6407(A)	892		2000(I)		12500	59		100	1718(C)			
	USA			1035	100	740								
LIVEL	ER	7704(E)	741		100(C) 3500		12	31(D)			200(F)	12		
	USA		1500	225	150	2500			11					
ANCONA	ER	2915	90		2330	7321(G)							5130	
	USA			5000		580								
MIDEAST	ER		135		4420(K)									
	USA			20	80(H)	75(I)								
LEGHORN	ER	6055(J)			1590			550(H)						
	USA			2120		385								
SARDINIA	ER		3											
CORSICA	ER		2		1									
	USA				160				89					
MALTA	ER		23		301	18					170			10
[illegible]	ER	300	31		253	5		10			130			
	USA				70	10								
MARSEILLES	ER	6055(L)	24		2									
	USA			1370	1140	15	40				465			
CASABLANCA	USA				207	20					195			
SICILY	ER				700	372		3000						
[illegible]	ER		1		1/2									
[illegible] (PIRAEUS)	ER		561			135								
TOTALS =		29516	3972	10270	7574	19079	3665	15512	500	865	100	2210	12	5130	1

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ENTS MEETING NO 50

SUMMARY OF MAINTENANCE TONNAGES DID FOR PERIOD 5 - 14 FEB 45

From																	TOTAL
BEAST	ALGIERS	GRAN NACTES	ITALY	CORSICA	SARDINIA	MALTA	LEGHORN	MARSEILLES	SICILY	ANCONA	TARC	SYRACUSE	CASABLANCA	TUNIS	
4487(A)	892	1055		2000(I) 100	740	12500	59		100	1716(C)				50			23756 1925
7704(E)	741 1500	225	100(G) 150	3500	2500	12	81(J)	11		200(F)	12			30	3000		12350 7524
2915	96	5000	2330	7321(E) 500								5130					18288 5500
	135	20	30(M)	4428(K) 75(L)													4563 175
8055(A)		2120	1500		365		550(H)							20			9915 2525
	3																3
	2		1 160					89									3 249
	23		331	16						170			1035				1547
300	31		253 70	5 15			10			150							650 30
6055(I.)	24	1370	2 1140	15	40			465									6081 3520
			207	20				195									422
			700	372		3030											4572
	1		1/2														1
	561			135													696
9516	3972	10270	7574	19079	3665	15512	500	866	100	2213	12	5130	1035	100	3000		103571

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 50

SUMMARY OF MAINTENANCE TONNAGES LID FOR PERIOD 5 - 14 FEB 45 (Contd)

NOTES:

(A) Incl 1423 Gasoline
(B) Wine in barrels
(C) Incl 110 tons navy for CIVITAVECCHIA or NAPLES
1000 " citrus for CIVITAVECCHIA
600 " oranges for LEGHORN
(D) Incl 16 tons for transhipment to ANCONA
(E) Incl 258 tons Gasoline
(F) Oranges
(G) Incl 1500 tons timber ex CROTONE (Mil)
3000 " flour in bags) Civil Supps
165 " olive oil) " "
1650 " ex TARANTO - no gasoline
(H) Frozen Meat
(J) 80 Octane
(K) Incl 1000 tons tank tracks
200 " Tibben
52 " SOMTC (for INDIA)
(L) All Gasoline
(M) Incl 50 for INDIA
(N) Incl 50 for INDIA
(O) ELDs urgently required for operational filling

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

EGRTS MEETING NO. 50

ONNAGES FIL FOR PERIOD 5 - 14 FEB 45 (Contd)

s for CIVITAVECCHIA or NAPLES
ns for CIVITAVECCHIA
ges for NAGC
ransshipment to ANCONA
Line --

ber of CROCETT (Mal)
m in bags } Civil Ships
ve all } " "
MEDMIST - no greeline

al tracks
oben
TO (for INDIA)

uired for operational filing

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AGENDA.

NINETYFIFTH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 16TH JANUARY, 1945.

1. APPROVAL OF MINUTES OF MEETING NO. 94 DATED 9TH JANUARY, 1945.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 44 dated 10th January, 1945.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 60 dated 12th January, 1945.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 40 dated 4th January, 1945.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 13th January, 1945.

6. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 12 dated 12th January, 1945.

7. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 38 dated 14th January, 1945.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 14th January, 1945.

9. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 21 dated 4th January, 1945.

10. PORT STATE.

"N. African, Augusta & Greek Port State" and "Italian & S. France Port State" for 11th January, 1945, on which NASAB 696 has been despatched.

11. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 11 dated 3rd January, 1945.

2. OTHER MATTERS.

3794

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

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 60 dated 12th January, 1945.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 40 dated 4th January, 1945.

5. MEDITERRANEAN CIVIL SUPPLIES.

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11. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 11 dated 3rd January, 1945. 3794

2. OTHER MATTERS.

(Margaret Michie)
Assistant Secretary, MEDBO.

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ALLIED FORCE HEADQUARTERS
Office of Director of Inshore Craft,
Western Mediterranean.

14th January, 1945.

To: Chairman, Medco.

Weekly Report No. 38.

ITEM 47. TUGS FOR MALTA.

A demand has been received from Commander in Chief, Mediterranean, for two Tusa Tugs for Malta. In the Malta co-ordinated requirements submitted by D.C.H.C. in June, 1944, it was shown that seven tugs were required, of which five have now been delivered. There are no Tusa tugs available at present: however, D.S.T.C., Malta, who has two Tusa tugs, has asked for a smaller type of tug and it is therefore recommended that the two Sturdy's at Taranto (Sturdy 26 and Sturdy 27) be allocated to Malta for D.S.T.C. to release Tusa 219 and Tusa 220 for Captain Dockyard.

Director of Inshore Craft.

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ALLIED FORCE HEADQUARTERS
Petroleum Section

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE
AS AT 1200 HOURS 14 JANUARY 1945

	CLEAN		DIRTY		
	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)	No. of Ves
A. On Ocean Service					
1. With Cargo	18	1,034,000	2	129,000	20
2. In Belfast	16	1,002,000	6	393,000	22
3. In dry dock or repairing	--	--	--	--	--
B. On Coastal Service (including shuttle or lightering but excluding C.B.&D.)					
1. Working	15	914,000	1	61,000	16
2. Dry-docking or repairing	11	241,000	3	192,000	16
C. Water Carriers	24	167,000	--	--	24
D. Harbour Fuelers	3(a)	72,000	12(b)	219,000	15
E. On Operational Service	9	123,000	6	116,000	15

(a) 1 Vessel CONTINUING 68,000 bbls. used as floating storage
(b) 2 Vessels MOW MAYOUTE 7,000 bbls. GOLF PINCE 3,000 bbls. JU LIN 1,000 bbls. used as floating Storage

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ALLIED FORCE HEADQUARTERS
Petroleum Section

SECRET

SUMMARY OF TANKER TONNAGE POSITION IN MEDITERRANEAN THEATER
AS AT 1200 HOURS 14 JANUARY 1945

CLEAN		DIRTY		TOTAL	
No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)
18	1,034,000	2	129,000	20	1,163,000
16	1,302,000	6	305,000	22	1,607,000
--	--	--	--	--	--
15	314,000	1	61,000	16	375,000
11	241,000	3	182,000	16	423,000
24	165,000	--	--	24	165,000
3(a)	72,000	12(b)	219,000	15	291,000
9	123,000	6	316,000	15	439,000

r repairing

le or light-
ding S.D.&L)

or repairing

Service

(a) 1 Vessel CONTAINS 68,000 bbls. used as floating storage
(b) 2 Vessels EACH CONTAIN 68,000 bbls. 3,000 bbls. 1,000 bbls. used as floating storage

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BEST COPY POSSIBLE

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NORTH AFRICAN PORTS SUB-COMMITTEE

(Mediterranean Shipping Board)

No. 21. MINUTES OF MEETING HELD AT 1100 HOURS, 4th JANUARY 1945.

Present :-

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

Comdr. T.N. Garrard RNR	(SSTO)	Lt. Col. E. Williams	(AQMG (M))
Lt. R.W. Calcutt RNVR	(STO)	Capt. Kalloch	(WSA NA.)
Capt. Hutchings	(Tn. Er.)	Capt. W.P. Addison	(Tn. Au.)
Lt. K. Bradley USNR	(Pet. Sec.)		
		Mrs. E.I. Bertrand	(Sec.)

The Minutes of Meeting No. 20 of 28th December were reviewed.

No. 130. PORT ACCOMMODATION.

Referring to Min. 123, Lt. Col. Williams reported that no reply had been received from AFHQ, but that it had agreed that Quai Bordeaux was to be de-requisitioned.

No. 131. "LIDO" AT ORAN.

Referring to Min. 126, Lt. Col. Williams advised that no reply had been received from DIRECTABASE with regard to the "LIDO" cargo.

No. 132. PRIORITY IN SHIP DISCHARGE.

Lt. Col. Williams reported that difficulties had arisen in Bone, where the French Directeur du Port, having received instructions from the Services Economiques to the effect that Grain ships must be discharged with all celerity, had refused to give priority to military cargo without authority from the Gouvernement General. Lt. Col. Williams said that the Services Economiques should be instructed to tell the Port Authorities that gangs must be released for military cargo discharge. Mr. Henderson said that the French would have to be allowed extra time to compensate for hours lost through labour being requisitioned for military purposes, and that he had already advised M.W.T. Representative in Oran to that effect. Any extra lay-time should be counter-signed by some military authority. Mr. Henderson agreed to contact NAJEM in this connection, with a view to arriving at some practicable solution.

No. 133. COAL DISCHARGE.

3791

Capt. Kalloch reported that owing to bad weather conditions the "JOHN J.

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Present :-

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

Comdr. T.V. Gerrard RNR	(SSTO)	Lt. Col. P. Williams	(AQMG (M))
Lt. R.W. Calcutt RNVR	(SIO)	Capt. Kelloch	(WSA Rep.)
Capt. Hutchings	(Tn. Dr.)	Capt. T.P. Addison	(Tn. Am.)
Lt. R. Bradley USNR	(Port Sec.)		
		Mrs. L. Mortrand	(Sec.)

.....

The Minutes of Meeting No. 20 of 20th December were reviewed.

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No. 133. COAL DISCHARGE.

3791

Capt. Kelloch reported that owing to bad weather conditions the "JOHN C. SPENCER" had sailed with 780 tons of coal not discharged.
The position of other colliers was reported as follows :-

"BRIDGEPOOL"	- Bone	- finished.
"LORGASTON"	- La Goulette	- work proceeding.
"LEONIDAS"	- Bizerta	- expected finished, thence Sfax.
"ST. BERNARD"	- Bizerta	- completed.

Mr. Henderson mentioned that he had suggested routing the "LOONCREST" Bizerta/Bone via Italy rather than Italy/Bone/Bizerta, in order to avoid possible difficulty in berthing at Bone on account of draft. The suggested route in any case would be reasonable as vessel might well be required for Ore loading at Bone.

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No. 134. PORT FACILITIES.

Lt. Col. Williams referred to the letter of 26th. August last from AFHQ to NAJEL, asking for requirements of "cargo-handling gear, less plant" for use of the French Authorities in Algiers. The list submitted by NAJEL not being in accordance with this request, Lt. Col. Williams suggested that Capt. Hutchings should provide NAJEL, through the Chairman, with a list of material available here. This list could then be filled up by NAJEL giving quantities of gear such as slings, trays etc. required for immediate needs in Algiers, Bone, Casablanca, Oran etc.

Capt. Hutchings
Mr. Henderson.

Lt. Bradley enquired whether it would be possible to have two sets of wire mooring springs for use at Quai Lorient which could be loaned out to ships. Comdr. Garrard replied that the Captain of the Dockyard has hawsers available, and Tanker Captains can apply for the use of same when necessary.

No. 135. CONVOYS.

The Chairman drew attention to the fact that as from UGS 66 and GUS 64, U.S. convoys would be on a 5-day basis.

No. 136. LOADING.

Comdr. Garrard submitted a statement showing that during the period 29th. December-2nd. January, 20 loading days were lost owing to bad weather conditions.

No. 137. OXYGEN BOTTLES FOR GIBRALTAR.

Comdr. Garrard reported that shipping space was required for approx. 200 filled Oxygen Bottles to be shipped to Gibraltar ex Algiers at roughly 10-day intervals. The Chairman agreed to request D.N.W.T.R. Algiers to keep in touch with the Naval Stores Officer and arrange shipment whenever space is available, the onus being on N.S.O. to see that no time was lost in taking delivery at Gibraltar. He suggested that it might be arranged that ships passing might be called in for this purpose, if an even flow proved essential, although the latter course was undesirable.

Mr. Henderson.

No. 138. REPORT PROGRAMME - SOUTH FRANCE.

The Chairman reported that the "OUSEL" which was to be transferred frm. S.T.O. to ..W.T. for a voyage to South France with Olive Oil would be considerably delayed if she had to wait for readiness of cargo. He stated that the position had been signalled to Naples and that it had been pointed out that Oil was supposed to be ready now at Sfax.

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could then be filled up by Naval giving quantities of gear such as slings, trays etc. required for immediate needs in Algiers, Bone, Casablanca, Oran etc.

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Mr. Henderson.

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Mr. Henderson.

No. 138. EXPORT PROGRAMME - SOUTH FRANCE.

The Chairman reported that the "CUSEL" which was to be transferred from S.T.O. to D.W.T. for a voyage to South France with Olive Oil would be considerably delayed if she had to wait for readiness of cargo. He stated that the position had been signalled to Naples and that it had been pointed out that Oil was supposed to be ready now at Sfax.

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The next Meeting of the Committee will be held at 1100 hours on Monday, 8th. January 1945.

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S E C R E T.

MEDBO SHIPPING DIVERSION ROOM.

DATE:- 11

NORTH AFRICA AUGUST SUEZ FORT STATE.

"OCEAN GOING" Store Ships.	ORAN	ALGIERS	BONE	CASA.	AUGUSTA	MALTA	SALONIKA	PIRAEUS
A. No. of vessels waiting to discharge.	NIL	1	NIL	NIL	NIL	NIL	1	NIL
B. No. of vessels discharging.	3	4	2	NIL	NIL	NIL	1	4
C. No. of vessels empty awaiting convoy or orders.	12	NIL	NIL	1	1	NIL	NIL	NIL
D. No. of vessels waiting to load.	1	NIL	1	NIL	NIL	NIL	NIL	2
E. No. of vessels loading.	7	2	4	NIL	NIL	NIL	NIL	NIL
F. No. of vessels loaded awaiting convoy or orders.	NIL	NIL	NIL	6	12	NIL	NIL	NIL
TOTAL	23	7	7	7	13	NIL	2	6

NASB 696 despatched accordingly.

2154

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

MEDIO SHIPPING DIVISION ROOM.

DATE:- 11TH JANUARY, 1945.

NOTE :- JUNE, AUGUST, GREEK PORT STATE.

ING" Store Ships.	ORAN	ALGIERS	BONE	CASA.	AUGUSTA	MALTA	SALONIKA	PIRAEUS	PATRAS	TOTAL
cels waiting to .	NIL	1	NIL	NIL	NIL	NIL	1	NIL	NIL	2
cels discharging.	3	4	2	NIL	NIL	NIL	1	4	NIL	14
cels empty awaiting orders.	12	NIL	NIL	1	1	NIL	NIL	NIL	1	15
cels waiting to	1	NIL	1	NIL	NIL	NIL	NIL	2	NIL	4
els loading.	7	2	4	NIL	NIL	NIL	NIL	NIL	NIL	13
els loaded awaiting orders.	NIL	NIL	NIL	6	12	NIL	NIL	NIL	NIL	18
AL	23	7	7	7	13	NIL	2	6	1	66

NASAH 696 despatched accordingly.

2155

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

S E C R E T.

MEDDO SHIPPING DIVERSION ROOM.

DATE:- 11TH JA

ITALIAN & SOUTHERN FRANCE PORT STATE.

"OCEAN GOING" Store Ships.	LEGHORN	NAPLES	ANCONA	BARI	BRINDISI	TARANTO	SO... FR...
A. No. of vessels waiting to discharge.	8	10	NIL	1	1	1	
B. No. of vessels discharging.	13	35	6	10	2	1	
C. No. of vessels empty awaiting convoy or orders.	NIL	5	NIL	1	1	1	
D. No. of vessels waiting to load.	NIL	1	NIL	NIL	NIL	NIL	
E. No. of vessels loading.	2	6	NIL	NIL	1	1	
F. No. of vessels loaded awaiting convoy or orders.	NIL	2	NIL	NIL	3	NIL	
TOTAL	23	59	6	12	8	4	

NASAB 696 despatched accordingly.

2156

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

MEDBO SHIPPING DIVERSION ROOM. DATE:- 11TH JANUARY, 1945.

ITALIAN & SOUTHERN FRANCE PORT STATE.

T GOING" Store Ships.	LEGHORN	NAPLES	ANCONA	BARI	BRINDISI	TARANTO	SOUTHERN FRANCE	TOTAL
vessels waiting to r e.	8	10	NIL	1	1	1	1	22
vessels discharging.	13	35	6	10	2	1	8	75
vessels empty awaiting r or orders.	NIL	5	NIL	1	1	1	1	9
vessels waiting to	NIL	1	NIL	NIL	NIL	NIL	NIL	1
vessels loading.	2	6	NIL	NIL	1	1	NIL	10
vessels loaded awaiting r or orders.	NIL	2	NIL	NIL	3	NIL	NIL	5
TOTAL	23	59	6	12	8	4	10	122

NASAB 696 despatched accordingly.

SECRET.

DOCKING PROGRAMME.

12TH JANUARY, 1945.

CASABLANCA.

No. 1 Dock

SAN CLAUDIO (out abt. 15th Jan.)
ILE DE NOIRMOUTIER (2 days)
Local Craft

No. 2 Dock

Local Craft

GIBRALTAR.

No. 1 Dock

H.M. Ship

No. 2 Dock

H.M. Ship

No. 3 Dock

H.M. Ships

No. 4 Dock

Small Craft

ORAN.

No. 1 Dock

PROVIDENCE (out abt. 16th Jan.)
DUKE OF SPARTA (3 days)
JOHNS HOPKINS (2 weeks)
EAGLE (2 days)

No. 2 Dock

U.S. Warship
CAP FALCON (2 days)

ALGIERS.

No. 1 Dock

SCHIAFFINO FRERES (out abt. 15th Jan.)
MEONIA (5 days)
French Warship (2 days)
GRAND GENVILLY (2 days)
ANTONIO (2 days)

No. 2 Dock

Local Craft
EMPIRE GAT
WASHINGTON (2 days)
EMPIRE LASS (4/5 days)

3789

FERRYVILLE.

No. 1 Dock

French Warship (3 weeks)

No. 2 Dock

SAMTINGED (2 days)
H.M. Ship (24 hours)
Pontoon Docks (4 days)
French Warship
GUDRUN (4 days)

No. 4 Dock

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

No. 1 Dock

SAN CLAUDIO (out abt. 15th Jan.)
ILE DE NOIRMOUTIER (2 days)
Local Craft

No. 2 Dock

Local Craft

G I B R A L T A R.

No. 1 Dock

H.M. Ship

No. 2 Dock

H.M. Ship

No. 3 Dock

H.M. Ships

No. 4 Dock

Small Craft

O R A N.

No. 1 Dock

PROVIDENCE (out abt. 16th Jan.)
DUKE OF SPARTA (3 days)
JOHNS HOPKINS (2 weeks)
EAGLE (2 days)

No. 2 Dock

U.S. Warship
CAP FALCON (2 days)

A L G I E R S.

No. 1 Dock

SCHIAFFINO FRERES (out abt. 15th Jan.)
MEONIA (5 days)
French Warship (2 days)
GRAND QUEVILLY (2 days)
ANTONIA (2 days)

No. 2 Dock

Local Craft
M[illegible]IDE GAT
[illegible]INGTON (2 days)
EMPIRE LASS (4/5 days)

3789

F E R R Y V I L L E.

No. 1 Dock

French Warship (3 weeks)

No. 2 Dock

SAINTINGED (2 days)
H.M. Ship (24 hours)
Pontoon Docks (4 days)
French Warship
GUDRUN (4 days)

No. 4 Dock

H.M. Ship & LUBLIN (out abt. 15th Jan.)
H.M. Ships (indefinite)

T A R A N T O /

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T A R A N T O.

No. 1 Dock

NETTUNO & H.M. Ships (uncertain)
EMPIRE ROACH, TUNDDU & H.M. Ships (15 days)

No. 2 Dock

BRUSE JARL & Italian Warships (out abt. 14th Jan.)
H.M. Ships & Italian Warship

No. 12 Dock

H.M. Ships
EMPIRE CANDIDA (5 days)

No. 13 Dock

H.M. Ships & AMSTEL (out abt. 16th Jan.)
TERESA SCHIAFFINO (6 days)

No. 10 Dock

Warship

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

CHERCA (cleaning & painting)
ASSUNZIONE
SPERO (cleaning & painting)

N A P L E S.

No. 1 Dock

French Warships (out abt. 15th Jan.)
WASHINGTON IRVING (7 days)
SESTRIERE (2 days)
French Warship (3 weeks)

No. 2 Dock

TRITON MARIS (out abt. 12th Jan.)
CAPO MELE (14 days)

No. 3 Dock

H.M. Ships

Floating Dock

H.M. Ships

L E G H O R N.

Repairing Blocks (ready about 16th Jan.)
FANNY BRUNNER (2 days)
ZAANSTROOM (2 days)
EMPIRE COPPERFIELD (2 days)
ANDREA CONTARINI (2 days)

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

L A C I O T A T.

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H.M. Ships
EMPIRE CANDIDA (5 days)

No. 10 Dock

Warship

H.M. Ships & ARSTEL (out abt. 16th Jan.)
TERESA SCHLAFFINO (6 days)

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

CHERCA (cleaning & painting)
ASSUNZIONE
SPERO (cleaning & painting)

N A P L E S.

No. 1 Dock

French Warships (out abt. 15th Jan.)
WASHINGTON IRVING (7 days)
SESTRIERE (2 days)
French Warship (3 weeks)

No. 2 Dock

TRITON MARIS (out abt. 12th Jan.)
MEPO MELE (14 days)

No. 3 Dock

H.M. Ships

Floating Dock

H.M. Ships

L E G H O R N.

Repairing Blocks (ready about 16th Jan.)
FANNY BRUNNER (2 days)
ZAANSTROOM (2 days)
EMPIRE COPPERFIELD (2 days)
ANDREA CONTARINI (2 days)

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

L A C I O T A T.

JENNINGS (about out)
CLIFFORD MALLORY (6 days)
BRET HARTE (6 days)
LA MORIALTA
SIDI AISSA (15 days)

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S E C R E T

REPORT OF MERCHANT SHIP REPAIR POSITION
FOR MEETING AT 1600 HRS ON 12th JANUARY 1945.

SIGNAL KEY

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

TARANTO - 9.1.45

VEST	A 3/12/43 B 19/7 C Ind.	Superstructure damaged by blast and fire.		D Ind. E 31/1/45	Repairs to bridge poop etc., temporarily suspended due to higher priority work.
SFINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.		D 5/11 E Ind.	Repairs to machinery & boiler slow, due to higher priorities.
TERESA SCHIAFFINO	B 20/10 C 18/1	Repairs to boilers etc., removal of propeller shaft.		D) Ind. E)	Repairs delayed, awaiting repair berth.
PERTUSOLA	B 15/10 C 6/11	Routine D/D, engine & minor hull repairs.		D 17/11 E 15/1/45	
NETTUNO	A 13/11 B) 14/11 C) C 28/12	Routine D/D. Port Stern bush requires renewing. Rudder pintles to renew.		D 16/11 D 20/1 E 24/1	Repairing afloat as far as practicable.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.		D 5/12 E Not stated.	Completed.
BRUCE JARL	A 28/11 B 30/11 C 31/12	Fractured stern frame and rudder damage.		D 14/1 E 16/1	Completion date estimate on present knowledge.
EMPIRE DAMSEL	A 29/11 B 3/12 C 31/12	Boiler cleaning; overhaul of boiler mountings; minor engine repairs. Routine D/D.		D 5/1 E Not stated.	Completed.
ORATA	C 5/12	General fitting out for sea.		D 21/12 E Ind.	Redocking anticipated.
SANDRINA	B 17/11	Engine & boiler repairs.		E Ind.	3788

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Vessel	Operationally immobilised	Work Commenced	DRYDOCKING In	DRYDOCKING Out	Completion for return to service	repair to proceed to other repair port Own power	repair to proceed to other repair port In tow	Remarks
	A	B	C	D	E	F	G	
	Initial Dates		Main Defects		Final Dates			
TARANTO - 9.1.45								
VEST	A 3/12/43 B 19/7 C Ind.	Superstructure damaged by blast and fire.			D Ind. E 31/1/45			Repairs to bridge poop etc., temporarily suspended due to higher priority work.
SPINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.			D 5/11 E Ind.			Repairs to machinery & boiler slow, due to higher priorities.
TERESA SCHIAFFINO	B 20/10 C 18/1	Repairs to boilers etc., removal of propeller shaft.			D) Ind. E)			Repairs delayed, awaiting repair berth.
PERTUSOLA	B 15/10 C 6/11	Routine D/D, engine & minor hull repairs.			D 17/11 E 15/1/45			
NETTUNO	A 13/11 B) 14/11 C) C 28/12	Routine D/D. Port Stern bush requires renewing. Rudder pintles to renew.			D 16/11 D 20/1 E 24/1			Repairing afloat as far as practicable.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.			D 5/12 E Not stated.			Completed.
BRUCE JARL	A 28/11 B 30/11 C 31/12	Fractured stern frame and rudder damage.			D 14/1 E 16/1			Completion date estimate on present knowledge.
EMPIRE DAMSEL	A 29/11 B 3/12 C 31/12	Boiler cleaning; overhaul of boiler mountings; minor engine repairs. Routine D/D.			D 5/1 E Not stated.			Completed.
ORATA	C 5/12	General fitting out for sea.			D 21/12 E Ind.			Redocking anticipated.
SANDRINA	B 17/11	Engine & boiler repairs.			E Ind.			3788
FORT MARIN	B 19/12	Boiler survey & repairs.			E 12/1.			
LYMINGE	A 21/12 B 30/12	Deck and engine repairs.			E Ind.			
WOODLARK	C 31/12	Routine D/D.			D 5/1 E 6/1			Completed.
AMSTEL	A 29/12 B 30/12 C 9/1	Routine D/D etc.			D 16/1 E 20/1			

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Continued)				
EMPIRE ROACH	A 8/1 B Ind. C 18/1	Rudder repairs.	D Ind. E Dep. on D.	
SPERO	A 5/1 B 9/1 C Ind.	Routine D/D and general overhaul.	E 25/1	
ICELAND (Crane ship)	A) B) 2/1 C Ind.	Defects not stated.	D Ind. E 11/1	To D/D for tail shaft to be drawn and stern tube examined.
TURILDU (It.)	C 18/1	Shaft alignment.	D) E) Ind.	
TARANTO:				
EMPIRE ADUR EMPIRE RAVEN EMPIRE ROSALIND EMPIRE SATURN FAUVETTE FORT STAGER	GIANPAOLO HARROGATE MARCOT NARWAL OCEAN GLORY OCEAN RIDER	OCEAN MESSENGER OCEAN STRANGER OCEAN TRAVELLER PARS OF HONFORT SANDAY SAPPHIR	SWITZERLAND TAIPEA TOSCANA	Minor repairs since 2.1.45
BARI:				
FORT BUFFALO CHAS. W. JONES JAN LIEVENS EMPIRE NOBLE	PRINCIPESSA GIOVANNA VITTORIO ZANIBON	GABRIELLE BLANCHERE EMPIRE CANDIDA JAMES G. BLAINE		
BRINDISI: No report received.				
BIZERTE - 9.1.45.				
TORE JARL (Norw).	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting sea-worthiness.	D 6/12 E 19/1	Work on engine repairs further retarded owing to French Naval priorities.
HARPALYCUS	A 28/12 C 4/1	Routine D/D.	D 11/1 E 13/1	Vessel to be fumigated on completion.
MARVIA	A 2/1 B 3/1	Main engine & windlass defects affecting sea-worthiness.	E 8/1	

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SPERO	A 5/1 B 3/1 C Ind.	Routine D/D and general overhaul.	E 25/1	
ICELAND (Crane ship)	A) B) 2/1 C Ind.	Defects not stated.	D Ind. E 11/1	To D/D for tail shaft to be drawn and stern tube examined.
TURILDO (It.)	C 18/1	Shaft alignment.	D) E) Ind.	

TARANTO:

EMPIRE ADUR	GIANFALCO	OCEAN MESSENGER	SWITZERLAND	Minor repairs since 2.1.45
EMPIRE RAVEN	MARROCCATI	OCEAN STRANGER	TAIREA	
EMPIRE ROSALIND	MARIGOT	OCEAN TRAVELLER	TOSCANA	
EMPIRE TATUFU	NAIWAL	PASS OF MELFORT		
FAUVETTE	OCEAN GLORY	SANDAY		
FORT STAGER	OCEAN RIDER	SAPPLER		

BARI:

FORT BUFFALO	PRINCIPESSA	GABRIELLE	
CHAS. W. JONES	GIOVANNA	FRANCHERE	
JAN LEEVENS	VITTORIO	EMPIRE CANDIDA	
EMPIRE NOBLE	MANDRON	JAMES G. BLAINE	

BRINDISI: No report received.

BIZERTE - 9.1.45.

TORE JARL (Norw).	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting sea-worthiness.	D 6/12 E 19/1	Work on engine repairs further retarded owing to French Naval priorities.
HARPALYCUS	A 28/12 C 4/1	Routine D/D.	D 11/1 E 15/1	Vessel to be fumigated on completion.
MARVIA	A 2/1 B 5/1	Main engine & windlass defects affecting sea-worthiness.	E 8/1	
SAGWINGED	A 4/1 C 11/1	Routine D/D. Clearing water tube boilers.	D 17/1 E 20/1	Vessel at anchorage in Bizerte Lake; Impossible to commence boiler cleaning. To be fumigated on completion.
LUPLIN	A 4/11 C 11/1	Routine D/D; dock and engine repairs.	D 17/1 E 24/1	Vessel anchored in Bizerte Lake in position, impossible commence repairs.

HIGH PARK: SALT CREEK: UGO FIORELLI - Minor repairs since 2.1.45.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MALTA - 8.1.45.				
CANADIAN	A 16/12 B 18/12	General engine and boiler repairs. Routine D/D.	E Ind.	D/D when available.
PACIFIC (Cable Ship)		Routine D/D by R.N.		
EZILDA CROCE ANDREA CONTARINI CONSUELO		CAPITOCLIO BRITISH DUCHESS SAMSTRAE	AVON COAST FORT LA PRAIRIE BRITTANY COAST	Minor repairs since 1.1.45.
MARSEILLES - 10.1.45				
MORIALTA		Supposed mine damage stard'd side No.2 hold.		Temporary repairs to proceed to La Ciotat completed. Awaiting drydock.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	E 7/1	Awaiting windlass, anchor degaussing.
SERULA	A 15/12 B 16/12	Retubing of boilers and repairs.	E 17/1	
JENNINGS	C 6/1	Routine D/D; general overhaul and repairs.	D 8/1 E 15/1	
EDERA	A 10/1 B 3/1	Underwater damage and windlass repairs.	E 15/1	
OCTANE EMPIRE VALOUR		EMPIRE PLANET VILLE D'ORAN	HANNINGTON PORT LA TOUR	Minor repairs since 2.1.45.
BONE - 8.1.45 (Including delayed report for w/e 26.12.44).				
VINRIVER	A) 24/12 B) 20/12	Corroded holes in ship's side, P. & S. & holes in tank top.	E 8/1	Completed & sailed.
CLYDEBANK MOUNT CHEORD PARK		OCEAN GIPSY EMPIRE GLORY	ANTONIO VINRIVER	Minor repairs since 19.12.44.
OCEAN GIPSY FORT PIC		BRIDGEPOOL PORTLAND PARK	SAMLINGOY	Minor repairs since 2.1.45.

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PACIFIC (Cable Ship)	Routine D/D by R.N.		
EZILDA CROCE ANDREA CONTARINI CONSUELO	CAPEDOGLIO BRITISH DUCHESS SANSERAT	AVON VALE EVELYN DE FRAINE BRITTANY COAST	Minor repairs since 1.1.45.

MARSEILLES - 10.1.45

MORIALTA	Supposed mine damage stbd'd side No.2 Hold.			Temporary repairs to proceed to La Ciotat completed. Awaiting drydock.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	E 7/1	Awaiting windlass, anchor dogcussing.
SERULA	A 15/12 B 16/12	Retubing of boilers and repairs.	E 17/1	
JENNINGS	C 6/1	Routine D/D; general overhaul and repairs.	D 6/1 E 15/1	
EDERA	A 10/1 B 3/1	Underwater damage and windlass repairs.	E 15/1	

OCTANE EMPIRE VALOUR	EMPIRE PLANET VILLE D'ORAN	BANNINGTON FORT LA TOUR	Minor repairs since 2.1.45.

BONE - 9.1.45 (Including delayed report for w/e 26.12.44).

VINRIVER	A) 24/12 B) 20/12	Corroded holes in ship's side, P. & S. & holes in tank top.	E 8/1	Completed & sailed.

CLYDEBANK MOUNT CLIFFORD PARK	OCEAN GIPSY EMPIRE GLORY	ANTONIO VINRIVER	Minor repairs since 19.12.44.

OCEAN GIPSY FORT PIC	BRIDGEPOOL PORTLAND PARK	SAMIDGOY	Minor repairs since 2.1.45.

GIBRALTAR - 8.1.45.

3787

TAIGETE (T)	A 29/6 B 6/7	Valve extension spindle & patch on ship's side.	E 12/1	Labour withdrawn for more urgent work.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	E 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.
BELGIAN TRADER	A 11/12 B 13/12	Repairs to rudder pals; leak in A.P. tank and No.1 Tank top.	E 3/1	Completed.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR (Cont'd).				
SAN CONSTANT	A) B) 30/12	Both feed pumps fractured, one beyond repairs	E Not stated.	Vessel returned to port with further cracks in feed pumps. Temporary repairs being carried out while awaiting new pump ends.
HENRY MILLER		Damage in No.2 Hold by enemy action.		Awaiting drydock.
Minor repairs since 26.12.44 - SOLICITUS: CLAN FORBES: BANGKOK II: MAHSUD.				
Minor repairs since 3.1.45 - No information.				
NAPLES - 10.1.45.				
EMPIRE LORENZO	A 19/12 B) C) 20/12	Collision damage to hull; boiler cleaning, general repairs.	D 24/12 E 4/1	Completed.
CORCREST	A 13/12 B 14/12	Boiler repairs & cleaning.	D 6/1	Completed.
CARLTON	A) B) 2/1	Hull damage repairs. Life-boat engs. Winch repairs.	E 12/1	
EMPIRE EMERALD	A 3/1 B 4/1	Hull damage and boiler repairs.	E 15/1	
THELMA	A) B) 7/1	Repairs to cracked H.P. cylinder.	E 17/1	

Minor repairs since 3.1.45.

ALVALAVERE	SAVERNE	SAMCREST	BRITISH FUSILIER
EMPIRE BROOK	VLAARDINGEN (Dut.)	FORT ANJAVIK	VILLE D'ORAN (Fr.)
SANTEVOT	DARCROSS	ESNEH	SUTHERLAND
CARLTON	EMPEROR	DJEBEL AURES (Fr)	HERT VAN DER MEER (Du)
SAMPHILL	FORT RICHELIEU	SAMFEUGH	HEDE II (Den)
FORT VERANGO	GLENAPP	CORCREST	LAURENT MEEUS (Bel)
EMPIRE COPPERFIELD	ZAAN (Dut)	EMPIRE LORENZO	CHAMPOLLION (Fr.)
CRACKSHOT	NARVA	WESTMOUNT PARK	PRINCIPESSA GIOVANNA

ALGIERS - 8.1.45.

OUSEL	A)	Routine D/D; examination of	D 22/12	

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			feed pumps. Temporary repairs being carried out while awaiting new pump ends.
HENRY MILLER	Damage in No. 2 Hold by enemy action.		Awaiting drydock.

Minor repairs since 26.12.44 - SONLIOTES: OLAU FORBES: BANGKOK II: MAHSUD.

Minor repairs since 3.1.45 - No information.

NAPLES - 10.1.45

EMPIRE LORENZO	A 19/12 B 20/12 C 20/12	Collision damage to hull; boiler cleaning, general repairs.	D 24/12 E 4/1	Completed.
CORCREST	A 13/12 B 14/12	Boiler repairs & cleaning.	E 6/1	Completed.
CARLTON	A) B) 2/1	Hull damage repairs. Life-boat gear. Winch repairs.	E 12/1	
EMPIRE EMERALD	A 3/1 B 4/1	Hull damage and boiler repairs.	E 13/1	
THELMA	A) B) 7/1	Repairs to cracked H.P. cylinder.	E 17/1	

Minor repairs since 3.1.45

ALVALAGERE	GUINEE	SAMCREST	BRITISH FUSILIER
EMPIRE BROOK	VLAARDINGEN (Dut.)	FORT ALAVIK	VILLE D'ORAN (Fr.)
SANTHIA	DAECROSS	ERIEH	SUTHERLAND
CARLTON	HARMATTAN	DJEBEL AURES(Fr)	AERT VAN DER MEER (Du)
SAMERLIN	FORT RICHELIEU	SAMFEUGH	MEEE II (Den)
FORT VERANGO	GLENAFF	CORCREST	LAURENT MESUS (Bel)
EMPIRE COPPERFIELD	ZAAN (Dut)	EMPIRE LORENZO	CHAMPOLLION (Fr.)
CROMCREST	NARVA	WESTMOUNT PARK	PRINCIPESSA GIOVANNA

ALGIERS - 8.1.45

OUSEL	A) B) 29/12 C)	Routine D/D; examination of tanks & holds. Boiler survey.	D 22/12 E 10/1	
ASTRA	A 22/12 B 23/12 C 4/1	Routine D/D.	D 8/1 E 16/1	Delayed 10 days entering D/D on account of heavy swell. 24 hrs delay in D/D by bad weather.
EMPIRE HARBOUR	A 31/12 C 4/1	Routine D/D & machinery overhaul.	D 7/1 E 12/1	
SUBRTE	A 6/1 B 3/1	Repairs to steering gear drum.	E 10/1	Damage due to heavy weather off Algiers.
MOONCREST	A) B) 8/1	Repairs to boiler blowdown valve.	E 9/1	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

ALGIERS (Continued)

Minor repairs since 1.1.45.

CLYDEFIELD	HAMPSTEAD PARK	SALEM	FORT BEAUSEJOUR)	Minor repairs since 1.1.45
COLNTEO	ALEXANDRE AGORE	SARCOLIN		
CORFELL	CISNEROS	FORTIE SOUTHEY		
FORT CASPERMAN	GUTENBERG	FORT CARLTON		

REPORT RECEIVED FROM W.S.A. ON REPAIR POSITION AS OF 11th January 1945.

GRAY:

JOHN S. COPLEY - Complete January 17th. Will sail in CUS 67.

Minor repairs ending January 10th.

LAMA. KEENE	WILLIAM R. DAY	JOHN HILLEDGE
DANIEL WEBSTER	WILLIAM BRADFORD	CHARLES CARROLL
BETTY ANN	FRANK B. KELLOGG	

ALGIERS:

GRAND QUEVILLY - Survey.

Minor repairs - E.A. EDAN.

NAPLES: Minor repairs ending January 10th.

ANDREW MOORE	JOHN KENNETH	HENRY GILBERT COSTIN	TRISTAM DALTON
RICHARD RUSH	GEORGE DAVIS	JOHN ARMSTRONG	

LEGHORN: Minor repairs ending January 10th.

BERLAMER: THOMAS RUTTALL: JOHN GORDON.

MARSEILLES:

FRANK GILMREATH - Two blades of propeller damaged; awaiting discharge of cargo.

CLIFFORD HALLORAN - Drydocking Thursday.

BRET HARTE - Being repaired, will advise completion date later.

JOHN HOPKINS - Ready for tow, awaiting clement weather.

ELINOR WILIE - Completed and sailed.

Minor repairs ending January 10th.

JOHN GARRETT	JOHN BRECKENRIDGE	JOHN CASSENT	WILLIAM FEW
ALEXANDER HILLINGTON	COLIN KELLY	HARRY LANE	
CHARLES AYCOCK	THOMAS JOHNSON	ALEXANDER WILSON	

REPORT RECEIVED FROM U.S.N.A. ST. MARTIN
POSITION AS OF 11th January 1945.

CPAL:

JOHN S. COPLEY - Complete January 17th. Will sail in CUS 67.

Minor repairs ending January 10th.

LAURA KEENE WILLIAM R. DAN JOHN ELLEDGE
DANIEL WEBSTER WILLIAM BRADFORD CHARLES CARROLL
BETSY ZANE FRANK B. KELLOGG

ALGIERS:

GRAND CHEVILLY - Survey.

Minor repairs - U.A. UNDAW.

NAPLES: Minor repairs ending January 10th.

ANDREW MOORE JOHN JOSHUA HENRY GILBERT COSTIN TRISTAN DALTON
RICHARD RUSH GEORGE DAVIS JOHN ARMSTRONG

LEGHORN: Minor repairs ending January 10th.

EZRA CHER: THOMAS NUTTALL: JOHN GORDON.

MARSEILLES:

FRANK CHERRY - Two blades of propeller damaged awaiting discharge of cargo.
CLIFFORD MALLORY - Drydocking Thursday.
BRET HARTE - Being repaired, will advise completion date later.
JOHN HOPKINS - Ready for tow, awaiting clement weather.
ELINOR WYLIE - Completed and sailed.

Minor repairs ending January 10th.

JOHN GARRETT JOHN BRECKENRIDGE JOHN CASEMENT WILLIAM FEW
ALEXANDER LILLINGTON COLIN KELLY BARRY LANE
CHARLES ANCOCK THOMAS JOHNSON ALEXANDER WILSON

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ITALIAN MERCHANT SHIP POSITION ON 11.1.45.

GIBRALTAR VESSELS IN HAND

TAIGETE (T) A 29/6 Repairs to cargo pumps E 12/1 Dockyward work stopped
B 6/7 & valve extension rods. owing to labour shortage.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ITALIAN REPORT (Continued)				
FULGOR	A 30/11 C	Requires new stern tube, propeller, tail shaft.	E 12/1	Dockyard work stopped owing to labour shortage.
BIDS FOR REPAIRS -				
VESSELS IN PORT.				
GENERAL	A	Not repairable for operation		Has only 10 men crew for operating machinery.
POLLENZIO	A 1940	In very bad condition.		Left at the present state since 1940. Loaded with pig iron. Not fit for a long towing.
SUSA IN BAD				
GIUSEPPE LEVA		General repairs.	E 28/2	No report.
MESSINA HARBOUR				
FERRY BOAT VILLA S. GIOVANNI		GENERAL repairs.	E Feb 1945.	Under the survey of Reparto Navigazione delle Ferrovie Stato Messina.
TARANTO VESSELS DAMAGED				
SFINGE	A 25/5 B 24/8	Fairly extensive repairs following salvage.	D 3/11	Repairs to machinery. Boilers works retaken since Dec. 15th. Not possible to foresee completion date.
GRATA	B 28/11 C 5/12	Boiler tubes to be cleaned. Cleaning & painting of hull.	D 21/12 E 20/1	
PERTUSOLA	B 15/10 C 6/11	Boiler repairs. Shaft alignment.	D 17/11 E 15/1	Arrangement made by Italian Navy to carry out repairs (Vicenzoni Firm).
MIGNO	A B) 9/11 C)	General repairs.	D 13/11 E 5/2	Must be redocked for completion of hull repairs.

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SHIPS NOT REPAIRED - ....

VESSELS [illegible]

GENERAL	A	Not repairable for [illegible]tion	Has only 10 man crew for crossing machinery.
FOLGORE	A 1940	In very bad condition	Left at the present state since 1940. Loaded with pig iron. Not fit for a long towing.

SUSA IN BAY

GIUSEPPE NEVA	General repairs.	D 26/2	No report.

MESSINA [illegible]

FERRY BOAT VILLA S.GIOVANNI	GENERAL repairs.	E Feb 1945.	Under the survey of Reparto Navigazione delle Ferrovie Stato Messina.

TARANTO VESSEL [illegible]

SFINGE	A 25/5 B 24/8	Fairly extensive repa[illegible] following salvage.	D 3/11 Repairs to machinery. Boilers works retaken since Dec.15th. Not possible to foresee completion date.
GRATA	B 28/11 C 5/12	Boiler taken to be changed. Cleaning & painting of hull.	E 21/12 E 20/1
PERTUSOLA	B 15/10 C 6/11	Boiler repairs. Shaft alignment.	D 17/11 Arrangement made by E 15/1 Italian Navy to carry out repairs (Viennone Fir.).
MISENO	A B)9/11 C)	General repairs.	D 18/11 Must be redocked for E 5/2 completion of hull repairs.
TURIDDU	A B 14/10 C 25/12	Repairs following salvage shaft alignment.	E 15/1 Salvaged 29.7.44. Ship unloaded but not yet taken ovtin in hand.
NETTUNO	A 13/11 B 14/11 C 28/12	Routine D/D and minor repairs.	D 14/1 Repairing afloat as far E 20/1 as practicable.
TERESA SCHIAFFINO	B 25/12	Boiler tubes to be changed. Shaft to be drawn out.	D E Waiting to be berthed to start repairs. D/D postponed.

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Vessel	Initial Date	Main Defects	Final Days	Remarks

ITALIAN REPORT (Continued)

TARANTO VESSELS IN HAND (Cont'd.)

CERES		Boilers & Engine defects. Cleaning & painting of hull.	15 days requested for repairs D/D one day only. Last docked 19.5. D/D has been postponed.

BIDS FOR REPAIRS

ADRIATICO		Re tube & boiler repairs woodwork. Routine D/D. Repairs to double bottom.	30 days asked, docking will have to be carried out when repairs near completion. Unloading commenced.
ASSUNZIONE		Badly damaged by torpedo. Loss of rudder? Stern stem broken.	Lying since April 1942. Price D/D requested. Ship should be requisitioned & handed over to the A.E.A.E.C.
LUNA		General repairs. Ship mined.	4 months asked. Awaiting orders commence repairs.

ALGIERS BIDS FOR REPAIRS

EZILDA CROCE	B 17/12	D/D Hull leakage.	D 20/12 E 22/12	Completed.

NAPLES VESSELS IN HAND

PALLADE	A B 16/12 C 3/1	Hull rivets to be renewed. Double bottom to be repaired. Cleaning and painting.	D 7/1 E 15/1
CAPO NOLE	B 7/1	Large hole in hull. Ship mined.	D/D could be reduced from 20 to 14 days.
TRITON MARIS	C 9/11	Crowns of stern gland hardened. Cleaning and painting of hull.	

BIDS FOR REPAIRS

ULISSE	C 25/12	Shaft alignment. Some dock plating to renew under steering gear & capstan. Plate keel to replace.	D 28/12	Repairs completed. She must be redocked for replacing of bilge keels.
ITU		No report. Routine D/D.		Waiting order to start repairs.
[illegible]		Routine D/D.		1 day only asked.

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BIDS FOR REPAIRS

ANDALUSI.	Engine & boiler repairs woodwork. Routine D/D. Repairs to double bottom.	30 days asked, docking will have to be carried out when repairs near completion. Welding commenced.
ASSUNZIONE	Badly damaged by torpedo. Loss of rudder? Stern stem broken.	Laid up since April 1942. Tube D/D requested. Ship should be requisitioned & handed over to the M.E.D.E.O.
LUNA.	General repairs. Ship mined.	4 months asked. Awaiting orders commence repairs.

AGENTS BIDS FOR REPAIRS

EZILDA CROCE	B 17/12	D/D Hull lenience.	D 28/12 Completed. E 22/2

ALLIED VESSELS IN PORT

PALLADE	A B 16/12 C 3/1	Hull rivets to be caulked. Double bottom to be examined. Clearing and painting.	D 7/1 E 13/1
CAPO MELE	B 7/1	Large hole in hull. Ship mined.	D/D could be reduced from 20 to 14 days.
TRITON	LERIS C 9/12	Change of stern gland hardwood. Cleaning and painting of hull.	

BIDS FOR REPAIRS

ULISSE	C 23/12	Shaft alignment. Core deck plating to renew under steering gear & capstan. Plate keel to replace.	D 28/12	Repairs completed. Gas must be reduced for replacing of bilge keels.
ITU		Up report. Routine D/D.		Waiting order to start repairs.
ARGIA		Routine D/D.		1 day only asked.
ANDROA CONTARINI		Fuel.		Last D/D on 28/5/44.
CORA		Motors overhaul & D/D.		

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AT SEA BIDS FOR REPAIRS

PARTENOPE	General engine & hull repairs. Foul.	Ship on service. Repairs completed. D/D postponed due to urgent need of craft by Royal Navy.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
AT SEA ENDS FOR REPAIRS (Continued)				
LUCIA C.		Routine D/D. Comprehenter tubes to change. To be fit on patrol carrier.		15 days refitting. Last D/D six months ago. Vessel to be sent M.E.
ACILIA		Keep small repairs.		Entered in collision on November 10th in Naples Harbour with French s.s. D.I.M.B. because of strong northern wind.
S. CHIARA		Hull plating repairs.		Already docked once. Repairs to hull not completed at this date to restricted dock space.
MIDERA		Repairs to capstan.		6 days repairs.
PANTY HUNTER		Foul		Speed reduced from 10/7 K.

No report received from CRAI: AUGUSTA: CASABLANCA.

No French report received.

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(4)

S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

No. 93.

MINUTES OF MEETING HELD AT 1100 HOURS ON 2ND JANUARY, 1945.

	Mr. J. Gibson Graham	Chairman.
Members:	Captain F.H.D. Byron R.N.	N.C.S.O. Med.
	Captain W.E. Erskine U.S.N.	U.S. Navy.
	Captain F.W. Williams R.N.R.	Acting P.S.T.O. Med.
	Commander D.M. MacLean R.N.R.	S.O.S. to C in C Med.
	Lt.Cmdr. G.B. Sturt R.N.V.R.	S.O.C. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.T. Dannher U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel J.F.M. Leese	Tn. (Br.).
	Colonel G. Ackerley	G-4 Mov & Tn. (Br.).
	Lt.Col. E.L. Evans	Q.M. Coal Section.
	Major A.A.... Lauder	Petroleum Section.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
	Captain J.... Martin, Jr. U.S. Army	D.D.O.H.C. W. Med.
Present:	Lt.Cmdr. E.T. Bisley R.N.R.	N.C.S.O. (N.A. Med.) Rep.
	Colonel E.N. Lastayo U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. M.J. Sieff	A.C. Trans. Sub-Commission.
	Lt.Col. H. Butcher	Tn. (Br.).
	Captain P.W. Christian U.S. Army	Q.M. Coal Section.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. W.D. Jerdine	M.W.T. Liaison.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Mr. I.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	... A.J. Harvey	D.M.W.T.R.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

1601. The Minutes of Meeting No.92 dated 19th December, 1944 were approved.

1602. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1590. Item 2 on Agenda. In order to increase the supply of coal to Rome, Colonel Dannher said it was proposed that discharge from a collier lying at anchor off Fiumicino should be undertaken and the cargo shipped by barge up the canal to Rome. Commander MacLean, however, considered that it would be hazardous in winter for a Liberty type ship to lie off that coast and also stated that the vessel would be endangered when leaving the swept channel. Although Mr. Nicol said he was willing to accept the risk to W.S.A. ships, Brigadier Philipe considered Rome coal supplies could be augmented by increasing the port acceptance and clearance at Civita Vecchia and felt this possibility should first be explored before discharge of colliers at Fiumicino were authorised. It was agreed that representatives of G-4 Br. & Am., Tn. Br., M.W.T., D.O.H.C. and A.C. should meet that afternoon to discuss the matter in full and examine the provision of extra equipment that would be required.

Coal Minute 341. Lt.Col. Sieff reported that schooners were being loaded with coal at Gaeta for carriage to Fiumicino and said that movement should start in some 12 days. Enquiries would be made of A.C. regarding its proposed use for [illegible] coal.

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	Commander D.M. MacLean R.N.R.	S.O.S. to C in C Med.
	Lt.Cmdr. G.B. Sturt R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.T. Dandher U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel J.P.M. Leese	Tn. (Br.).
	Colonel C. Ackerley	G-4 Mov & Tn. (Br.).
	Lt.Col. P.R. Evans	Q.M. Coal Section.
	Major A.A. . Launder	Petroleum Section.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
	Captain J. . Martin, Jr. U.S. Army	D.D.O.H.C. W. Med.
Present:	Lt.Cmdr. P.T. Bisley R.N.R.	N.C.S.O. (N.A. Mol.) Rep.
	Colonel E.H. Lastayo U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. M.J. Sieff	A.C. Trans. Sub-Commission.
	Lt.Col. H. Butcher	Tn. (Br.).
	Captain P.W. Christian U.S. Army	Q.M. Coal Section.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. W.D. Jemmine	M.W.T. Liaison.
	Mr. A.C. Hepworth	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.E.
	Mr. R. Hughes	D.O.H.C. Representative.
	. A.J. Harvey	D.M.W.T.R.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

1601. The Minutes of Meeting No.92 dated 19th December, 1944 were approved.

1602. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1590. Item 2 on Agenda. In order to increase the supply of coal to Rome, Colonel Dandher said it was proposed that discharge from a collier lying at anchor off Fiumicino should be undertaken and the cargo shipped by barge up the canal to Rome. Commander MacLean, however, considered that it would be hazardous in winter for a Liberty type ship to lie off that coast and also stated that the vessel would be endangered were she to leave the swept channel. Although Mr. Nicol said he was willing to accept the risk to W.S.A. ships, Brigadier Philipe considered Rome coal supplies could be augmented by increasing the port acceptance and clearance at Civita Vecchia and felt this possibility should first be explored before discharge of colliers at Fiumicino were authorised. It was agreed that representatives of G-4 Br. & Am., Tn. Br., M.W.T., D.O.H.C. and A.C. should meet that afternoon to discuss the matter in full and examine the provision of extra equipment that would be required.

Coal Minute 341. Lt.Col. Sieff reported that schooners were being loaded with coal at Gaeta for carriage to Fiumicino and said that movement should start in some 12 days. Enquiries would be made of A.C. regarding its proposed use for Rome. Lt.Col. Evans said it was good steam coal.

1603. REPAIR SUB-COMMITTEE. Ref. 1591. Item 3 on Agenda. With reference to Repair Minute 920, the Chairman stated that no reply had been received on this subject.

In reply to Captain Williams, the Chairman said that the question of armed vessels had been referred to C in C Med. for clarification on certain points, (vide Repair Minute 921).

1604. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1576. Item 4 on Agenda. The French did not yet wish the six "B" List coasters returned but had stated they might require two of them during January, to which the Chairman had replied that the coaster fleet was allocated to definite requirements and that the French should therefore make a specific demand, giving 15 days' notice.

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The case of ~~naval~~ French "B" List passenger ships which had been previously used for carriage of refugees round N. Africa was raised by the Chairman who proposed that all personnel lifts within the Mediterranean should be controlled by one organisation. Colonel Dam-her suggested the vessels remain under the jurisdiction of MEDBO and be operated by P.S.T.O. Med. and it was agreed that a recommendation be made accordingly. Chairman.

In reply to the Chairman who referred to Minute 5 of French Report No. 58, Lt.Cmdr. Sturt said that "DJEBEL AURES" was still programmed to lift sheep.

1605. ITALIAN MERCHANT SHIPPING. Ref. 1562. Item 5 on Agenda. Noted.

1606. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1592. Item 6 on Agenda. Brigadier Phillips reported that the position regarding civil supplies to Yugoslavia remained unchanged.

Information from Washington had been received that 41 civil supply ships were set up for February for Italy and the Balkans. Colonel Ackerley said, however, that including U.C.S. 65 and U.C.S. 66, both of which were prior to February, only 40 ships could be accepted and it had therefore been suggested that 12 vessels, comprising 9 wheat and 3 miscellaneous cargoes, excluding coal, be cancelled. He also stated that, should present conditions be altered, the Middle East stock pile would be available for supplying Yugoslavia.

It was reported that Swedish Red Cross Relief shipments would, in future, be deducted from the military relief programme.

In reply to the Chairman who referred to Minute 102, Lt.Col. Sieff stated that the 20,000 tons of barley was not required. He understood this item had already been cancelled and said he would look into the matter. Lt.Col. Sieff.

1607. HOMEWARD LOADING PRIORITIES. Ref. 1499. Item 7 on Agenda. It was felt that the position showed satisfactory.

1608. SHIPPAGE ALLOCATION SUB-COMMITTEE. Ref. 1593. Item 8 on Agenda. Noted.

1609. TANKER SITUATION. Ref. 1595. Item 10 on Agenda. Noted.

1610. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1596. Item 11 on Agenda. Noted.

1611. PORT STATE. Ref. 1597. Item 12 on Agenda. The Board agreed that this disclosed a most satisfactory situation.

1612. GREEK PORTS COMMITTEE. Ref. 1598. Item 13 on Agenda. The Chairman congratulated this Committee in presenting such a clear picture of the position in spite of the present difficulties.

Two Tanker tugs were ready to be sent to Salonika and Lt.Cmdr. Sturt said that shipping would be arranged.

Advice had been received from Greece that 1000 tons per day shown as possible discharge at Piraeus, in Minute "Military Maintenance" of Meeting No. 5, was the quantity that could be handled by Military labour available when it were possible to discharge at Piraeus proper and not the tonnage that could be discharged under present conditions at Phaleron Bay.

1613. SHIPPING POSITION THROUGHOUT THE WORLD. Ref. 1583. Item 14 on Agenda. The Board noted the signal from the Minister of War Transport which pointed out that the shipping position would remain extremely tight for some months and it was of the utmost importance that vessels' time in port should be reduced to a minimum.

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1605. ITALIAN MERCHANT SHIPPING. Ref. 1582. Item 5 on Agenda. Noted.

1606. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1592. Item 6 on Agenda. Brigadier Philipe reported that the position regarding civil supplies to Yugoslavia remained unchanged.

Information from Washington had been received that 41 civil supply ships were set up for February for Italy and the Balkans. Colonel Ackerley said, however, that in lifting U.C.S. 65 and U.C.S. 66, both of which were prior to February, only 46 ships could be accepted and it had therefore been suggested that 12 vessels, comprising 9 wheat and 3 miscellaneous cargoes, excluding coal, be cancelled. He also stated that, should present conditions be altered, the Middle East stock pile would be available for supplying Yugoslavi

It was reported that Swedish Red Cross Relief shipments would, in future, be deducted from the militar relief programme.

In reply to the Chairman who referred to Minute 102, Lt.Col. Sieff stated that the 20,000 tons of barley was not required. He understood this item had already been cancelled and said he would look into the matter. Lt.Col. Sieff.

1607. HOMEWARD LOADING PO[illegible] TIME. Ref. 1499. Item 7 on Agenda. It was felt that the position showe[illegible] satisfactory.

1608. [illegible]CHAGE ALLOCATI[illegible] SUB-COMMITTEE. Ref. 1593. Item 8 on Agenda. Noted.

1609. TA[illegible]KEN[illegible]UTTER. Ref. 1595. Item 10 on Agenda. Noted.

1610. SOUTH AFRICAN PO[illegible] SUB-COMMITTEE. Ref. 1596. Item 11 on Agenda. Noted.

1611. PORT STATE. Ref. 1597. Item 12 on Agenda. The Board agreed that this disclosed a most satisfactory situation.

1612. GREEK PORTS COMMITTEE. Ref. 1598. Item 13 on Agenda. The Chairman congratulated this Committee in presenting such a clear picture of the positio in spite of the present difficulties.

Two Tanco tugs were ready to be sent to Saloni[illegible] and Lt.Cmdr. Sturt sai that shipping would be arranged.

Advice had been received from Greece that 1000 tons per day shown as possible discharge at Piraeus, in Minute "Military Maintenance" of Meeting N[illegible], was the quantity that could be handled by Military labour available when it were possible to discharge at Piraeus proper and not the tonnage that could be discharged under present conditions at Phaleron Bay.

1613. SHIPPING POSITION THROUGHOUT THE AREA. Ref. 1583. Item 14 on Agenda. The Board noted the signal from the Minister of War Transport which pointed out that the shipping position would remain extremely tight for some months and it was of the utmost importance that vessels' time in port should be reduced to a minimum.

1614. ITALIAN SCHOONER POSITION. Ref. 1545. Four schooners were being salved by the Italian owners who, Brigadier Philipe reported, had requested permission to run these vessels once on their own account before handing them to CO.CE.M.A. for operation. The Chairman considered this could not be allo and said they should be raised and come into the Schooner Pool in the usua manner.

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1615. WATER SITUATION IN THE MED. Ref. 1505. There was a shortage of water in Sardinia and Lt.Col. Sieff said a request for water tankers for Cagliari was being forward.

1616. RELIEF SHIPS FOR THE VATICAN. Ref. 1369. The "OUIDAD MELILLA" had arrived and Colonel Dunbar felt her departure might be delayed as individuals were applying for passage on her return voyage. She required bunkers before sailing and it was felt that the passenger list should be limited to those who had already been authorised to travel.

1617. "SIL INNI". Captain Williams reported Sea Transport had been requested to apply to this Spanish vessel as a Naval Store Carrier upon her release by C in C Med., but the Board agreed that she be allocated in the normal manner.

1618. DREDGING AT MOGADISHU. A signal from Troopers stating that 2/3 months' dredging, commencing March 1945, was required at this port and saying that as Dredging Co-ordinating Committee could provide no dredger from the U.K., MEDBO had been asked to lend one from their resources, was quoted by Colonel Leese. There was at Naples a dredger of the type required, which was not presently being used, but in view of the lengthy tow and the fact that this dredger would shortly be needed for operational requirements, the Board felt it should be retained in the area and that the Middle East might be asked to assist. Col. Leese.

1619. "PORTLAND PARK" AT LEGHE. Mr. Campbell quoted a signal saying that the position at Leghe was likely to become critical. This vessel had not been authorised to two port discharge by the Canadian Government and as she had to discharge 1000 t.g.d. or pay $2,000 demurrage, available labour was being used on her to the detriment of other vessels which Lt.Cmdr. Sturt said had to be diverted. It was felt that the French should make their own arrangements for discharge of civilian ships and that first priority on labour should be granted to military requirements.

1620. "PLAVNIK". A request from the Yugoslav Military Mission, representing Marshal Tito, for the return of this vessel was reported by the Chairman, who said she was presently engaged on the Sardinian coal trade and was due to sail from Bari to Cagliari. The Yugoslavs had asked that she remain at the former port but Brigadier Philips felt that pending a decision on the whole Yugoslavian position "PLAVNIK" should continue in her present employment.

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MEDITERRANEAN SHIPPING BOARD.

SECRET.

MINUTES OF A MEETING HELD AT 1415 HOURS ON 2ND JANUARY, 1945.

SUBJECT: To examine the methods of augmenting the supply of coal to Rome.

Present:	Mr. J. Gibson Graham	Chairman.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.F.M. Leese	Tn. (Br.).
	Colonel E.H. Lastaye, U.S. Army	C.O.T.
	Colonel J.T. Danaher, U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. M.J. Sieff	A.C. Trans. Sub-Commission.
	Captain J.C. Martin,Jr., U.S. Army	D.D.O.H.C. W. Med.
	Mr. R. Hughes	D.O.H.C. Rep.
	Miss M.M. Michie	Assistant Secretary.

1. In order to increase the delivery of coal to Rome it was agreed that Port acceptance and clearance at Civita Vecchia should be increased. Additional coal discharged there would be transported to Rome by barge up the Tiber and Fiumicino canal.

To do so it would be necessary to obtain additional equipment as follows:

BARGES. 2 Minca barges to be supplied by D.C.H.C.
Obtain use of barge "CICERONE" allocated to Civita Vecchia port. } Total lift 800 t.
Obtain use of barge "TANIA" believed to be at Fiumicino. }
Endeavour to obtain the use of two German self-propelled lighters, of 250 tons each, being salved by R.N. at Ortobello, of which one was believed to be ready.

TUGS. Tn. (Br.) would provide 2 tugs ex Genoa Reserve until such time as they were required. Crews for these tugs would be obtained by CO.GEN.NA.
Examine the possibility of repairing the tug "PUNTA D'AOSTA" at Bari, and completing repairs to the tug "PUNTA D'AMICA" at Palermo for their subsequent use at Civita Vecchia.

CRANES. 5 Wheeled Cranes to be allocated out of Genoa Reserve by Tn. (Br.) on condition they be returned when required at Genoa.

CRANES. Tn. (Br.) to provide whatever number were available.

LABOUR. A.C. to arrange for the provision of shore labour.

OTHER EQUIPMENT. A.C. to make indents on Tn. (Am.) who would provide equipment out of available stocks.

On notification by A.C. that all arrangements were made for receiving and clearing the additional tonnage the first ship would be nominated to discharge at Civita Vecchia.

3782

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Colonel J.F.M. Leese	Tn. (Br.).
Colonel E.H. Lastayo, U.S. Army	C.C.T.
Colonel J.T. Donaher, U.S. Army	G-4 Mov & Tn. (Am.).
Lt.Col. M.J. Sieff	A.C. Trans. Sub-Commission.
Captain J.C. Martin,Jr., U.S. Army	D.D.C.H.C. W. Med.
Mr. R. Hughes	D.C.H.C. Rep.
Miss A.M. Michie	Assistant Secretary.

1. In order to increase the delivery of coal to Rome it was agreed that Port acceptance and clearance at Civita Vecchia should be increased. Additional coal discharged there would be transported to Rome by barge up the Tiber and Fiumicino canal.

To do so it would be necessary to obtain additional equipment as follows:

BARGES. 2 Minca barges to be supplied by D.C.H.C.
Obtain use of barge "CICERONE" allocated to Civita Vecchia port.
Obtain use of barge "TIGRE" believed to be at Fiumicino.
} Total lift 800 t.
Endeavour to obtain the use of two German self-propelled lighters, of 250 tons each, being salved by R.N. at Ortobello, of which one was believed to be ready.

TUGS. Tn. (Br.) would provide 2 tugs ex Genoa Reserve until such time as they were required. Crews for these tugs would be obtained by CO.GE.NA.
Examine the possibility of repairing the tug "PUNTA D'AOSTA" at Bari, and completing repairs to the tug "PUNTA D'ANCA" at Palermo for their subsequent use at Civita Vecchia.

CRANES. 5 Wheeled Cranes to be allocated out of Genoa Reserve by Tn. (Br.) on condition they be returned when required at Genoa.

GRABS. Tn. (Br.) to provide whatever number were available.

LABOUR. A.C. to arrange for the provision of shore labour.

OTHER EQUIPMENT. A.C. to make indents on Tn. (Am.) who would provide equipment out of available stocks.

On notification by A.C. that all arrangements were made for receiving and clearing the additional tonnage the first ship would be nominated to discharge at Civita Vecchia.

3782

2. Pending the completion of the above arrangements at Civita Vecchia it was agreed that the experimental discharge of one collier lying off Fiumicino be undertaken and that the equipment pre-arranged for the former port should be used for that purpose and for carrying the coal up the canal to Rome. It was proposed that a W.S.A. collier out of U.G.S. 64 be so nominated and Tn. (Am.) undertook to send labour on the vessel to discharge the cargo from the ship.

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SECRET

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)S/379/GDM

4 Jan 45

Tel: FREEDOM 302

Subject : Mediterranean Shipping Board
Coal Reception Committee.

Minutes of Coal Meeting No. 43
held at 1000 hrs 3 Jan in
G-4 (Mov & Tn) Conference Room.

In the Chair :	Maj. V. KING	G-4 (Mov & Tn)
Present :	Lt. (E) A. PRODSHAM	A/FEO
	Col. J.T. DANAHER	Tn(A) Operations
	Capt. P. CHRISTIAN	QM (Coal Sec)
	Mr. R. NICOL	WSA Rep.
	Mr. J. LYNCH	WSA Rep
	Mr. R. HEARD	MWT Rep.

358. Coal Berth CIVITAVECCHIA (See Minute 351)

(a) Allied Commission had notified draught of No. 4 Berth as 24 ft.

(b) Chairman stated that a request had been passed to Chief Engineer A.F.H.Q. for a rep to visit the port and offer advice to the Port Control Committee there. Col. Danaher was of the opinion that in view of the present serious coal shortage in ROME, no construction work should be undertaken which might cause an interruption in present coal working, and that any recommendations made by the Engineer rep be noted for execution at a later date whenever the ROME stocks would allow of such an interval. Col. Danaher stated that MRS had offered the services of a second shunting engine at CIVITAVECCHIA to assist port working and the turn round of wagons. G-4 (Mov & Tn) would request HQ Allied Commission to appoint a regulating officer at the port, to call forward empty wagons and supervise despatch of loaded wagons.

ACTION G-4 (Mov & Tn).

Tn(D) would supply from their reserve held for future ports such fixed or mobile cranes as were required and the necessary personnel to drive and maintain them. 5 cranes had been asked for, mainly to discharge coal from barges being provided by Tn(A). Col. Danaher stated that a need existed for four self-operating buckets. G-4 (Mov & Tn) would ascertain if these could be supplied from Army resources.

ACTION G-4 (Mov & Tn).

359. Coal for ROME (see Minute 352)

GAETA to FIUMICINO

(a) At a Sub-Committee of MEDSO held on 2 Jan WSA had agreed to place a ship off shore at FIUMICINO. The "JOHN DAVEY" was nominated to be positioned 12 Jan.

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

Capt. P. CHRISTIAN	QM (Coal Sec)
Mr. R. NICOL	WSA Rep.
Mr. J. LYNCH	WSA Rep
Mr. R. HEARD	MWT Rep.

358. Coal Berth CIVITAVECCHIA (See Minute 351)

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ACTION G-4 (Mov & Tn).

Tn(B) would supply from their reserve held for future ports such fixed or mobile cranes as were required and the necessary personnel to drive and maintain them. 5 cranes had been asked for, mainly to discharge coal from barges being provided by Tn(A). Col. Danaher stated that a need existed for four self-operating buckets. G-4 (Mov & Tn) would ascertain if these could be supplied from Army resources.

ACTION G-4 (Mov & Tn).

359. Coal for ROME (see Minute 352)

GAETA to FIUMICINO

(a) At a Sub-Committee of MEDBO held on 2 Jan WSA had agreed to place a ship off shore at FIUMICINO. The "JOHN DAVEY" was nominated to be positioned 12 Jan.

(b) Allied Commission had established that schooners could enter FIUMICINO. They had asked MEDBO Schooner Contr T for an immediate allocation of schooners up to 2.4 metre draught to carry coal from GAETA to FIUMICINO. The first schooner nominated was the SANT. AGNESE. It had been emphasised that large [illegible] hatchways were necessary for proper working. A request had been made that any vessels of up to 1.5 metre draught should be allocated for a trial run to ROME via FIUMICINO.

360. Coal for SOUTHERN FRANCE.

MWTR Rep agreed to nominate the "EDERA" for a future voyage from SARDINIA to SOUTHERN FRANCE with Sardinian coal.

361. Signals to SARDINIA. ACTION MWTR

Arrangements had been made whereby important signals affecting shipping

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SECRET

361. Signals to SARDINIA. (contd)

movements could be arranged by Chief Signals Officer to be sent over the MMLF circuit.

362. NAPLES Position.

"CAROLE LOMBARD" completed 29 Dec.
"WILLIAM P. FESSENDEN" berthed 29 Dec. Sailed 2 Jan with approx. 200 tons coal.

363. Future Programme.

(a) ROBERT TOOMES - ETA 1 Jan to Berth Bagnoli to lighten for CIVITAVECCHIA - EDC 5 Jan.

(b) EMPIRE DON to discharge completely at berth 18.

(c) SAMEDEN - ETA 1 Jan to discharge vehs then BAGNOLI (EDC 9 Jan) to lighten after ROBERT TOOMES for Berth 18.

(d) PENCARROW - ETA 3 Jan to discharge 789 tons coke at BAGNOLI after SAMEDEN. (350 tons coke to be loaded on EMPIRE DON for SAN ANTIOCCO)

(e) STAD VLAARDINGEN - ETA 3 Jan to discharge vehicles then BAGNOLI to complete.

364. Colliers Due (See Minute 356)

(i) "JOHN DAVEY"- now for FIUMICINO (see 359a)

(ii) MIDEAST had been informed that AUGUSTIN HEARD would be accepted for ITALY.

VK/EN

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

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c/o HQ No. 1 District.
GHQ MEF
COT (4)

NA District (NAMOV 2) (2)
Allied Commission
Mov East ITALY.
Mov West ITALY.
Mov SICILY.
DQMG (Mov & Tn).
Mov 3 G-4 (Mov & Tn) AFHQ.

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The War Office (Attention DF Mov Q(M) 9)
Whitehall, LONDON S.W.I.
HQ Mov Central ITALY,
c/o HQ No. 1 District.
GHQ MEF
COT (4)

NA District (NAMOV 2) (2)
Allied Commission
Mov East ITALY.
Mov West ITALY.
Mov SICILY.
DQMG (Mov & Tn).
Mov 3 G-4 (Mov & Tn) AFHQ.

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

SECRET

COLLIERS DUE N. AFRICA & CORSICA - POSITION AS AT 4 JAN 45

NAME OF SHIP	Draft	From	Convoy	Due Dest'n	Type of Coal	A/C	Tonnages	ALGIERS	ORAN
HARLEPOOL	24'	UK	KMS 72	22 Dec	Elec & Loco	Armt	3328		3328
JOSHUA THOMAS	26'11"	"	" "	22 "	" " "	"	8556		8556
JOHN C SPENCER (2nd disch) (44 vehs)		ALGIERS		25 "		"	2500		
LEONIDAS	22'	UK	KMS 72	25 "	Elec & Loco	"	5546		
LORNASTON	23'	"	" "	25 "	" " "	"	6672		
ST BERNARD (2nd disch)	22'	BIZERTA		26 "	COM & Loco	"	5000		
HARLEPOOL		ORAN		26 "	Elec & Loco	"	4000	4000	
SUERTE	20'3"	UK	KMS 73	2 Jan		"	4743	4743	
RIDGEPOOL	23'6"	"	KMS 73	3 "		"	2442 Pitch) 4658 Coal)		
BLAIRESK	20'3"	"	KMS 74	11 "		"	2000		2000
LYRAS	24'1"	"	KMS 74	12 "		"	7131	7131	
BLAIRESK		ORAN		16 "		"	2432	2432	

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SECRET APPENDIX 'A'

COLLIERS DUE N. AFRICA & CORSICA - POSITION AS AT 4 JAN 45

Draft	From	Convoy	Due Dest'n	Type of Coal	A/C	Tonnages	ALGIERS	ORAN	BIZERTA	BONE	LA GOULETTE & TUNIS	SFAX
24'	UK	KMS 72	22 Dec	Elec & Loco	Army	3328		3328				
26'11"	"	" "	22 "	" " "	"	8556		8556				
	ALGIERS		25 "		"	2500					2500	
22'	UK	KMS 72	25 "	Elec & Loco	"	5546			3000			2546
23'	"	" "	25 "	" " "	"	6672			3000		3672	
22'	BIZERTA		26 "	KOM & Loco	"	5000					5000	
	ORAN		26 "	Elec & Loco	"	4000	4000					
20'3"	UK	KMS 73	2 Jan		"	4743	4743					
23'6"	"	KMS 73	5 "		"	2442 Pitch) 4658 Coal)					2442 Pitch 4658 Coal)	
20'3"	"	KMS 74	11 "		"	2000		2000				
24'1"	"	KMS 74	12 "		"	7131	7131					
	ORAN		16 "		"	2432	2432					

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EDITERRANEAN SHIPPING BOARD
AL RECEPTION COMMITTEE

R.N. COLLIERS

SHIP	CONVOY	CARGO	LOADING POINT	DESTINATION
CARA	-	At ORAN for docking & repairs		
HERCEL	-	2500 MC	TARANTO	GREECE
HESTEL	-	To TARANTO for docking		
STAD ARNHEM	-	Operational orders CS 15 - at GREECE		
CONCHESTER	-	To AUGUSTA to load and await orders		
EMPIRE GARETH	-	To AUGUSTA for release to MWT		
SERIO (Italian Coaster)	-	Sardinian Coal	SAN ANTIOCO	BRINDISI discharg
REVISED FUTURE SAILINGS BUT NOT CONFIRMED				
FERNBANK	KMS 76	6500 Welsh		
KATHILDA	KMS 77	5000 MC		

67.23

21901

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SECRET

APPENDIX 'C'

R.N. COLLIERS

CONVOY	CARGO	LOADING POINT	DESTINATION	RLEASE TO
-	At ORAN for docking & repairs			C in C
-	2500 MC	TARATTO	GREECE	C in C
-	To TARANTO for docking			C in C
-	Operational orders CS 15 - at GREECE			C in C
-	To AUGUSTA to load and await orders			C in C
-	To AUGUSTA for release to MWT			C in C
-	Sardinian Coal	SAN ANTIOCO	BRINDISI discharging	

NOT CONTINUED

KMS 76 6500 Welsh

KMS 77 5000 MC

5/7/43

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

JANUARY ARRIVALS

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
JESSE COTTRELL		S.AFRICA		12 Jan		9221	ITALY
EDWARD BRUCE	26'	U.S.A.	UGS 65	18 Jan		8500	Shown by PD No
W.C. BRYANT		"	"	18 Jan		8300	N. AFRICA
BORIS LAW	24'6"	"	"	18 Jan	High Vol.	6813	
O'HENRY		"	"	18 Jan		8300	
PELLEKOS					Pitch Coal	3650 1300	ORAN
AUGUSTINE HEARD		S.AFRICA				8300	Diverted ex B
ELIZABETH MASSEY						6300	LA GOULETTE &
MOON CREST (202 Vehs)			K S 75			5250	BONE & BIZERT
RILEY (Vehs & Potatoes) (141 vehs)			"			4087	(Coal ALGIERS
NORLEYN (Vehs & Potatoes)						4673	(Coal ORAN) v
WILLIAM DONALDSON		U.S.A.					ITALY
FORT GEORGE		"	UGS 64			7349	ORAN for orde
GEORGE CLEVELAND		"				8300	

VICEL LINDSAY	25'	S.AFRIC.		15 Jan		8573	ITALY
FORT FARNUM	26'	U.S.A.	UGS 65	16 Jan		8500	Shown by PD
BARON PERILLE		S.AFRIC.				8300	BARGNS
J.L. DAVIS						8300	"
LEEDS CITY		S.AFRICA					"

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JANUARY ARRIVALS

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
		S.AFRICA		12 Jan		9221	ITALY
	26'	U.S.A.	UGS 65	18 Jan		8500	Shown by PD Norfolk for ORAN or ALGIERS
		"	"	18 Jan		8300	N. AFRICA
	24'6"	"	"	18 Jan	High Vol.	6813	
		"	"	18 Jan		8300	
					Pitch Coal	3650 1300	ORAN
		S.AFRICA				8300	Diverted ex BALKANS to ITALY
						6300	La GOULETTE & TUNIS
			UGS 75			5250	BONE & BIZERTA (Vchs for ITALY)
			"			4087	(Coal ALGIERS) via ITALY (NAPLES)
						4673	(Coal ORAN) via ITALY (PEEL)
		U.S.A.					ITALY
		"	UGS 64			7349	ORAN for orders
		"				8300	

APPENDIX 'E'

	29'	S.AFRICA		15 Jan		8573	ITALY
	26'	U.S.A.	UGS 65	16 Jan		8500	Shown by PD Norfolk for ORAN or ALGIERS
		S.AFRICA				8300	BALKANS
						8300	"
		S.AFRICA					"

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

S. FRANCE

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUST.	TYPE OF COAL	TONNAGE	
EASTERN PLANET	23'11"	U.K.	KMS 72		Lucas	7656	S.
PENELLS		"	KMS 73 or 74			5200	
WESTERS		"	KMS 75 or 76			7500	
EDEN.				28 Dec		7000	S.

7243

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S. FRANCE

	DRAFT	FROM	CONVOY	DUE AUGUST	TYPE OF COAL	TONNAGE	REMARKS
	25'11"	U.K.	KMS 72		Loco	7656	S. FRANCE 13 Dec
		"	KMS 73 or 74			5200	" "
		"	KMS 75 or 76			7500	" "
				28 Dec		7000	S. FRANCE

2196

S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

No. 59.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 5TH JANUARY, 1945.

Present: Mr. J. Gibson Graham — Chairman.
Constructor Captain D.W. Smithers, R.C.N.C.
Commander M.L. Hardie, R.N.
Lieut. Commander E. Blair, R.N.R.
Major E. Filo della Torre, R.I.N.
Mr. W.D. Jermine.
Mr. A.C. Hogarth.
Mr. J.R. Smith.
Mr. Davison.
Mr. G.W. Simmons.
Captain B.D. Bate.
Captain T.L. Kidwell.
Miss M.M. Michie — Assistant Secretary.

ACTION BY:-

922. REPAIR MATERIALS. Ref. 919. The Chairman reported that the matter had been referred to C in C Med. but felt that the supply of materials for Merchant Ship repairs should not devolve entirely on Royal Navy.

923. "PROVIDENCE", "KOUTOUBIA" & "FLORIDA". Ref. 920. As yet no reply had been received to the recommendation put forward.

924. SALVAGE OF VESSELS. Ref. 921. This matter, the Chairman reported, had been placed before C in C Med. for clarification on certain points.

925. CASABLANCA. Commander Hardie reported that the French Warship should undock from No. 1 Dock about 6th January and would be followed by "CAID FASSI", believed to be a local vessel, after which "ILE DE NOIRMOUTIER" would go in. Latest information received from this port indicated that "SAN CLAUDIO" required re-docking and she was therefore programmed to follow the latter vessel.

926. GIBRALTAR. The position remained unchanged as regards Merchant Ship dockings.

927. ORAN. "LIDO" and "ESPIGUETTE" had both docked and Commander Hardie reported that "PROVIDENCE" was then in No. 1 Dock and due to complete on about 12th January. He also stated that it was hoped to arrange a tow for "JOHNS HOPKINS" within the week and it was agreed she go in next being followed by the tanker "EAGLE", a new bid, requiring cleaning and painting, machinery overhaul and extensive repairs, which latter however could be done afloat.

Mr. Smith reported that a signal from Casablanca had been received requesting drydocking instructions for the "DUKE OF SPARTA", but he felt some explanation was needed for she had recently been given a Sea Worthiness Certificate by R.N. at Ancona and no drydocking bid had been made. The Secretary reported a signal had been sent requesting reasons for docking this vessel. It was subsequently ascertained that she required rudder repairs which would take about 3 days and it was agreed after the Meeting that she go into No. 1 Dock after "PROVIDENCE".

As it appeared that "CAP FALCON" had not yet docked she was programmed for No. 2 Dock. Commander Hardie stated that as no U.S. Warships were anticipated,

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Major E. Filo della Torre, R.I.N.
Mr. W.D. Jermine.
Mr. A.C. Hogarth.
Mr. J.R. Smith.
Mr. Davison.
Mr. G.W. Simmons.
Captain R.D. Bate.
Captain T.L. Kidwell.
Miss M.M. Michie Assistant Secretary.

ACTION BY:-

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As it appeared that "CAP FALCON" had not yet docked she was programmed for No. 2 Dock. Commander Hardie stated that as no U.S. Warships were anticipated, more Merchant Ships could be accepted for docking, but it was found that none could conveniently be programmed for Oran and that after "CAP FALCON" no more allocations could be made to No. 2 Dock for that week.

"EMPIRE GLORY" was leaving the area and her bid had therefore been withdrawn.

928. ALGIERS. Dockings at this port had been delayed for one week on account of bad weather and Commander Hardie said information received stated that dockings/

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/dockings would recommence on 2nd January with "ASTRA" which had apparently not docked previously as was thought. She should by then have completed, "MEONIA" being due to dock that day in No. 1 Dock and would be followed by "SCHIAFFINO FRERES", "GRAND QUEVILLY", "ANTONIO".

"EMPIRE HARBOUR" was due to come out of No. 2 Dock on 6th January, when Local Craft would go in, after which "EMPIRE GAT", "MANNINGTON", "EMPIRE LASS" were programmed in that order.

929. FERRYVILLE. No. 1 Dock was taken up by an H.M. Ship to be followed by a French Warship and Commander Hardie stated that "MEDIE II" was then in No. 2 Dock to be followed by "LUBLIN" which Lt.Cmdr. Blair said should have arrived. "SAMWINGED" would go in next for 2 days, Pontoon Docks being due to follow her.

"HARPALYCUS" was shortly due to undock from No. 4 Dock when H.M. Ships would go in.

"GUDRUN", "SAMBESH" and "SAMINGOY", the last two being new bids, all requiring cleaning and painting, would be allocated to a dock nearer their date of readiness.

930. TARANTO & BRINDISI. Commander Hardie reported that "NETTUNO" and H.M. Ships in No. 1 Dock were due to complete on 14th January when "TERESA SCHIAFFINO", "TURIDDU" and H.M. Ships would dock for 15 days.

"BRUSE JARL" was due to undock from No. 2 Dock on 8th January after which "VEST", a Norwegian ship which had suffered damage from air attack some time ago, was due to go in. "EMPIRE DAMSEL" and "AMSTEL" in No. 15 Dock were due to undock that day, and would be followed by H.M. Ships. All the other docks would be taken up by H.M. Ships.

Further priorities were agreed as follows: "EMPIRE CANDIDA", "CHERCA", "ASSUNZIONE", "EMPIRE ROACH", "SPERO". The other vessels bid for those ports would be considered later.

931. NAPLES. French Warships were still in No. 1 Dock though, Commander Hardie said, they were due to undock on 15th January. Mr. Davison reported that "WASHINGTON IRVING", a new bid, was immobilised at Naples with rudder trouble, the diver's examination showing that the stag was broken off directly under the propellor. He stated that she was urgently needed and requested an early docking. It was agreed that this vessel should go in after the French Warships and be followed by "SESTRIERE" on the Naples-Leghorn shuttle service, but which was too long to dock at the latter port.

"GENEPESCA" had undocked from No. 2 Dock, "PALLADE" having gone in, and Commander Hardie said was due to complete on 7th January. It was agreed that she be followed by water boat "PO", which required cleaning and painting, and that "TRITON MARIS" should then go in for 24 hours, after which "CAPO MELE" would dock for 14 days. There had been some confusion about the latter vessel, for owners had not wished her to dock but CO.GE.MA. stated later that docking was essential and she had therefore been retained on the list.

Both No. 3 and Floating Docks would be taken up by H.M. Ships.

It had not yet been possible to allocate "ITU" to a dock in view of higher priority jobs, and the fact that her repairs in dock were fairly extensive.

932. LEGHORN. H.M. Ship and Local Craft then in No. 1 Dock, Commander Hardie said, should complete on 6th January and would be followed by "FANNY BRUNNER" for 2 [illegible] 6th January, it was decided

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Local Craft would go in, after which "EMPIRE GAT", "WANNINGTON", "EMPIRE LASS" were programmed in that order.

929. FERRYVILLE. No. 1 Dock was taken up by an H.M. Ship to be followed by a French Warship and Commander Hardie stated that "MEDIE II" was then in No. 2 Dock to be followed by "LUBLIN" which Lt.Cmdr. Blair said should have arrived. "SAMWINGED" would go in next for 2 days, Fortoon Docks being due to follow her.

"HIPPALYCUS" was shortly due to undock from No. 2 Dock when H.M. Ships would go in.

"GUDRUN", "SAMBAR" and "SAGINGOY", the last two being new bids, all requiring cleaning and painting, would be allocated to a dock nearer their date of readiness.

930. TARANTO & BRINDISI. Commander Hardie reported that "NETTUNO" and H.M. Ships in No. 1 Dock were due to complete on 14th January when "TERESA SCHIAFFINO", "TURIDDU" and H.M. Ships would dock for 15 days.

"BRUSE JARL" was due to undock from No. 2 Dock on 8th January after which "VEST", a Norwegian ship which had suffered damage from air attack some time ago, was due to go in. "EMPIRE DAMSEL" and "AMSTEL" in No. 15 Dock were due to undock that day, and would be followed by H.M. Ships. All the other docks would be taken up by H.M. Ships.

Further priorities were agreed as follows: "EMPIRE CANDIDA", "COLONIA", "ASSUNZIONE", "EMPIRE ROACH", "SPERO". The other vessels bid for these ports would be considered later.

931. NAPLES. French Warships were still in No. 1 Dock though, Commander Hardie said, they were due to undock on 15th January. Mr. Davison reported that "WASHINGTON IRVING", a new bid, was immobilised at Naples with rudder trouble, the diver's examination showing that the skeg was broken off directly under the propellor. He stated that she was urgently needed and requested an early docking. It was agreed that this vessel should go in after the French Warships and be followed by "SESTRIERE" on the Naples-Leghorn shuttle service, but which was too long to dock at the latter port.

"GENEPESCA" had undocked from No. 2 Dock, "PALLADE" having gone in, and Commander Hardie said was due to complete on 7th January. It was agreed that she be followed by water boat "PO", which required cleaning and painting, and that "TRITON MARIS" should then go in for 24 hours, after which "CAPO MELE" would dock for 14 days. There had been some confusion about the latter vessel, for owners had not wished her to dock but CO.CE.M.. stated later that docking was essential and she had therefore been retained on the list.

Both No. 3 and Floating Docks would be taken up by H.M. Ships.

It had not yet been possible to allocate "ITU" to a dock in view of higher priority jobs, and the fact that her repairs in dock were fairly extensive.

932. LEGHORN. H.M. Ship and Local Craft then in No. 1 Dock, Commander Hardie said, should complete on 6th January and would be followed by "FANNY BRUNDAL" for 2 days. As there was nothing bid for this port until 16th January, it was decided to allocate "AIRESFORD", a new bid, to go in after her, for drawing tail shaft and re-wooding of stern bush, which would take about four days. "EARLSTROOM", "EMPIRE COPPERFIELD", "ANDREA CONTARINI", all cleaning and painting jobs, were programmed to follow in that order. The latter vessel had had to make a voyage before docking and her date of readiness had therefore been postponed.

933. LA CIOTAT. It was reported that Constructor Commander Mayor had visited La Ciotat and that the owners of the dock had undertaken to cut away and step each side for a length of about 70 metres and also raise the dock blocks so that/

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/that a Liberty ship could be accepted. The entrance to the dock could not be altered but it was felt the passage of a Liberty at High Water should be possible. It was estimated that the work would be completed about 11th January.

Captain Bate reported that "JENNINGS" had arrived at this port and it was agreed she go in as soon as the Dock were vacant, Commander Hardie stating that no information had been received concerning the docking of the H.M. Ships. Mr. Davison's request that "CLIFFORD MALLORY" and "BRET HARTE" be docked in that order after "JENNINGS" was granted. Both vessels had damaged rudders, and would need tugs for steering to a repair port and would require about 6 days each in dock. "LA MORIALTA", then "SIDI AISSA" were programmed to go in after them.

934. "OCEAN VANQUISHER". In view of the somewhat easy drydocking position, the Chairman felt preliminary work on this vessel might commence so that she could sail to a permanent repair port. Mr. Smith said she would need stiffening and it was agreed this should be put in hand.

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SECRET. DRYDOCKING LIST. 5TH JANUARY, 1945.

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
CASABLANCA.	SAN CLAUDIO	At Casablanca	ready	Dec. 1944	To re-dock.
	ILE DE NOIRMOUTIER	At Casablanca	ready		Cleaning & painting.
GIBRALTAR.	FULGOR	At Gibraltar	ready		Ital. Tanker. Requires new stern tube & prop.
ORAN.	LIDO	DOCKED			
	ESPIGUETTE	DOCKED			
	PROVIDENCE	IN DOCK			
	CAP FALCON	At Bone.	on arrival	Mar. 1944	Cleaning & Painting.
	JOHNS HOPKINS	At Marseilles awaiting tow			Damaged in Engine Room & No.3 hold.
	DUKE OF SPARTA	At Casablanca			For examination.
	EAGLE	At Ancona	mid.Jan.	Jan. 1944	Tanker. Speed reduced from 10-7k. Mach overhaul, & extensive repairs.
	EMPIRE GLORY	Bid withdrawn			
ALGIERS.	EMPIRE HARBOUR	IN DOCK			
	MEONIA	At Algiers	ready		Rudder repairs.
	SCHLAFFINO FRERES	At Algiers	ready	Feb. 1944	Cl. & painting & exam. of rudder.
	GRAND QUEVILLY	At Algiers	ready		Cleaning & painting.
	ANTONIO	At sea for Algiers	on arrival		Tanker. Cleaning & painting & machine overhaul.
	MANNINGTON	In S. France for Algiers	12th Jan.	May 1944	Tanker. Cleaning & painting & machine overhaul.
	EMPIRE LASS	In S. France	on relief shortly		Tanker. Damaged prop. Been ashore.
	CANTACUZENE	At Malta repairing	10th Jan.	Feb. 1944	Maltese. Sp. reduced from 8-6½k.
FERRYVILLE.	HARPALYCUS	IN DOCK			
	SAMWINGED	At Ferryville	ready		Speed reduced from 11-8½k. (New ship June 1944).
	LUBLIN	At Ferryville	ready		Refrig.coaster. Sp.reduced from 10-8K.
	GUDRUN	Due at Ancona	15th Jan.		Speed reduced from 8-7k.
	SIRIUS	Due Ancona for discharge.	17th Jan.	Nov. 1944	Speed reduced from 11-8½k.
	SIMEON	Ldg. at Bone for Naples	20th Jan.		Speed reduced from 10½-9k. (New ship April 1944).

TARANTO AND BRINDISI

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DRYDOCKING LIST. 5T. JANUARY, 1945.

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
D	At Casablanca	ready	Dec. 1944	To re-dock. (MWTR BID)
REDUTIER	At Casablanca	ready		Cleaning & painting. (FRENCH BID)
	At Gibraltar	ready		Ital. Tanker. Requires new stern tube, tail end & prop. (MWTR BID)
	DOCKED			
	DOCKED			
	IN DOCK			
	At Pons.	on arrival	Mar. 1944	Cleaning & Painting. (FRENCH BID)
INS	At Marseilles awaiting tow			Damaged in Engine Room & No.3 hold. (WSA BID)
ARTA	At Casablanca			For examination. (MWTR BID)
	At Ancona	mid.Jan.	Jan. 1944	Tanker. Speed reduced from 10-7k. Machinery overhaul, & extensive repairs. (WSA BID)
RY	Bid withdrawn			
BOUR	IN DOCK			
	At Algiers	ready		Rudder repairs. (FRENCH BID)
FRERES	At Algiers	ready	Feb. 1944	Oil. & painting & exam. of rudder. (FRENCH BID)
ILLY	At Algiers	ready		Cleaning & painting. (WSA BID)
	At sea for Algiers	on arrival		Tanker. Cleaning & painting & machinery overhaul. (MWTR BID)
	In S. France for Algiers	12th Jan.	May 1944	Tanker. Cleaning & painting & machinery overhaul. (MWTR BID)
S	In S. France	on relief shortly		Tanker. Damaged prop. Beach ashore. (MWTR BID)
	At Malta repairing	10th Jan.	Feb. 1944	Maltese. Sp. reduced from 8-6½k. (MWTR BID)
	IN DOCK			
	At Ferryville	ready		Speed reduced from 11-8½k. (New ship June 1944). (PSTO BID)
	At Ferryville	ready		Refrig.coaster. Sp.reduced from 10-8K. (PSTO BID)
	Due at Ancona	15th Jan.		Speed reduced from 8-7k. (PSTO BID)
	Due Ancona for discharge	17th Jan.	Nov. 1944	Speed reduced from 11-8½k. (PSTO BID)
	Leg. at Bona for Naples	20th Jan.		Speed reduced from 10½-9k. (New ship April 1944). (PSTO BID)

TARANTO AND BRINDISI/

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5TH JANUARY

S E C R E T.

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TARANTO AND BRINDISI Cleaning & Painting.	EMPIRE DIESEL	IN DOCK			
	AMSTEL	IN DOCK			
	EMPIRE CANDIDA	At Bari	ready		Crane ship. Reduced speed.
	CHERCA	At Taranto	Ready	Dec. 1943	Cleaning & painting. Ital.
	SPERO	At Taranto	ready		Sp.reduced from 9-7½k. General ove
	EMPIRE ADUR	At Bari for Ancona	20th Jan.	Aug. 1944	Sp.reduced from 10-8¼k. General ov
For Repairs.	NETTUNO	IN DOCK			
	TURIDDU	At Taranto	ready		Italian. Alignment of shaft.
	ASSUNZIONE	At Taranto	ready		Italian. Repairs to rudder & ster
	LYMINGE	At Taranto	ready		Hull damage. For examination.
	TERESA SCHIAFFINO	At Molfetta for Bari/Ancona			Italian. Renoval of propellor sha
	EMPIRE ROACH	At Taranto	ready		Rudder repairs.
	ICELAND Ldg.	Taranto for Ancona	20th Jan.		Crane ship. Exam. of stern tube.
	ORIETTA	In Yugoslavia	end Jan.		Italian. Leaking stern glands.
NAPLES.	GENEFESCA	DOCKED			
	PALLADE	IN DOCK			
	CAPO MELE	At Naples	ready	Aug. 1942	Ital. Sp.reduced from 10½-6½k. &
	WASHINGTON IRVING	At Naples	7th Jan.		Repairs to rudder.
	TRITON MAIS	At Naples	ready	Dec. 1943	Ital. Cl. & painting & draw shaf
	BESTRIERE	At Naples	ready	May, 1944	Italian. Personnel ship. Cleanin
					clearing strainers.
	ITU	At Torre Annunziata	ready		Italian. Hull repairs.
LEGHORN.	[illegible]	At Naples for Leghorn	9th Jan.	Apr. 1944	Italian. Speed reduced from 10½-
	[illegible]	At Taranto loading for Civita Vecchia	16th Jan.	Feb. 1944	Speed reduced from 11-[illegible].
	EMPIRE COPPERFIELD	At Naples awaiting discharge	17th Jan.		Speed reduced from 10-8k.
	ANDREA CONTARINI	In Sicily	21st Jan.	May, 1944	Italian. Cleaning & painting.
LA CIOTAT.	JENNINGS	At La Ciotat	ready		Tanker. Cl.& painting & machiner
	LA MORIALTA	In S. France	ready		Torpedo damage.
	SIDI AISSA	In S. France	ready		Hull repairs.
	CLIFFORD [illegible]	At [illegible]	on [illegible]		Dra[illegible] of rudder.
	[illegible]	At [illegible]	on [illegible]		Dra[illegible] of rudder.
For allocation to a port.	ALRESFORD	At Augusta	ready		Draw tail shaft. Re-woodin[illegible] of

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5TH JANU

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
SML	IN DOCK				
	IN DOCK				
DLDA	At Bari	ready		Crane ship. Reduced speed.	(PSTO BID)
	At Taranto	Ready	Dec. 1943	Cleaning & painting. Ital.	(MWTR BID)
	At Taranto	ready		Sp.reduced from 9-7½k. General overhaul.	(PSTO BID)
R	At Bari for Ancona	20th Jan.	Aug. 1944	Sp.reduced from 10-8½k. General overhaul.	(PSTO BID)
	IN DOCK				
	At Taranto	ready		Italian. Alignment of shaft.	(MWTR BID)
	At Taranto	ready		Italian. Repairs to rudder & stern post.	(MWTR BID)
	At Taranto	ready		Hull damage. For examination.	(PSTO BID)
LAFFINO	At Molfetta for Bari/Ancona			Italian. Removal of propellor shaft.	(MWTR BID)
CH	At Taranto	ready		Rudder repairs.	(PSTO BID)
dg.	Taranto for Ancona	20th Jan.		Crane ship. Exam. of stern tube.	(PSTO BID)
	In Yugoslavia	end Jan.		Italian. Leaking stern glands.	(PSTO BID)
	DOCKED				
	IN DOCK				
	At Naples	ready	Aug. 1942	Ital. Sp.reduced from 10½-6½k. & repairs.	(MWTR BID)
ERVING	At Naples	7th Jan.		Repairs to rudder.	(WSA BID)
IS	At Naples	ready	Dec. 1943	Ital. Cl. & painting & draw shaft.	(WSA BID)
	At Naples	ready	May, 1944	Italian. Personnel ship. Cleaning & painting & clearing strainers.	(WSA BID)
	Torre Annunziata	ready		Italian. Hull repairs.	(MWTR BID)
	At Naples for Leghorn	9th Jan.	Apr. 1944	Italian. Speed reduced from 10½-7k.	(PSTO BID)
	At Taranto loading for Civita Vecchia	16th Jan.	Feb. 1944	Speed reduced from 11-7½k.	(PSTO BID)
FIELD	At Naples awaiting discharge	17th Jan.		Speed reduced from 10-8k.	(PSTO BID)
TARINI	In Sicily	21st Jan.	May, 1944	Italian. Cleaning & painting.	(PSTO BID)
	At La Ciotat	ready		Tanker. Cl.& painting & machinery overhaul.	(MWTR BID)
A	In S. France	ready		Torpedo damage.	(FRENCH BID)
	In S. France	ready		Hull repairs.	(FRENCH BID)
	At Marseilles	on arrival		Draw tail shaft.	(WSA BID)
	At Marseilles	on arrival		Draw tail shaft	(WSA BID)
	At Augusta	ready		Draw tail shaft. Re-wooding of stern bush.	(MWTR BID)

SECRET.

LOCKING PROGRAMME.

5TH JANUARY, 1945.

CASABLANCA.

No. 1 Dock

French Warship (out abt. 6th Jan.)
Local Craft
ILE DE NOIRMOUTIER (2 days)
SAN CLAUDIO (re-docking)

No. 2 Dock

Local Craft

GIBRALTER.

No. 1 Dock

H.M. Ship

No. 2 Dock

H.M. Ship

No. 3 Dock

H.M. Ships

No. 4 Dock

Small Craft

ORAN.

No. 1 Dock

PROVIDENCE (out abt. 12th Jan.)
DUKE OF SPARTA (3 days)
JOHNS HOPKINS (2 weeks)
EAGLE (2 days)

No. 2 Dock

CAP FALCON (2 days)

ALGIERS.

No. 1 Dock

MEONIA (5 days)
SCHLAMMINO FRERES (5 days)
GRAND QUEVILLY (2 days)
ANTONIO (2 days)

No. 2 Dock

EMPIRE HARBOUR (out abt. 6th Jan.)
Local Craft
EMPIRE GAT
MANNINGTON (2 days)
EMPIRE LASS (4/5 days)

FERRYVILLE.

No. 1 Dock

H.M. Ship

No. 2 Dock

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MEDIE II

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C A S A B L A N C A.

No. 1 Dock

French Warship (out abt. 6th Jan.)
Local Craft
ILE DE NOIRMOUTIER (2 days)
SAN CLAUDIO (re-docking)

G I B R A L T E R.

No. 1 Dock

H.M. Ship

No. 3 Dock

H.M. Ships

O R A N.

No. 1 Dock

PROVIDENCE (out abt. 12th Jan.)
DUKE OF SPARTA (3 days)
JOHNS HOPKINS (2 weeks)
EAGLE (2 days)

A L G I E R S.

No. 1 Dock

MEDNIL (5 days)
SCHLAMBINO FRERES (5 days)
CRAIG QUEVILLY (2 days)
ANTONIO (2 days)

F E R R Y V I L L E.

No. 1 Dock

H.M. Ship
French Warship

No. 4 Dock

HANNIBAL (abt. out)
H.M. Ships

No. 2 Dock

Local Craft

No. 2 Dock

H.M. Ship

No. 4 Dock

Small Craft

No. 2 Dock

CAP FALCON (2 days)

No. 2 Dock

EMPIRE HARBOUR (out abt. 6th Jan.)
Local Craft
EMPIRE CAT
MANNINGTON (2 days)
EMPIRE LASS (4/5 days)

No. 2 Dock

MEDIE II
LUBLIN (2 days)
SAMWINGED (2 days).
Pontoon Docks

T A R A N T O /

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T A R A N T O.

No. 1 Dock

NETTUNO & H.M. Ships (out abt. 14th Jan.)
TENES. SCHIAFFINO, TURIDDU & H.M. Ships (15 days)

No. 12 Dock

H.M. Ships

No. 10 Dock

Warship

No. 2 Dock

BRUSE JARL (out abt. 8th Jan.
VEST

No. 13 Dock

H.M. Ships

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

EMPIRE CANDIDA (cleaning & painting)
CHERCA (cleaning & painting)
ASSUNZIONE
EMPIRE ROACH
SPERO (cleaning & painting)

N A P L E S.

No. 1 Dock

French Warships (out abt. 15th Jan.)
WASHINGTON IRVING
SESTRIERE (2 days)

No. 3 Dock

H.M. Ships

No. 2 Dock

PALLADE (out abt. 7th Jan.)
PO (2 days)
TRITON MARIS (one day)
CAPO MELE (14 days)

Floating Dock

H.M. Ships

L E G H O R N.

H.M. Ship & Local Craft (out abt. 8th Jan.)
FANNY DRUMMER (2 days)
ALRESFORD (4 days)
ZAANSTROOM (2 days)
EMPIRE COPPERFIELD (2 days)
ANDREA CONTARINI (2 days)

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

L A C I O T A T.

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H.M. Ships

No. 10 Dock

Warship

H.M. Ships

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi
in order of priority.

EMPIRE CANDIDA (cleaning & painting)
CHERCA (cleaning & painting)
ASSUNZIONE
EMPIRE ROACH
SPERO (cleaning & painting)

N A P L E S.

No. 1 Dock

French Warships (out abt. 15th Jan.)
WASHINGTON IRVING
SESTRIERE (2 days)

No. 2 Dock

PALLADE (out abt. 7th Jan.)
PO (2 days)
TRITON MARIS (one day)
CAPO MELE (14 days)

No. 3 Dock

H.M. Ships

Floating Dock

H.M. Ships

L E G H O R N.

H.M. Ship & Local Craft (out abt. 8th Jan.)
FANNY BRUNNER (2 days)
ALRESFORD (4 days)
ZAANSTROOM (2 days)
EMPIRE COPPERFIELD (2 days)
ANDREA CONTARINI (2 days)

P A L E R M O.

U.S. Warships

M E S S I N A.

H.M. Ships

L A C I O T A T.

JENNINGS (2 days)
CLIFFORD MALLORY (6 days)
BRET HARTE (6 days)
LA MORIALTA
SIDI AISSA (15 days)

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SECRET

REPORT OF MERCHANT SHIP REPAIR POSITION
FOR MEETING AT 1500 HRS ON 5th JANUARY 1945.

BARI

Dates indicated are 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 Effects	Final Dates	Remarks
BARANTY - 2.1.45				
VEST	A 3/12/43 B 19/7 C 12/1	Superstructure damaged by blast and fire.	D 16/1/45 E 31/1/45	Repairs to bridge poop etc., temporarily suspended due to higher priority work.
SFINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E Ind.	Repairs to machinery & boiler slow, due to higher priorities.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E Ind	Repairs delayed, awaiting repair berth. D/D requested.
PERTUSOLA	B 15/10 C 6/11	Routine D/D, engine and minor hull repairs.	D 17/11 E 10/1/45	
NETTUNO	A 13/11 B) C)14/11 C 28/12	Routine D/D. Port Stern bush requires renewing. Rudder pintles to renew.	D 16/11 D 14/1 E 17/1/45	Repairing afloat as far as practicable.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 5/12 E Mid. Jan	In hand with Admiralty.
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning and engine repairs.	E 28/12	Completed.
BRUCE JARL	A 28/11 B 30/11 C 31/12	Fractured stern frame and rudder damage.	D 10/1/45 E 13/1/45	Completion date estimate on present knowledge.
EMPIRE DAMSEL	A 29/11 B 3/12 C 31/12	Boiler cleaning; overhaul of boiler mountings; minor engine repairs. Routine D/D.	D 5/1/45 E 10/1/45	772
ORATA	C 5/12	General fitting out for sea	D 21/12 E Ind.	Redocking anticipated.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO - 2.1.45				
VEST	A 3/12/43 B 19/7 C 12/1	Superstructure damaged by blast and fire.	D 16/1/45 E 31/1/45	Repairs to bridge poop etc., temporarily suspended due to higher priority work.
SFINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E Ind.	Repairs to machinery & boiler slow, due to higher priorities.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E Ind.	Repairs delayed, awaiting repair berth. D/D requested.
PERTUSOLA	B 15/10 C 6/11	Routine D/D, engine and minor hull repairs.	D 17/11 E 10/1/45	
NETTUNO	A 13/11 B) C) 14/11 C 28/12	Routine D/D. Port Stern base requires renewing. Rudder pintles to renew.	D 16/11 D 14/1 E 17/1/45	Repairing afloat as far as practicable.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 5/12 E Mid. Jan	In hand with Admiralty.
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning and engine repairs.	E 28/12	Completed.
BRUCE JARL	A 28/11 B 30/11 C 31/12	Fractured stern frame and rudder damage.	D 10/1/45 E 13/1/45	Completion date estimate on present knowledge.
EMPIRE DAMSEL	A 29/11 B 3/12 C 31/12	Boiler cladding; overhaul of boiler mountings; minor engine repairs. Routine D/D.	D 5/1/45 E 10/1/45	772
CRATA	C 5/12	General fitting out for sea	D 21/12 E Ind.	Redocking anticipated.
SANDRINA	B 17/11	Engine and boiler repairs.	E Ind.	
FORT MARIN	B 19/12	Boiler survey and repairs.	E 10/1/45.	
LYMINGE	A 21/12 B 30/12	Defects not stated.	E Ind.	
WOODLARK	C 31/12	- do -	D 5/1 E 6/1	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

TARANTO (Continued)

Minor repairs since 26.12.44.

TARANTO:

ANGELO	EMPIRE CHURB	ICELAND	ROSLIN CASTLE
AMSTEL	EMPIRE RAVEN	LAURA	SAGAFJORD
VARIEN	FORT FROBISHER	LECH	SAMLEVEN
DELFINO	FORT LENNOX	MARGEFJELL	ZAANSTROOM
EMPIRE ADUR	FORT LAWRENCE	MARIGOT	
NARWAL	REGIN	OCEAN TRAVELLER	

BRINDISI:

PINZON	SAMSKERN	ARGENTINA	FACTO	FAR
SIMMINGTON COURT	HAI LEE	EMPIRE USK	BENJAMIN TAY	TITUS

BARI:

BEACONSFIELD	EMPIRE FAY	CHAS W. JONES
EMPIRE NOBLE	FORT BUFFALO	SAMDAUNTLESS

ALGIERS 25.12.44 (Delayed report)

MARVIA	A 17/12 B 14/12	Heavy weather repairs to dry tank; repairs to bilge pipes.	E 2[illegible]/12	Completed.
EZILDA CROCE	A) B) 17/12 C)	Routine D/D; patching wasted shell plates; inspecting sea connections.	D 2[illegible]/12 E 22/12	Completed.
OUSEL	A) B) 20/12 C)	Routine D/D; examination of tanks & holds. Boiler survey.	D 22/12 E 3/1/45	
ASTRA	A 22/12 B 23/12 C 27/12	Routine D/D.	D Dep.on C E 6/1/45	Delayed entering D/D on account of heavy swell.
CISNEROS	A) B) 27/12	Fumigation.	E 28/12	

ROOKERY	ORPHEUS	FORT GASPEREAU	SAMINGOY	Minor repairs since 18.12.44.
SAMOUAN	SIBLEY PARK	BENLEDI	COLYTTO	
FORT GRANBY	SAMINDORO	SAMPLER	SAMFLEET	

BIZERTE - 2.1.45.

TORE JARL	A 25/11	Routine D/D. Numerous	D 6/12 E 9/1/45	Work on engine & boiler defects pro-

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DELFINO	FORT LENNOX	MARENGO	
EMPIRE ADUR	FORT LAWRENCE	MARIGOT	
NARWAL	REGIN	OCEAN TRAVELLER	

BRINDISI:

PINZON	SAMSKERN	ARGENTINA	FACTO	FAR
SIMMINGTON COURT	HAI LEE	EMPIRE USK	BENJAMIN TAY	TITUS

BARI:

BEACONSFIELD	EMPIRE FAY	CHAS W. JONES
EMPIRE NOBLE	FORT BUFFALO	SAMDAUNTLESS

ALGIERS 25.12.44. (Delayed report)

MARVIA	A 17/12 B 14/12	Heavy weather repairs to dry tank; repairs to bilge pipes.	E 2?/12 Completed.
FIZILDA CROCE	A) B)17/12 C)	Routine D/D; patching wasted shell plates; inspecting sea connections.	D 20/12 Completed. E 22/12
OUSEL	A) B)20/12 C)	Routine D/D; examination of tanks & holds. Boiler survey.	D 22/12 E 3/1/45
ASTRA	A 22/12 B 23/12 C 27/12	Routine D/D.	D Dep. on C E 6/1/45 Delayed entering D/D on account of heavy swell.
CISNAROS	A) B)27/12	Fumigation.	E 28/12

ROOKLEY	ORPHEUS	FORT GASPEREAU	SAMINGOY	Minor repairs since 18.12.44.
SAMOUAN	SIBLEY PARK	BENLEDI	COLYTTO	
PORT GRAHAM	SAMLINDORO	SAMPLER	SAMFLEET	

BIZERTE - 2.1.45.

TORE JARL (Norw.)	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting sea-worthiness.	D 6/12 E 9/1/45 Work on engine & boiler defects proceeding slowly owing to French Naval priorities.
HARPALYCUS	A 28/12 C 4/1/45	Routine D/D.	D) E)3/1/45

Minor repairs since 26.12.44 - LA SALLE PARK, SALT CREEK, BRITISH SINCERITY, LEONARDIS, UGO FIORELLI, HIGH PARK

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MALTA 1.1.45.				
CANTAKBIT	A 16/12 B 18/12	General engine and boiler repairs. Routine D/D.	E Ind.	D/D when available.
KOBAD	A 23/12 B 22/12	Boiler cleaning.	E 29/12	Completed.
KOBAD FERRY "DAPHNE"	CONSUELO NIJERSTROOM	MONTE GRAPPA BRITANNY COAST	FORT LA PRAIRIE	Minor repairs since 25.12.44.
MARSEILLES - 2.1.45				
MORIALTA	A 25/9 B 23/9	Suspected mine damage stard'd side No.2 Hold.	F 1/1/45	Temporary repairs to proceed to La Ciotat completed. Awaiting drydock.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	E 7/1	Completion subject to anchor requirements.
SERULA	A 15/12 B 16/12	Retubing of boilers and repairs.	E 6/1/45	
JENNINGS		Awaiting drydock.		
SHUNA. GASCONY	OCTANE EMPIRE VALOUR	SPINDLETOP BRITISH PLANET	CRACKSHOT FORT LA TOUR	Minor repairs since 26.12.44.
BONE 2.1.45 (No report received for w/e 26.12.44).				
VINRIVER	A) Not B) stated	Corroded hole in ship's side & holes in tank top.	E Ind.	Survey being held on reported wastage of tank top plating.
VINRIVER: EMPIRE GYPSY: FORT PIC: PORTLAND PARK: SAMINGO - Minor repairs since 26.12.44				
CRAN - 3.1.45 (Including w/e 19.12.44 and 26.12.44 - Delayed reports).				
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way Nos. 2 & 3 bulkheads.	D 15/11 E Dec.	Bottom of vessel badly damaged & lifted across ship. Steel work will be completed about end Dec.
FORT FIDDLER	B 27/11 C 26/11	L.A.S.S. Stiffening bulkheads to proceed to permanent repair port.	D 10/12 E Late Jan.	Further strengthening decided upon.
GEO. W. McKNIGHT	B 2/12	Extensive collision damage port side & fire damage. Temporary repairs to proceed	F 13/12	Completed.

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KOBAD FERRY "DAPHNE"	CONSUELO NIJENROOK	MONTE GRAPPA BRITANNY COAST	FORT LA MAITRIE	Minor repairs since 25.12.44.

MARSEILLES - 2.1.45

MORIALTA	A 25/9 Suppose mine damage stb'd B 23/9 side No.2 Hold.	F 1/1/45		Temporary repairs to proceed to La Ciotat completed. Awaiting drydock.
COTTON VALLEY	A 4/10 Mine damage. Bow section B 11/10 missing.	E 7/1		Completion subject to anchor requirements.
SERULA	A 15/12 Retubing of boilers and B 16/12 repairs.	E 6/1/45		
JENNINGS	Awaiting drydock.			
SHUNA GASCONY	OCTANE EMPIRE VALOUR	SPINDLETOP SOUTH PLANET	CRACKSHOT FORT LA TOUR	Minor repairs since 26.12.44.

BONE 2.1.45 (No report received for w/e 26.12.44).

VINRIVER	A) Not stated B) stated	Corroded hole in ship's side & holes in tank top.	E Ind.	Survey being held on reported wastage of tank top plating.

VINRIVER: EMPIRE GYPSY: FORT PIC: PORTLAND PARK: SAMTHGAY - Minor repairs since 26.12.44

ORAN - 3.1.45 (Including w/e 19.12.44 and 26.12.44 - Delayed reports).

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos.2 & 3 holds & very extensive damage in way Nos.2 & 3 bulkheads.	D 15/11 E Dec.	Bottom of vessel badly damaged & lifted across ship. Steel work will be completed about end Dec.
FORT FIDDLER	B 27/11 C 26/11	L.A.S.M. Stiffening bulkheads to proceed to permanent repair port.	D 10/12 E Late Jan.	Further strengthening decided upon.
GEO. W. McKNIGHT	B 2/12	Extensive collision damage port side & fire damage. Temporary repairs to proceed to U.S.A. for permanent repairs.	F 13/12	Completed.
CARA	A 20/12 B 19/12 C 20/12	Routine D/D & general repairs.	D 30/12 E 7/1/45	
LIDO	A 20/12 B 19/12 C 20/12	Routine D// & general repairs, Renewing stern tube; machining tail end shaft; rudder repairs.	D 30/12 E 7/1/45	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN (Continued)				
ESPIQUETTE	A 19/12 C 23/12	Routine D/D.	D 27/12 E 4/1/45	
GEORGE W. McKNIGHT: INDIANA: FRANK KELLOG			- Minor repairs since 13/12/44.	
EMPIRE FRIENDSHIP: SURETTA			- " " " 19/12/44.	
ERNST HINDS CHAMPOLLION	INDIANA CHITRAL	HEBE II	- " " " 26/12/44.	
GIBRALTAR - 3.1.45.				
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E 12/1/45	Labour withdrawn for more urgent work.
FULGOR (T)	A 30/11	Requires new stern tube, pilot propeller & tail end shaft.	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.
SAMOIS	A 8/12 B 10/12	Rudder post gland bush to rewood.	E Not stated	No information.
BELGIAN TRADER	A 11/12 B 13/12	Repairs to rudder pals; leak in A.P. tank and No.1 tank top.	E 3/1	
SAM CONSTANT	A 17/12 B 18/12	Both main feed pump water ends fractured.	F 28/12	Completed.
SAM CONSTANT	A) B) 30/12	Repairs to feed pumps.	E Not stated.	Vessel returned to port with further cracks in feed pumps. Temporary repairs being carried out while awaiting new pump ends.
Minor repairs since 13.12.44 -		BANGKOK II SOULIOTTS	MORAY COAST DIGNED	MAHSUD
Minor repairs since 26.12.44 - No information.				
ALGIERS 1.1.45.				
OUSEL	A)	Routine D/D; examination of	D 22/12 E 5/1/45	

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EMPIRE FRIENDSHIP: SUBETTA - " " " 19/12/44.

ERNST HINDS INDIANA HEBE II - " " " 26/12/44.
CHAMPOLLION CHITRAL

GIBRALTAR - 3.1.45.

TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	B 12/1/45	Labour withdrawn for more urgent work.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	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.
SAMOIS	A 8/12 B 10/12	Rudder post gland bush to rewood.	E Not stated	No information.
BELGIAN TRADER	A 11/12 B 13/12	Repairs to rudder pan; leak in A.P. tank and No.1 tank top.	E 3/1	
SAM CONSTANT	A 17/12 B 18/12	Both main feed pump water ends fractured.	F 28/12	Completed.
SAM CONSTANT	A) B) 30/12	Repairs to feed pumps.	E Not stated.	Vessel returned to port with further cracks in feed pumps. Temporary repairs being carried out while awaiting new pump ends.

Minor repairs since 13.12.44. - BANGKOK II MORAY COAST MAHSUD
SOULIOTTS DICKED

Minor repairs since 26.12.44. - No information.

ALGIERS 1.1.45.

OUSEL	A) B) 20/12 C)	Routine D/D; examination of tanks & holds. Boiler survey.	D 22/12 E 5/1/45	
ASTRA	A 22/12 B 23/12 C 2/1 Ant.	Routine D/D.	D) Dep. D) on c	Delayed entering D/D on account of heavy swell
CISNEROS	A) B) 27/12	Fumigation.	E 28/12	Completed.
EMPIRE HARBOUR	A 31/12 C 2/1 Ant.	Routine D/D. and machinery overhaul.	D) Dep. E) on C.	D/D dependent on weather.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS (Continued)				
CLYDEFIELD COLYTTO COPPELL FORT GASPEREAU	HAMPSTEAD PARK SAMFLEET SAMINGOY SAMPLER	SAMTEX SAMOMAN SIBLEY PARK STAR		Minor repairs since 25/12/44.
NAPLES - 3.2.45				
EMPIRE LORENZO	A 19/12 B) C)20/12	Collision damage to hull; boiler cleaning, general repairs.	D 24/12 E 4/1/45	
CORCREST	A 13/12 B 14/12	Boiler repairs and cleaning.	E 6/1/45	
EMPIRE BAIRN	A) B)18/12	Boiler clean and general repairs.	E 29/12	Completed.
SAMOUSE	A) B)27/12	Main engine repairs.	E 29/12	Completed.
CARLTON	A) B)2/1	Hull damage repairs.	E 11/1	
EMPIRE EMERALD	A 3/1 B 4/1	Hull damage and boiler repairs.	E 16/1	

Minor repairs since 27.12.44.

AERT VAN DER MEER (Du)	CARLTON	FORT RELIANCE
CORCREST	SAMBRIAN	KNOLL (Norw)
EMPIRE LORENZO	SAMCREST	CITY OF WORCESTER
ESNEH	WESTMOUNT PARK	SAMOUSE
ALVALAZERE (It.)	EMPIRE EMERALD	EMPIRE LIONEL
FORT ANGAVIK	FORT VENANGO	P.S.T.O.
GLENAPP	EMPIRE COPPERFIELD	LUBLIN (Pol)
EMPIRE BROOM	BRITISH FUSILIER	
SAMTEVIOT	P.L.M. 14 (Fr)	
SAMFEUGH	KRISTEL (Fr.)	
ZAAN (Dut.)	EMPIRE BAIRN	

REPORT RECEIVED FROM U.S.A. ON REPAIR POSITION AS OF 4th JANUARY 1945.

ORAN: Minor repairs ending 3rd January.

SAMUEL ADAMS	DANIEL WEBSTER	LAURA KEENE	WM. BRADFORD
WILLIAM GRAHAM	WM. RICHARDSON	TIDLANA	

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NAPLES - 3.2.45

EMPIRE LORENZO	A 19/12 B) C)20/12	Collision damage to hull; boiler cleaning, general repairs.	D 24/12 E 4/1/45
CORCREST	A 13/12 B 14/12	Boiler repairs and cleaning.	E 6/1/45
EMPIRE BAIRN	A) B)18/12	Boiler clean and general repairs.	E 29/12 Completed.
SAMOUSE	A) B)27/12	Main engine repairs.	E 29/12 Completed.
CARLTON	A) B)2/1	Hull damage repairs.	E 11/1
EMPIRE EMERALD	A 3/1 B 4/1	Hull damage and boiler repairs.	E 16/1

Minor repairs since 27.12.44.

AERT VAN DER MEER (Du)
CORCREST
EMPIRE LORENZO
ESMEH
ALVALAZERE (It.)
FORT ANJAVIK
GLENAPP
EMPIRE BROOK
SAMTEVIOT
SAMBUGH
ZAAN (Dut.)
CARLTON
SAMERIAN
SAMCREST
WESTMOUNT PARK
EMPIRE EMERALD
FORT VENANGO
EMPIRE COPPERFIELD
BRITISH FUSILIER
P.L.M. 14 (Fr)
KRISTEL (Fr.)
EMPIRE BAIRN
FORT RELIANCE
KNOLL (Norw)
CITY OF WORCESTER
SAMOUSE
EMPIRE LIONEL
P.S.T.O.
LUBLIN (Pol)

REPORT RECEIVED FROM W.S.A. ON REPAIR POSITION AS OF 4th JANUARY 1945.

GRAN: Minor repairs ending 3rd January.

SAMUEL ADAMS
WILLIAM GRAHAM
DANIEL WEBSTER
WM. RICHARDSON
LAURA KEENE
INDIANA
WM. BRADFORD

ALGIERS: Minor repairs ending 3rd January.

GRAND QUEVILLY
E.A. HEDEN.

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LEGHORN: CYRUS CURTIS: SAMUEL GRIFFIN: WILLIAM BLOUNT: THOMAS LYNCH.

NAPLES: Minor repairs ending 3rd January.

ANDREW HUMPHREY
GRAND QUEVILLY
HENRY COSTIN
JOSEPH NICKOLSON
PATRICK HENRY
WASHINGTON IRVING
ANDREW MOORE
GRANT WOOD
JEAN RIBAUT
MARK KEPPEL
RICHARD RUSH
FORT ROYAL
GEORGE DAVIS
JOHN GORDON
JOHN JAY
THOMAS SUMNER
WILLIAM LEAVITT

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

W.S.A. REPORT (Continued).

MARSEILLE:

GRANVILLE DODGE	LUTHER MARTIN	JOHN MILLEDGE
RICHARD HOBSON	JAMES COOPER	EUGENE HALE
CHARLES CARROLL	AEDANUS BURKE	JAMES JACKSON.
SMITH THOMPSON	MARIE DEVIL	

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES 30.12.44.

ALGER

LES ISSERS	B 3/11	Bottom repairs after grounding. General repairs and upkeep.		Completed.
SCHIAFFINO FRERES	B 18/11	Armament work. Upkeep work on the painting of hull. Replacement of stern tube.		Completed December 1944.
JANINE	B 20/11	Fitting new boiler tubes. General repairs.	E 10/1.	
CAP EL HAMR	B 11/10	General repairs.	E 1/1	

ORAN:

CEVENNES		General repairs. Painting, drawing of tail shaft. Replacement of one hull plate.	E 1/1

CASABLANCA:

ILE DE NOIRMOUTIER	B 23/10	General overhaul and fitting.	To be completed in March.

BIZERTE

MEDIE II	New boiler tubes. General repairs and upkeep.	E Jan.
FORT DE FRANCE	Work to prevent deterioration.	
VILLE DE TIPAZA	General repairs after refloating.	

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c/o.M. V.T.R. NORTH AFRICA.
ALGIERS.

No.39. December 29th. 1944.

From: FRENCH LIAISON, M.W.T.R. N.A.

TO: THE CHAIRMAN, MEDBO..

FRENCH SHIPPING ALLOCATION COMMITTEE.
28th.December 1944.

NOTE. There was no meeting of the committee during the week ending 23rd. December 1944, but an extraordinary conference took place on the 19th.December so as to take advantage of the fact that Mr.I.CAMPBELL, D.M. V.T.R.MED. and Mons.CHARDON, D.[illegible]. PARIS, found themselves in Algiers at the same time. The matters discussed will have been reported by Mr.CAMPBELL to MEDBO, on his return to NAPLES.

1 -PROGRAMME FOR COASTERS: Was read and approved subject always to final decisions to be taken elsewhere regarding South France.

2 -REPAIR COMMITTEE: List was sent earlier in the week to Naples. No change to be reported.

3 -s.s."GRAND QUEVILLY": This vessel which is at present in Algiers, will pass from Bare-Boat C/P. to Gross time Charter. A meeting of the interested parties is to be called to decide and agree the procedure to be adopted in this matter. (W.S.A. is concerned.)

4 -s.s."AUGUSTIN LE BRUN": The second voyage for this vessel was agreed as STAX/HILAZZO with Phosphates then MEDITA/ARTEV with Sulphur.

5 -s.s."KOUTOUBIA": M. V.T.R.N.A. informed the D.M.M. that this vessel may leave BOUGIE for Algiers in anticipation of her later carrying on to MARSEILLES where she will carry out repairs. The D.M.M. will supply a minimum of ballast for the anticipated voyage to Marseilles taking into account the difficulties of discharge in that port .

6 -s.s."DJEBEL AURES": D.M.M. informed committee that this vessel was not demagnetised and asked that facilities for so doing be accorded at a convenient port.

7 -CREW RELIEF: D.M.M. asked for early advice of the return to the Med. of the "DOMINION" and of the "THEA", so that the new crews may be on-routed in time to join.

8 -REPATRIATION OF DJIBOUTI ARABS EX METROPOLITAN FRANCE: D.M.M. enquired as to what facilities existed for the repatriation of these arabs seamen

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From: FRENCH LIAISON, M.W.T.R. M.A.

TO: THE CHAIRMAN, MEDBO..

FRENCH SHIPPING ALLOCATION COMMITTEE.
28th.December 1944.

NOTE. There was no meeting of the committee during the week ending 23rd. December 1944, but an extraordinary conference took place on the 19th.December so as to take advantage of the fact that Mr.I.CAMPBELL, D.M. W.T.R.MED. and Mons.CHARDON, D.[illegible]. PARIS, found themselves in Algiers at the same time. The matters discussed will have been reported by Mr.CAMPBELL to MEDBO, on his return to NAPLES.

1 -PROGRAMME FOR COMMITTEE: Was read and approved subject always to final decisions to be taken elsewhere regarding South France.

2 -REPAIR COMMITTEE: List was sent earlier in the week to Naples. No change to be reported.

3 -s.s."GRAND QUEVILLY": This vessel which is at present in Algiers, will pass from Bare-Boat C/P. to Gross time Charter. A meeting of the interested parties is to be called to decide and agree the procedure to be adopted in this matter. (T.S.M. is concerned.)

4 -s.s."AUGUSTIN LE BORGNE": The second voyage for this vessel was agreed as SFAX/PHILIZZO with Phosphates then [illegible] with Sulphur.

5 -s.s."MONTCALM": M.W.T.R.M.A. informed the D.M.S. that this vessel may leave BOUGIE for Algiers in anticipation of her later carrying on to MARSEILLES where she will carry out repairs. The D.M.S. will supply a minimum of ballast for the anticipated voyage to Marseilles taking into account the difficulties of discharge in that port .

6 -s.s."DJEBEL AURES": D.M.S. informed committee that this vessel was not demagnetised and asked that facilities for so doing be accorded at a convenient port.

7 -CREW RELIEF: D.M.S. asked for early advice of the return to the Med. of the "EXPERIENCE" and of the "RHEA", so that the new crews may be on-routed in time to join.

8 -REPATRIATION OF DJIBOUTI ARABS EX METROPOLITAN FRANCE: D.M.S. enquired as to what facilities existed for the repatriation of these arabs seamen who had been unable to return to their homes since Nov.1942 and some even before. M.W.T.R. M.A. will make the necessary enquiries.

R.F. LE BAS.
French Liaison.
M.W.T.R. M.A.

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

GREEK PORTS COMMITTEE

Secret

MINUTES OF MEETING No.11, HELD AT H.Q., L.F. & M.L. (G) at 1500 hours on the 3rd January, 1945.

PRESENT:

Mr.F.J.O.Graham.	Chairman.		D.M.W.T.R.
Cdr.R.W.Sumpton.	R.N.R.		B.S.S.T.O.Greece
Capt.A.A.Bachas,	R.H.N.	Rep.	R.H.N. & Mercantile Marine
Col.H.J.Davidson			Col.'Q'
Major K.R.Crarer		Rep.	M.L.Greece
Mr.K.F.Walker	Secretary.		

MINUTES OF MEETING No.10. These were approved.

DESPATCH OF VESSELS. Vide Minutes of Meeting No.7, Chairman read the reply from S.B.N.O.(G) on this subject, which was noted. Cdr.Sumpton pointed out that it was not only in connection with despatch of vessels that he wanted British S.T.Os as might be read into the reply received.

SALONIKA PORT COMMITTEE. A letter from the Area Commander, 3 District, was read in which the following points were raised:

Future development of Salonika port; repairs to harbour; number of tugs and lighters required; sailing of vessels and conditions and rates of hire of tugs, lighters, sheerlegs, etc.
After each point had been discussed the form of reply to be forwarded was approved. Copy of reply attached.

Chairman

Respecting the cost of repairs to lighters and other harbour craft at Salonika, Cdr.Sumpton stated he had written to the S.S.T.O. there pointing out that the terms of reference had not been altered and it was therefore still the Greek Government's responsibility, and all accounts in connection with the work were to be endorsed accordingly, and the work having to be undertaken by S.S.T.O. owing to the absence of all Greek Government officials.

RED CROSS CARGOES. Chairman advised that he understood the agents for the Swedish vessels were having difficulty in securing funds as the Red Cross would not now receive any money from the sale of stores. The subject had been discussed at a meeting of the Economic and Supply Committee and approval was given for funds to be provided. Agreed that matter should be taken up with agents in order to expedite discharge of vessels when this is feasible.

s.s."TASOS". Major Crarer advised that the cargo of olive oil at Crete for this vessel would not be ready until the 20th January at the earliest and Capt.Bachas undertook to have the vessel ready by then.

Capt.Bachas

PIRAEUS. It was reported that uneasiness existed among the labourers at this port due to the delay in paying them and the substitution of a hot meal with dry rations. Col.Davidson said that the Port Commandant had requested the reopening of the food kitchens and as regards the delay in paying the men this was because P & L only paid every fourteen days. He advised that he was raising both points at a 'Q' Conference and it was expected suitable arrangements could be made.

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Col.Davidson

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Mr.R.J.Walker

MINUTES OF MEETING No.10. These were approved.

DESPATCH OF VESSELS. Vide Minutes of Meeting No.7, Chairman read the reply from S.B.N.O.(G) on this subject, which was noted. Cdr.Sumpton pointed out that it was not only in connection with despatch of vessels that he wanted British S.T.Os as might be read into the reply received.

SALONIKA PORT COMMITTEE. A letter from the Area Commander, 3 District, was read in which the following points were raised:

Future development of Salonika port; repairs to harbour; number of tugs and lighters required; sailing of vessels and conditions and rates of hire of tugs, lighters, sheerlegs, etc.
After each point had been discussed the form of reply to be forwarded was approved.
Copy of reply attached. Chairman

Respecting the cost of repairs to lighters and other harbour craft at Salonika, Cdr.Sumpton stated he had written to the S.S.T.O. there pointing out that the terms of reference had not been altered and it was therefore still the Greek Government's responsibility, and all accounts in connection with the work were to be endorsed accordingly, and the work having to be undertaken by S.S.T.O. owing to the absence of all Greek Government officials.

RED CROSS CARGOES. Chairman advised that he understood the agents for the Swedish vessels were having difficulty in securing funds as the Red Cross would not now receive any money from the sale of stores. The subject had been discussed at a meeting of the Economic and Supply Committee and approval was given for funds to be provided. Agreed that matter should be taken up with agents in order to expedite discharge of vessels when this is feasible.

s.s."TASOS". Major Crarer advised that the cargo of olive oil at Crete for this vessel would not be ready until the 20th January at the earliest and Capt.Bachas undertook to have the vessel ready by then. Capt.Bachas

PIRAEUS. It was reported that uneasiness existed among the labourers at this port due to the delay in paying them and the substitution of a hot meal with dry rations. Col.Davidson said that the Port Commandant had requested the reopening of the food kitchens and as regards the delay in paying the men this was because P & L only paid every fourteen days. He advised that he was raising both points at a 'Q' Conference and it was expected suitable arrangements would be made. Col.Davidson

PATRAS. Chairman advised that at the present time labourers at this port were being paid the equivalent of fifteen shillings per day. Payment was being made by the Agricultural Bank who had registered all dock workers. Five shillings of the amount paid was paid by P & L and the balance was secured by the Bank from the sale of relief stores. When this arrangement, made without the approval of any British Officer, became known, no further meals or rations were issued. As the Greek Government has no control in Patras nothing can be done officially although A.D.F.C. was investigating the matter.

The next meeting will be held when Col.Davidson and Chairman return to Athens, and the Secretary will advise members in this connection.

SECRETARY

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

COPY

FROM: CHAIRMAN, GREEK PORTS COMMITTEE.
c/o H.W.T. H.Q. L.F. & M.L. GREECE.

DATE: 5th January, 1945. Ref.PJOG/EK/A.18/19

TO: COMMANDANT. 3 DISTRICT. M.L.(GREECE)
and CHAIRMAN OF SALONIKA PORT CONTROL COMMITTEE.

---

1. I have to thank you for your very full letter of the 28th December, ref.Q/268/1 which was brought up for discussion at the last meeting of the Greek Ports Committee. The various points mentioned in your communication were discussed and I have been requested to advise you as follows.

2. There appeared to be a quite considerable conflict of opinion as to the exact nature of the work authorised and being carried out at your port, and as Col.McMullen was absent from the Meeting it was agreed that Col.Davidson should interview him on his return and ascertain the exact position.

3. In connection with the number of lighters and tugs necessary to work the port satisfactorily it was agreed that it was unnecessary to increase the previously agreed figures, i.e. 75 x 50 ton lighters and the equivalent of 5 Tamar type tugs. It is agreed that the work could be performed by 60 lighters and it is felt that a 25% margin is ample to allow for losses and lighters under repair.

4. Your advices in connection with the despatch of vessels were read with interest but it is considered that no good purpose will be served in discussing at length past happenings, but we do desire to establish the following.

It is not the duty of the Port Control Committee to ensure that every ship arriving in the harbour is discharged with the minimum of delay, but it is primarily the duty of Sea Transport in conjunction with Mov.& Tn. The Port Control Committee merely exercise a watching brief in connection with the discharge and handling of vessels, and form a medium for any discussions which may arise as a result of difficulties involved in securing the necessary discharge or loading. Consequently signals received by S.S.T.O. must be obeyed as they are the result of agreement between the B.S.S.T.O.Greece and Col.'Q', Mov.& Tn. and unless these instructions are carried out you will appreciate that chaos will result.

5. In connection with repairs to lighters, B.S.S.T.O.G. has already written to S.S.T.O. Salonika in this connection and it has been agreed that until such time as the Greek Government are in a position to accept the responsibility for keeping lighters and harbour craft in repair at Salonika, the S.S.T.O. will pay for such repairs as are necessary to ensure the quick turn-round of vessels in your area.

3767

6. I was pleased to notice from signal received today that you had been successful in berthing the "FORT COLUMBIA" alongside the east mole, and I should be grateful if you would in due course forward us particulars of the

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

1. I have to thank you for your very full letter of the 26th December, ref.S/268/1 which was brought up for discussion at the last meeting of the Greek Ports Committee. The various points mentioned in your communication were discussed and I have been requested to advise you as follows.

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3757

6. I was pleased to notice from signal received today that you had been successful in berthing the "FORT COLUMBIA" alongside the east mole, and I should be grateful if you would in due course forward us particulars of the depth of water available at this berth.

Sgd. F.J.O.GRAHAM.

CHAIRMAN

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

SECRET

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

ALLIED FORCE HEADQUARTERS

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

6 Jan 45

Tel: FREEDOM 229

105 CIVIL SUPS - N. AFRICA:

The following 12 Br controlled vessels have been nominated for coal or cereals Jan loading in NORTH AMERICA for N. AFRICA and MEDITERRANEAN Civil Affairs programmes -

DUKE OF SPARTA
FORT SLAVE
FORT CLATSOP
FORT SOURIS
FORT SALEESH
DAMLORIE
FORT GLENORA
SAMFLORA
SAMLOYAL
FORT PETKOYAC
FORT GRAHAM
SAMARINDA

106 SUPER-PHOSPHATES - GREECE (See para 78):

WASHINGTON has approved UK responsibility for procurement and NORTH AFRICA for source of supply.

107 ALLIED COMMISSION ANIMALS - SARDINIA TO CIVITAVECCHIA:

(a) Present bids for the movement of Allied Commission animals from SARDINIA to CIVITAVECCHIA are 500 cattle, 300 horses and 2,000 sheep. Set up against these bids are the following ships -

MOUNT EVEREST	70 mules or cattle	(first trip) (remainder on Army account)
CHATEAU LATOUR	165 mules or cattle	(first trip)
MOUNT EVEREST	460 " " "	(2nd trip)
CHATEAU LATOUR	165 " " "	(2nd trip)
EMPIRE LIEVEL	1500 sheep	

(b) It is understood that a further 4,500 cattle, 1,200 horses and 3,000 sheep are immediately available and that, up to Jun 45, the following will be available for shipment -

3,000 horses
5,000 cattle
50,000 sheep

Confirmation will be given at the earliest date.

108 CURRENT CEREAL SHIPS - ITALY: 3766

Statement is att at Appx 'A'

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

coal or cereals Jan loading in NORTH AMERICA for N. AFRICA and MEDITERRANEAN Civil Affairs programmes -

DUKE OF SPARTA
FORT SLAVE
FORT CLARKSON
FORT SOURIS
FORT SAINTSH
SAMONTE
FORT GLENORA
SAMFLORA
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CHATEAU LATOUR	165 " " "	(2nd trip)
EMPIRE LIVEL	1500 sheep	

(b) It is understood that a further 4,500 cattle, 1,200 horses and 3,000 sheep are immediately available and that, up to Jun 45, the following will be available for shipment -

3,000 horses
5,000 cattle
50,000 sheep

Confirmation will be given at the earliest date.

108 CURRENT CEREAL SHIPS - ITALY:

Statement is att at Appx 'A'

3766

VK/SC

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

DISTRIBUTION:
As for MEDBO Minutes PLUS:-
The Under Secretary of State for War, The War Office, Whitehall, LONDON, S.W.1 (attn DF MOV Q(M)9)

BY AIR (2)

G-5, AFHQ	(2)	GHQ, MEF	(3)	MOV 1
HQ MOV CENTRAL ITALY, C/O HQ NO. 1 DSITRICT		HQ AC MAIN	(2)	MOV 3
		DQMG (MOV & TN)		

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

CEREAL SHIPS - ITALY, SICILY & SARDINIA - POSN AT 6 JAN

APPENDIX 'A'

SHIP	Draft	Bulk Wheat	Bag Wheat	Bag Barley	Convoy	From	Due	PALERMO/CATANIA	NAPLES	CASTELLAMMARE	BRINDISI	CAGLIARI	TORRE ANNUNZIATA
SEAWEED	27'9"		8201		UGS 62	USA	22 Dec	8201					
H.G. COSTIN	27'4"		8231 (F)		UGS 62	USA	23 Dec		8231				
BARTHOLOMEW GOSNOLD	26'0"		755		UGS 62	USA	23 Dec		755				
PEREGRINE WHITE	26'0"		755		UGS 62	USA	23 Dec		755				
NORMA	23'5"		6137 (F)		UGS 62	USA	26 Dec				6137		
WM LEVITT	27'7"	8090			UGS 62	USA	26 Dec			8090			
SAMUEL GRIFFIN	23'0"		1395		UGS 62	USA	27 Dec		1395				
SIDNEY WRIGHT	29'0"		8653		UGS 62	USA	31 Dec						
EUPHE COVERAY	24'6"		7789		UGS 63	USA	1 Jan					7789	
RAYMOND V INGERSOLL	25'0"		500		UGS 63	USA	2 Jan		500				
DELHI	23'6"	6535			UGS 62	USA	3 Jan						2530
ANDREW MOORE	20'0"		600		UGS 63	USA	3 Jan		600				
GEORGE DAVIS	24'0"		1441		"	USA	3 Jan		1441				
TRISTAM DALTON	23'0"	8535	1476		"	USA	3 Jan		1476				
SKAGERAK			7598		Sailed Ex ME 21 Dec	AUSTRALIA	5 Jan				7598 (BARI)		
PETER MCGUIRE	26'0"		1452		UGS 63	USA	6 Jan		1452				

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

SICILY & SARDINIA - POSN AT 6 JAN

APPENDIX 'A'

SECRET

Bulk Wheat	Bag Wheat	Bag Barley	Convoy	From	Due	PALERMO/CATANIA	NAPLES	CASTELLAMARE	BRUNDISI	CAGLIARI	TORRE ANNUNZIATA	CROTONE	Remarks
	8201		UGS 62	USA	22 Dec	8201							Discharging CATANIA
	8231 (E)		UGS 62	USA	23 Dec		8231						Also carries 38 vehs Discharging NAPLES
	755		UGS 62	USA	23 Dec		755						Now discharging
	755		UGS 62	USA	25 Dec		755						Now discharging
	6137 (E)		UGS 62	USA	26 Dec				6137				Discharging BRINDISI
8090			UGS 62	USA	26 Dec			8090					Now discharging
	1395		UGS 62	USA	27 Dec		1395						At NAPLES
	8653		UGS 62	USA	31 Dec							8653	Discharged REGGIO 2442 tons
	7789		UGS 63	USA	1 Jan					7789			Now discharging
	500		UGS 63	USA	2 Jan		500						
6535			UGS 62	USA	3 Jan						2530		Dischd 4,005 tons CASTELLAMARE now dischg T ANNUNZIATA
	600		UGS 63	USA	3 Jan		600						Now discharging
	1441		"	USA	3 Jan		1441						Now discharging
	1476		"	USA	3 Jan		1476						Now discharging
	7598		Sailed Ex LE 21 Dec	AUST-RALIA	5 Jan				7598 (BARI)				
	1452		UGS 63	USA	6 Jan		1452						

Contd/..

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CEREAL SHIPS - ITALY, SICILY AND SARDINIA - POSN AT 6 JAN

APPENDIX 'A' (C

SHIP	Draft	Bulk Wheat	Bag Wheat	Bag Barley	Convoy	From	Due	NAPLES	CAGLIARI	BARI	CAST ELLA MARE
MARSDALE				5368	Sailed Ex ME 29 Dec	IRAQ	6 Jan				5368
SAXOLAND			6773		Sailed ex M.E. 27 Dec	M.E.	7 Jan				
BENGER HEMLEN	27'0		1274		UGS 63	USA	7 Jan	1274			
RUFUS E FOSTER	27'0"		1278		UGS 62	U...	10 Jan	1278(SALERNO)			
SAMUEL T DARLING	26'0"		1270		UGS 62	USA	11 Jan				
CHARLES STRONG	23'8"		300		UGS 64	USA	13 Jan				
FORT BINGAN	26'0"		8399		"	USA	13 Jan			8399	(now d
JAS L BRECK			8000		UGS 65	"	23 Jan				
CLAN MACHEAN				1000	Load Persian Gulf end Dec	IRAQ	end Jan				
LOSSIEBANK				1000	" " "	"	" "				
GEORGE E HALE				7000			Jan				
SUL ROSS READE				7000	Loads Persian Gulf Latter		Feb				
CADUCEUS				7000	help Jan		Feb				
NO NAME		8300			UGS 66	USA	2 Feb				
NO NAME		8300			"	"	2 Feb				
NO NAME		8300			"	"	2 Feb				
NO NAME		8300			"	"	2 Feb				
MICHAEL EDELSTEIN				7000		IRAQ	Feb				
VICTOR BERGER				7000		"	"				

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

CILY AND SARDINIA - POSN AT 6 JAN

Draft	Bulk Wheat	Bag Wheat	Bag Barley	Convoy	From	Due	NAPLES	CAGLIARI	BARI	CATELLAMARE	PALERMO/MESSINA	Remarks
			5368	Sailed Ex HE 29 Dec	IRAQ	6 Jan				5368		Discharges Barley at CATELLAMARE & Ann et NAPLES
		6773		Sailed ex L.E. 27 Dec	M.E.	7 Jan					6773	
27'0		1274		UGS 63	USA	7 Jan	1274					
27'0"		1278		UGS 62	USA	10 Jan	1278(SALERNO)					Disch[illegible] stores NAPLES ETC 9 Jan
26'8"		1270		UGS 62	USA	11 Jan					1270 (MESSINA)	Now disch[illegible] stores NAPLES ETC 10 Jan
27'8"		300		UGS 64	USA	13 Jan						
26'0"		8399		"	USA	13 Jan			8399	(now diverted REGGIO / CROTONE)		
		8000		UGS 65	"	23 Jan				Ex BALKANS programme		
			1000	Lead Persian Gulf end Dec	IRAQ	end Jan						
			1000	" " "	"	" "						
			7950			Jan						
			7000	Leads Persian Gulf latter half Jan		Feb						Replaces CYRUS T BRADY
			7950			Feb						
	8300			UGS 66	USA	2 Feb						For [illegible]
	8300			"	"	2 Feb						For West Coast
	8300			"	"	2 Feb						" " "
	8300			"	"	2 Feb						" " "
			7000		IRAQ	Feb						
			7000		"	"						

Office of
Principal Sea Transport Officer,
Mediterranean.

3rd January, 1945.

REPORT ON WORKING OF COASTERS UNDER CONTROL OF P.S.T.O., MEDITERRANEAN FOR DECEMBER, 1944.

During the period 1st to 31st, December, the Coaster Fleet under the control of P.S.T.O., Mediterranean consisted of:-

British Controlled Petrol Fitted Coasters	- 26 +	- 48,000	tons
" " Store Coasters	- 33	- 74,300	"
Italian Store Coasters	- 17	- 30,500	"
French Store Coasters	- 6	- 9,340	"
Total	82	162,140	"

+ Including 1 Italian vessel of about 4500 T.

2. The total cargo carried during the month was:-

	P.O.L.	Stores
Islands to Italy	4,993	12,127
Inter Islands	-	1,600
North Africa to Islands	-	1,237
North Africa to France	3,049	2,247
North Africa to Italy	4,367	5,994
Italy to Greece	-	697
Middle East to Greece	2,987	2,952
Italy to Greece	2,800	5,899
Italy to Islands	-	7,340
Middle East to Italy	11,961	4,726
Inter Italian Ports	7,331	31,106
Italy to North Africa	-	1,559
Italy to France	-	1,160
Inter French Ports	-	6,719
France to Italy	-	2,969
France to North Africa	117	-
France to Islands	-	3,791
	37,605	92,123

Grand Total - 129,728

3. Summary of working of 26 Petrol Coasters:-

3784

Total cargo carried - 37,605 tons Average 1,446 tons

Total number of days at sea 215 days Average 8 days
" " " " awaiting convoy 105 " " 4 "

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France to North Africa	117	-
France to Islands	-	3,791
	37,605	92,123

Grand Total - 129,728

3. Summary of working of 26 Petrol Coasters:- 2784

Total cargo carried - 37,605 tons Average 1,446 tons

Total number of days at sea	215 days	Average	8 days
" " " " awaiting convoy	105 "	"	4 "
" " " " " discharge	99 "	"	4 "
" " " " discharging	110 "	"	4 "
" " " " awaiting loading	39 "	"	1½ "
" " " " loading	96 "	"	4 "
" " " " repairing	142 "	"	5½ "

Four vessels aggregating about 5,700 tons made no lifts during the period because of drydocking and repairing.

4./.....

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

4. Summary of working of 33 Store Coasters:-

Total cargo carried -		57,479 tons	Average 1,742 to
Total number of days at sea		239 days	Average 7 days
" " " "	awaiting convoy	95 "	" 3 "
" " " "	" discharge	48 "	" 2 "
" " " "	discharging	173 "	" 5 "
" " " "	awaiting loading	57 "	" 2 "
" " " "	loading	204 "	" 6 "
" " " "	repairing	207 "	" 6 "

Six vessels aggregating about 12,200 tons made no lifts during the period because of drydocking and repairing.

5. Summary of working of 17 Italian Coasters:-

Total cargo carried -		24,760 tons	Average 1,456 tons.
Total number of days at sea		97 days	Average 6 days
" " " "	awaiting convoy	40 "	" 2½ "
" " " "	" discharge	59 "	" 3½ "
" " " "	discharging	101 "	" 6 "
" " " "	awaiting loading	22 "	" 1 "
" " " "	loading	88 "	" 5 "
" " " "	repairing	120 "	" 7 "

Three vessels aggregating about 6,700 tons made no lifts during the period because of drydocking and repairing.

6. Summary of working of 6 French Coasters:-

Total cargo carried -		9,884 tons	Average 1,647 to
Total number of days at sea		32 days	Average 5 days
" " " "	awaiting convoy	34 "	" 6 "
" " " "	" discharge	7 "	" 1 "
" " " "	discharging	36 "	" 6 "
" " " "	awaiting loading	11 "	" 2 "
" " " "	loading	44 "	" 7 "
" " " "	repairing	22 "	" 4 "

One vessel of 1,200 tons made no lift during the period because of drydocking and repairing.

(sgd) FRANK W. WILLIAMS

CAPTAIN R.N.R.
Acting P.S.T.O. Med.

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SECRET

MEDITERRANEAN TONNAGE ALLOCATION SUB-COMMITTEE

MINUTES OF

11th Meeting held on 2 Jan 45

In the Chair:	Maj V. KING	
Present :	Lt Comd G.E. STURT, RNVR	PSTO Rep
	Lt Col E.P. KETCHAM, Jr	Tn (A)
	Maj J.K. LUSTY, RASC	Water Tpt Office
	Maj A.G. TOFIELD	G-4 (Mov & Tn)
	Capt C.W.F. DESBOTTES	" " " "
	Lt WOLLMAN	Tn (A)
	Mr I.D. CAMPBELL	Dep MWTR Med
	Mr J. LYNCH	WSA
	Miss A.N. SLOAN	Secretary

1. MINUTES OF LAST MEETING:

(a) Ref Minute 2(c): arrangements had been made for 70 animals on Allied Commission account to be moved in the 'MOUNT EVEREST' and for a complete lift of animals in the 'CHATEAU LA TOUR'. 335 cattle, 230 horses and 2,000 sheep remained for shipment.

(b) Ref Minute 2(e): Capt DESBOTTES confirmed that the bid of empty petrol drums would be combined with a POL shipment at a later date.

(c) Ref Minute 2(f): full details of the loss had been supplied and the despatch by rail of such equipment was being investigated.

2. CURRENT PERIOD : 26 JAN - 4 FEB:

(a) Civil Supp had been shown in the form of total bids for the month of Feb. In view of the large amount of coasters required for all bids 26 Jan - 4 Feb, PSTO estimated that the greater part of the civil tonnages so grouped would be more conveniently moved during the last two periods of the month.

(b) G-4 (Mov & Tn) undertook to ascertain from MIDEAST if one sheep carrier could be released from the MIDEAST programme to enable the outstanding 2,000 sheep to be moved from SARDINIA. Further mule-ships would be nominated for the horses and cattle.

(c) Tn (A) reps would examine the despatch by rail of 300 tons BARI - NAPLES, 10 tons LEGHORN - BARI and 220 tons NAPLES - BARI.

ACTION - Tn(A)

(d) G-4 (Mov & Tn) would examine the acceptance of an additional 2,500 tons US Air Corps cargo from BASTIA to ANCONA. WSA stated that shipping space could be provided.

3782

ACTION - G-4 (Mov & Tn)

Contd / Sheet 2

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2. CURRENT PERIOD : 26 JAN - 4 FEB (Contd)

(c) An additional bid of 2,000 tons bombs BASTIA to HEEL was recorded.

3. CONCLUSION:

PETO, MWTR and WSA reps confirmed that, subject to the conditions of para 2(a) and (d) above, all tonnages could be moved by shipping at present available and that no surplus shipping remained.

(V. KING) Maj.
DAQMG (M)

VK/SC

DISTRIBUTION: Those present
Secretary MEDBO . (120)

2236

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

SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 49.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 26 J N - 4 FEB 45.

TO		FROM											
		MIDEAST	ALGIERS	ORAN	BONE	HEEL	NAPLES	MALTA	SICILY	SARDINIA	CORSICA	SFAX	LEG
NAPLES	BR	7223	5797		3200			5	2930	16650		4700	
	USA			1305		300					385		
HEEL	BR	9360	45		1400			90		3000		1900	
	USA			335			220				3300		
N. AFRIC-	BR	200				1000	176	10					
MIDEAST	USA												
	BR		245		3545	979	100	5					
LEGHORN	USA			10		35	80						
	BR						2817						
ANCONA	USA			1940							3886		
	BR	3370	150			11195	1660		400		2300		
SARDINIA	USA					2780	300				2000		
	BR		11			1500	240					1500	
CORSICA	USA												
	BR		2				149						
S. FRANCE	USA						315						
	BR		5				1464						
MALTA	USA			1780		1							
	BR												
SICILY	USA									3000		3500	
	BR												
CRETE	USA	425							150				
	BR												
PIRAEUS	USA					1202							
	BR	330											
PATRAS	USA					379							
	BR	895											
SALONIKA	USA												
	BR					20	132						
CASABLANCA	USA												
TOTALS		21803	6255	5370	8145	22191	7656	110	3480	22650	8871	11600	

GRAND TOTAL BID

2231

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

SHIPPING PRIORITY OF MOVEMENTS MEETING NO.49.

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 26 JAN - 4 FEB 45.

TO		FROM											
		MIDEAST	ALGIERS	ORAN	BONE	HEEL	NAPLES	MALTA	SICILY	SARDINIA	CORSICA	SFAX	LEGHO
NAPLES	BR	7223	5797		3200			5	2930	16650	2	4700	
	USA			1305		300					385		
HEEL	BR	9360	45		1400			90		3000		1900	
	USA			335			220				3300		
N. AFRICA	BR	200				1000	176	10					
	USA												
MIDEAST	BR		245		3545	979	100	5					
	USA			10		35	80						
LEGHORN	BR						2817						
	USA			1940							5886		
ANCONA	BR	3370	150			11195	1660		400		2300		
	USA					2780	300				2000		
SARDINIA	BR		11			1500	240					1500	
	USA												
CORSICA	BR		2										
	USA						149						11
S. FRANCE	BR		5				315						
	USA			1780			1464						
MALTA	BR					1							
	USA												70
SICILY	BR									3000		3500	
	USA												
GREECE	BR	425											
	USA												
PIRAEUS	BR								150				
	USA												
PATRAS	BR	330				1202							
	USA												
SALONIKA	BR	895				3179							
	USA												
CASABLANCA	BR												
	USA					20	135						25
TOTALS		21803	6255	5370	8145	22191	7656	110	3480	22650	8871	11600	109

GRAND TOTAL BID FOR

2238

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

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 26 J/N - 4 FEB 45.

ST	FROM ALGIERS	ORAN	BONE	HEEL	NAPLES	MALTA	SICILY	SARDINIA	CORSICA	SFAX	LEGHORN	CASA-BLANCA	GIB-RALTA	TOTAL
	5797		3200			5	2930	16650		4700				40,505
		1305		300					385			20		2,010
	45		1400			90		3000		1900			3000	18,795
		335			220				3300		10			3,865
				1000	176	10					[illegible]			1,386
														-
	245		3545	979	100	5								4,874
		10		35	80									125
					2817									2,817
		1940							886					2,826
	150			11195	1660		400		2300					19,075
				2780	300				2000					5,080
	11			1500	240					1500				3,251
														-
	2													2
					149						118			267
	5				315									320
		1780			1464									3,244
				1										1
											707			707
								3000		3500				6,500
														-
														425
							150							-
														150
				1202										-
														1,332
				179										-
														4,074
														-
				28	135						258			-
														413
	6255	5370	8145	22191	7656	110	3430	22650	8871	11600	1093	20	3000	

GRAND TOTAL BID FOR SHIPMENT 122,244

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

8th January 1945.

To Chairman, Medbo.

Weekly Report No. 37.

ITEM 46. FLOATING CRANES.

There is a great need for a large floating crane on the East Coast, Italy for ports yet to be captured. In September last a transfer was arranged of the 80 ton sheerlegs at TARANTO but unfortunately this crane was lost en route. Later application was made to U.S. Navy for use of a Navy 75 ton crane but at that time one could not be spared. It is now noted from signals that a Navy 75 ton crane has been declared excess equipment and instructions have been issued for return to U.S.A. This crane would be eminently suitable as it can be dismantled, shipped easily and then re-erected. It is proposed to request the U.S. Navy to allow this crane to remain in the Theatre for allocation by MEDBO.

Director of Harbor Craft.

3760

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

2240

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

ALLIED FORCE HEADQUARTERS
Petroleum Section

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER
As at 12.00 hrs. Jan 6th/1945

	CLEAN		DIRTY		
	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)	No. of
A. ON OCEAN SERVICE					
1. With Cargo	28	2,855,000	9	570,000	37
2. In Ballast	16	1,538,000	4	249,000	20
3. In dry-dock or repairing	-	-	-	-	-
B. ON COASTAL SERVICE (INCLUDING SHUTTLE OR LIGHTENING DUTIES BUT EXCLUDING C.D.& E.)					
1. Working	18	452,000	1	61,000	19
2. Dry-dock or repairing	10	131,000	4	156,000	14
C. Water Carriers	24	163,000	-	-	2
D. Harbour Fuellers	3(a)	72,000	12(b)	207,000	15
E. ON OPERATIONAL SERVICE (INCLUDING R.F.A.)	6	117,000	6	300,000	14

REMARKS

(a) 1 Vessel RONDINE 68,000 bbls. used as Floating Storage
(b) 3 Vessels MOAY 4,000 bbls. GULF PRINCE 33,000 bbls. CHESTER 1,000 bbls. used as Floating

SECRET

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

SECRET

ALLIED FORCE HEADQUARTERS
Petroleum Section

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER
As at 12.00 hrs. Jan 6th./1945

	CLEAN		DIRTY		TOTAL	
	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)	No. of Vessels	Cargo Capacity (barrels)
	28	2,855,000	9	570,000	37	3,425,000
	16	1,538,000	4	249,000	20	1,787,000
pairing	-	-	-	-	-	-
LIGHTENING D. & E.)	18	452,000	1	61,000	19	513,000
ring	10	131,000	4	156,000	14	287,000
	24	163,000	-	-	24	163,000
	3(a)	72,000	12(b)	209,000	15	281,000
ICE	8	117,000	6	300,000	14	417,000

Remarks

(a) 1 Vessel RONDELE 68,000 bbls. used as floating storage
(b) 3 Vessels MONT TAMOUTE QUEEN PRINCE CHRISTINA
4,000 bbls. 35,000 bbls. 1,000 bbls. used as Floating storage

SECRET

NORTH AFRICAN PORTS SUB-COMMITTEE

(Mediterranean Shipping Board)

No. 20. MINUTES OF MEETING HELD AT 1100 HOURS, 28th DECEMBER 1944.

Present :-

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

Comdr. T. K. Garrard RNR	(SSTO)	Lt. Col. E. Williams	(AQMG (M))
Capt. Kalloch	(NSA. NA.)	Capt. W. P. Addison	(Tn. Am.)
		Mrs. E. M. Bertrand	(Acting Sec.)

The Minutes of Meeting No. 19 of 15th December were approved.

No. 123. PORT ACCOMMODATION.

Referring to Min. 117, Lt. Col. Williams reported that he had sent a request to AFHQ for a general directive concerning the de-requisitioning of property occupied in the various ports, but no reply had yet been received.

No. 124. COAL DISCHARGE.

With reference to Min. 115, Capt. Kalloch advised that he had cabled Naples for confirmation that coal was to be discharged at the expense of the consignee, as in the case of Grain vessels.
Capt. Kalloch mentioned that work on the "JOHN C. SPENCER" had been suspended owing to bad weather conditions. As she was due to sail on the 30th inst. and had still 1100 tons on board, she would probably have to leave with a certain quantity remaining on board which could serve as ballast.

No. 125. SHIPMENT OF ACID.

Comdr. Garrard reported that the "SEA COTTON" was continuing to load slowly and that the M.W.T. Surveyor had visited the vessel. Col. Williams said that with the help of the extra crane supplied, loading should be finished by the end of the month; in any case the best possible was being done.

No. 126. "LIDO" AT ORAN.

3758

Comdr. Garrard reported that the stores ex this vessel had been deposited in a warehouse pending enquiry as to actual receivers, and would only be released against Delivery Order. Lt. Col. Williams agreed to signal DELTABASE to ascertain details governing the shipment.

No. 127. DIVERSION OF COLLIERS. Lt. Col. Williams

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

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

Comdr. T.N. Garrard RNR	(SSTO)	Lt. Col. E. Williams	(AA&MG (M))
Capt. Kalloch	(WSA. NA.)	Capt. W. P. Addison	(Tn. Am.)
		Mrs. E.M. Bertrand	(Acting Sec.)

The Minutes of Meeting No. 19 of 13th December were reviewed.

No. 123. PORT ACCOMMODATION.

Referring to Min. 117, Lt. Col. Williams reported that he had sent a request to AFHQ for a general directive concerning the de-requisitioning of property occupied in the various ports, but no reply had yet been received.

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No. 125. SHIPMENT OF ACID.

Comdr. Garrard reported that the "SA COLTON" was continuing to load slowly and that the ...W.T. Surveyor had visited the vessel. Col. Williams said that with the help of the extra crane supplied, loading should be finished by the end of the month; in any case the best possible was being done.

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3758

Comdr. Garrard reported that the stores ex this vessel had been deposited in a warehouse pending enquiry as to actual receivers, and would only be released against Delivery Order. Lt. Col. Williams agreed to signal DELTABASE to ascertain details governing the shipment.

Lt. Col. Williams

No. 127. DIVERSION OF COLLIERS.

Lt. Col. Williams advised having received instructions whereby requests for the diversion of colliers and Grain ships would henceforward be the responsibility of ...W.T. and W.S.A.

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

No.128. "BORGHOLM" AT BONE.

Lt.Col.Williams reported that this vessel had arrived at Bone. It was decided that an agreed signal would be sent to AFHQ, advising that no cargo was available apart from R.E.Stores for which no destination had as yet been given.

Lt.Col.Williams

No.129. Capt.Addison advised the Committee that Colonel MacLeod was due to leave shortly for the States and would be replaced by Colonel Bell.

.....

The next meeting of the Committee will be held at 1100 hours on Thursday, 4th.Jan. 1945.

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

2245

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

S E C R E T.

MEDBO SHIPPING DIVERSION ROOM.

DATE:- 1ST JA

NORTH AFRICA, AUGUSTA, GREECE PORT STATE.

"OCEAN GOING" Store Ships.	CASA.	ORAN	ALGIERS	BONE	AUGUSTA	CATANIA	MALTA	SALONIKA	PI
A. No. of vessels waiting to discharge.	NIL	1	1	NIL	NIL	NIL	NIL	NIL	37257
B. No. of vessels discharging.	4	3	4	2	NIL	3	3	3	
C. No. of vessels empty awaiting convoy or orders.	4	56	1	NIL	2	NIL	NIL	NIL	
D. No. of vessels waiting to load.	NIL	NIL	NIL	2	NIL	NIL	NIL	NIL	
E. No. of vessels loading.	3	4	3	3	NIL	NIL	NIL	NIL	
F. No. of vessels loaded awaiting convoy or orders.	3	NIL	NIL	1	11	NIL	NIL	NIL	
TOTAL	14	64	9	8	13	3	3	3	

NASAB 695 despatched accordingly.

2246

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

DATE:- 1ST JANUARY, 1945.

MEDITERRANEAN SHIPPING DIVERSION ROOM.

NORTH AFRICA, AUGUSTA, GREECE PORT STATE.

	CASA.	ORAN	ALGIERS	BONE	AUGUSTA	CATANIA	MALTA	SALONIKA	PIRAEUS	PATRAS	TOTAL
"LOADING" Store Ships.											
Vessels waiting to	NIL	1	1	NIL	NIL	NIL	NIL	NIL	1	NIL	3
Vessels discharging.	4	3	4	2	NIL	3	3	3	2	2	26
Vessels empty awaiting orders.	4	56	1	NIL	2	NIL	NIL	NIL	3	NIL	66
Vessels waiting to	NIL	NIL	NIL	2	NIL	NIL	NIL	NIL	NIL	NIL	2
Vessels loading.	3	4	3	3	NIL	NIL	NIL	NIL	NIL	NIL	13
Vessels loaded awaiting orders.	3	NIL	NIL	1	11	NIL	NIL	NIL	NIL	NIL	15
TOTAL	14	64	9	8	13	3	3	3	6	2	125

NASAB 695 despatched accordingly.

2247

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

S E C R E T.

MEDBO SHIPPING DIVERSION ROOM.

DATE:- 1ST JANUARY, 1

[illegible] of SOUTH FRANCE PORT STATE.

"OCEAN GOING" Store Ships.	LEGHORN	NAPLES	ANCONA	BARI	BRINDISI	TARANTO	MARSEILLES	TO
A. No. of vessels waiting to discharge.	1	11	NIL	NIL	NIL	2	NIL	
B. No. of vessels discharging.	14	22	5	8	3	1	6	
C. No. of vessels empty awaiting convoy or orders.	NIL	2	1	NIL	1	NIL	4	
D. No. of vessels waiting to load.	NIL	NIL	NIL	1	NIL	3	NIL	
E. No. of vessels loading.	2	4	NIL	1	NIL	2	NIL	
F. No. of vessels loaded awaiting convoy or orders.	NIL	3	NIL	1	2	1	NIL	
TOTAL	17	42	6	11	6	9	10	1

NASB 695 despatched accordingly.

2248

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

MEDRO SHIPPING DIVERSION ROOM. DATE:- 1ST JANUARY, 1945.

TRAN & SOUTH FRANCE PORT STATE.

NG" Store Ships.	LEGHORN	NAPLES	ANCONA	BARI	BRINDISI	TARANTO	MARSEILLES	TOTAL
waiting to	1	11	NIL	NIL	NIL	2	NIL	14
discharging.	14	22	5	8	3	1	6	59
empty awaiting ers.	NIL	2	1	NIL	1	NIL	4	8
waiting to	NIL	NIL	NIL	1	NIL	3	NIL	4
loading.	2	4	NIL	1	NIL	2	NIL	9
loaded awaiting ers.	NIL	3	NIL	1	2	1	NIL	7
TOTAL	17	42	6	11	6	9	10	101

NASB 695 despatched accordingly.

GREEK PORTS COMMITTEE

Secret

MINUTES OF MEETING No.10, HELD AT H.Q., L.F. & M.L.(G),
at 1500 hours on the 27th December, 1944.

PRESENT:	Mr.F.J.O.Graham.	Chairman.	D.M.W.T.R.
	Cdr.R.W.Sumpton. R.N.R.		B.S.S.T.O.Greece
	Capt.A.A.Bachas, R.H.N.	Rep.	R.H.N. & Mercantile Marine
	Col.H.J.Davidson		Col.'Q'
	Major K.R.Crarer	Rep.	M.L.Greece
	Capt.C.Simpson	Rep.	Pet.Sec.
	Mr.K.F.Walker	Secretary.	

MINUTES OF MEETING No.9. These were approved.

REOPENING OF PIRAEUS PORT. It was advised a vessel had berthed during the morning at the coal quay and Col.Davidson stated he was awaiting a report as to how discharge was progressing, and if this was satisfactory another vessel would be berthed. It was understood the position of the two new alongside berths in Halon Basin is that there are still a number of concrete blocks to be raised before these can be safely used.

PORT CAPACITIES. It was advised that the present programme necessitated the discharge of 1400 tons per day at Piraeus which was in excess of the capacity of the port indicated in the Minutes of Meeting No.8, but it was considered this would be achieved with vessels berthing alongside. The figures given previously for other ports remain unchanged.

S.S."TASOS". Chairman advised that this vessel was required to proceed to Iraklion to load a cargo of olive oil and Cdr.Sumpton was in touch with S & R in this connection.

COASTAL VESSELS. Chairman informed the meeting that no reply had yet been received from the Greek Mercantile Marine to a letter addressed to him on this subject.

DELAYS TO SHIPS. Col.Davidson stated that delay was being experienced in the turn-round of ships at Piraeus and that this was due to the short notice in the alteration of ETAs. He instanced that a convoy of M.T.ships was due on the 24th December at 1430 hours and work was arranged accordingly. At noon on the 24th this ETA was changed to 0730 hours on the 25th and the ships actually arrived about 1500 hours on the 25th. In the meantime craft and Military labour had been kept standing by as this was high priority cargo, whereas had longer notice been given of the amended ETA these could have been employed on the discharge of lower priority cargoes already in port.

Col.Davidson said he had taken the matter up with S.B.N.O.G. to ascertain if anything could be done to obtain more accurate ETAs.

HARBOUR CRAFT. Chairman said it had come to his notice that R.C.Ls were being used at Piraeus for taking personnel around the harbour and he thought caiques could be used for this purpose. It was agreed that if caiques were used it would be preferable for them to be manned by R.H.N.personnel and Chairman requested that Capt.Bachas take this matter up with the N.O.I.C.

Capt.Bachas

2756 opportunity of

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

Col.H.J.Davidson		Col.'Q'
Major K.R.Crarer	Rep.	M.L.Greece
Capt.C.Simpson	Rep.	Pet.Sec.
Mr.K.F.Walker	Secretary.	

MINUTES OF MEETING No.9. These were approved.

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Capt.Bachas

EMPLOYMENT OF AGENTS. Col.Davidson indicated that he was taking the opportunity of the present inactivity at Kavalla, Preveza Volos and Kalamata, to review the planned allocation of Tn.troops to these ports, in the light of experience gained since they were opened. He was of the opinion that the system adopted, by which the Greek Government was responsible for meeting the cost of handling relief cargo discharged, completely tied his hands as to the method of shore working adopted, because no financial agreements could be made without prior reference to the Greek Government, and the system in force up to the withdrawal from these ports - payment of labour direct on a daily basis - meant that the supervision of work by the troops would be necessary for a considerable time. He believed that if Tn.could negotiate contracts for shore work to cover labour and documentation, this would enable the larger part and possibly the whole of Tn.Troops to be withdrawn from these ports.

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

The difficulty was that such contracts could not be negotiated without reference to the Greek Government, who, up to the time work ceased, required us to employ labour at daily rates fixed by them. He asked whether D.M.W. [illegible] D.S.L.O.C. were not similarly bound to refer payment and procedure to the Greek Government in connection with stevedoring work and was informed by D.M.W.T.R. that he had complete discretion as to payment and procedure and if he was satisfied that the turnround of vessels would be noticeably improved by departure from the present system, he would alter the system for ship work. Col.Davidson then said that ships turnround would not, he thought, be affected one way or the other by his proposals, but that if he had discretionary powers subject to the usual technical and not political financial control he could, when these ports reopened, find agents or contractors able to undertake all the work done up till now by detachments of the Port Operating Companies, R.E. and that he would consult A.F.H.Q. in this connection.

The next meeting will be held at 1500 hours on the 3rd January, 1945.

K. F. Deacon

SECRETARY.

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

2252

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

WATER SITUATION REPORT. NOVEMBER

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated for 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		SHORE
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
GIBRALTAR							
ORAN	7339	22048	Two total 1040	Four total 60	Yes	Yes	Restric
ALGIERS	4929	20244	Four - 50 metric cn. One lighter 46 distilled water.	Nil	Yes	-	Adequa
BIZERTA	1896	1632	Two total 1065.	One 100.	Yes	Yes	Adequa
MALTA	12194	67	Six total 865	Nil	Yes - provided two vessels are employed continously on shift work.		Adequa
BENGHAZI	41	205	One 200	Nil	Yes	-	Adequa
SYRACUSE							
AUGUSTA	Approx. 25% of total Merchant Ship consumption.	6465	One 350 Water Tanker 100	Nil	Yes	-	Adequa
MESSINA	1238 All figures approx. as no water meters are fitted.	174	Two trailer tanks total 9 [illegible] 300	Nil	Yes	-	Now re increa in b civili

2253

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

WATER SITUATION REPORT. NOVEMBER, 1944.

1. total of drinking and water issued during month. (a) ships	1. (b) Merchantile Marine Tons	2. No. of water carriers employed and capacity. (a) Mobile Tons	2. (b) Dumb Tons	3. Is carrying capacity allocated for 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements. (a) Mobile	3. (b) Dumb	4. SHORE SOURCE OF SUPPLY.
	22048	Two total 1040	Four total 60	Yes	Yes	Restricted.
	20244	Four - 50 metric cn. One lighter 46 distilled water.	Nil	Yes	-	Adequate.
	1632	Two total 1065.	One 100.	Yes	Yes	Adequate.
	67	Six total 865	Nil	Yes - provided two vessels are employed continously on shift work.		Adequate at present.
	205	One 200	Nil	Yes	-	Adequate.
29% of erchant nsumpt-	6465	One 350 Water Tanker 100	Nil	Yes	-	Adequate.
	174	Two trailer tanks total 9 [illegible] 300	Nil	Yes	-	Now restricted due to increased water required in area influx of civilians to Messina.

gures approx. as no ctors yet fitted.

2254

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

[illegible] TION REPORT. NO

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		SHORE SOU
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
PALERMO	4401	1364	Two each 100	Nil	Yes	-	Adequate [illegible] summer wh
MADDALENA	567	702	Five total 400	Nil	Yes	-	Restricte daily plu supply of
NAPLES	4028	13966 Capri 4450	Nine 1 @ 1000 3 @ 450 1 @ 350 4 @ 100 All boats under 1-3 weeks repairs during month.	Nil	Yes	-	Unlimited frequentl affects [illegible] waterboat used when
TARANTO	From lighters:- 4699 (No check on water from shore hydrants direct to ship. Approx. 30,000 tons per month).	16367	Six total 1720 (2 - 100 ton barges in poor condition).	Nil	Yes	-	Unlimited
BARI	1595	29727	One 120	Nil	Yes	-	Adequate
ANCONA	1600	5000	One 300	Nil	Yes	-	Unlimited

2255

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

...ATION RE...RT. NO

1. total of drinking and r water issued during month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE OF SUPPLY.
(a) ships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
	1364	Two each 100	Nil	Yes	-	Adequate except in summer when restricted.
	702	Five total 400	Nil	Yes	-	Restricted to 1200 tons daily plus auxiliary supply of 200 tons daily.
	13966 Capri 4450	Nine 1 @ 1000 3 @ 450 1 @ 350 4 @ 100 All boats under 1-3 weeks repairs during month.	Nil	Yes	-	Unlimited but pressure frequently low which affects rapid filling of waterboats. Castellamare used when necessary.
From lighters:-						
	16367	Six total 1720 (2 - 100 ton barges in poor condition).	Nil	Yes	-	Unlimited.
heck on water from shore nts direct to ship. x. 30,000 tons per).						
	29727	One 120	Nil	Yes	-	Adequate.
	5000	One 300	Nil	Yes	-	Unlimited.

Next meeting
11.30 am
Tue. Jan 2nd
BWB
27/12

SECRET

(6)

M.E.C. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of

10th meeting held on 23rd December 1944.

In the Chair: Major V.King

Present:

Lt.-Cdr.G.D.Spurr,RNVR	P.S.T.C. rep.
Lt.J.M.Munn,RNVR	" "
Major J.M.Lusty	RASC Water Transport Office.
Capt.C.W.F.Desbottes	G-4(Mov & Tn)
Capt.H.Hoyle	H.Q. A.C.
Mr.R.Nicol	W.S.A.
Mr.A.Hogarth	M.W.T.R. rep.
Mr.R.D.Heard	" "
Miss A.Simon	Sec.

1. Maintenance programme 16 - 25 Jan:.(Summary attached)

After discussion the Committee

(a) agreed that Sea Transport and M.W.T. shipping could cover all bids normally a charge on it, though without any surplus of ships;

(b) agreed that the Greek situation would not affect this programme except insofar as an operational demand for coasters might arise which would have to be met at the expense of some lower-priority bids;

(c) noted Mr.Nicol's statement that W.S.A. could not indicate until 29 Dec: whether they would be able to meet the U.S. bids.

2. Miscellaneous.

(a) Phosphate rock. At Capt.Hoyle's request, Mr.Heard undertook to investigate whether 1500 tons phosphate ballast ex EMPIRE MIST could be discharged at Palermo instead of Catania. It was agreed that this 1500 tons should count against the phosphate programme for16 - 25 Jan:.

(b) The Chairman reported that the bids mentioned in 4(a) and (f) of the last Minutes were satisfactorily covered.

(c) Livestock from Sardinia.(See 4(b) of last Minutes). Committee noted that A.C. required 15 days' notice to get the animals to the port,and that shipping could not be put into Olbia. Mr.Nicol offered to find out whether POOR MR BOUALBERT could be used.

(d)Salt. It was agreed to cancel the bid of 700 tons from Naples to Piombino and ship 1100 tons from Sardinia.

(e) Capt.Desbottes agreed to find out whether the bid for empty petrol cans Sicily/Naples could be combined with a P.O.L. shipment, or mailed.

27534

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

Office.

Capt.G. .F.Desbottes	G-4(Mov & Tn)
Capt.R.Hoyle	H.Q. A.C.
Mr.H.Nicol	W.S.A.
Mr.A.Hogarth	M.W.T.R. rep.
Mr.R.Heard	" "
Miss A.Simon	Sec.

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2. Miscellaneous.

(a) Phosphate rock. At Capt.Hoyle's request, Mr.Heard undertook to investigate whether 1500 tons phosphate ballast ex EMPIRE MIST could be discharged at Palermo instead of Catania. It was agreed that this 1500 tons should count against the phosphate programme for16 - 25 Jan:.

(b) The Chairman reported that the bids mentioned in 4(c) and (f) of the last Minutes were satisfactorily covered.

(c) Livestock from Sardinia.(See 4(b) of last Minutes). Committee noted that A.C. require 15 days' notice to get the animals to the port,and that shipping could not be put into Olbia. Mr.Nicol offered to find out whether EMPIRE EQUANIMITY could be used.

(d)Salt. It was agreed to cancel the bid of ~~760~~ 3754 tons from Naples to Piombino and ship 1100 tons from Sardinia.

(e) Capt.Desbottes agreed to find out whether the bid for empty petrol cans Sicily/Heel could be combined with a P.O.L. shipment,or railed.

(f) Capt.Desbottes agreed to supply full particulars and confirm the weight of the 50-ton diesel locos from Algiers,and to reinvestigate the possibility of sending 47 tons mechanical equipment Naples/Heel overland.

V.KING,Major,
D.A.Q.M.G.(M).

Distribution: Those present
Secretary,MEDEC(120)

S/13

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

2258

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

SHIPPING PRIORITY OF MOVEMENTS IN ETTO NO.48

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 16 - 25 JAN 45

TO		FROM M.E.	MALTA	ALGIERS	BONE	SFAX	CORSICA	HEEL	ELBOW	MADAGASCAR	SPAIN	BASTIA
ELBOW	Br	8362	2578	1662	250	1900(b)	1	1500		1525	100	2755
"	USA						1275	110				
HEEL	Br	8400	54	965		1000(b)		1000	47			
"	USA						2800		350			
SOUTH AFRICA	Br	150	10				25	342	831			5
" "	USA							50	79			
MIDEAST	Br		5	123				335	100			
"	USA							12(c)	75(c)			
LEGHORN	Br		830				1178		1178			
"	USA							11732	1895			
ANCONA	Br	2875		75				1780	120			
"	USA					800			30			
SARDINIA	Br			4								
CORSICA	Br			3					118			
"	USA								2			
NAPLES	Br			34		2200(b)						
SICILY	Br											
CRETE	Br	1889										
MARSEILLES	Br			14			430		2665			
"	USA								187			
Combined Ops												
TOTALS		21674	3465	2880	250	5900	5709	16924	7638	1525	100	2725

GRAND TOTAL BID FOR S

(a) Wine (b) Phosphates (c) Incls 25 for ETOUSA

2259

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

RAPPING NO. 48

SUMMARY OF RADIO INTELLIGENCE TONNAGES BID FOR PERIOD 16 - 25 JAN 45

FROM													
MALTA	ALGIERS	DUMP	SPAX	CORSICA	TUNIS	ELBON	MADAGASCAR	SPAIN	SICILY (c)	SARDINIA	ORAN	LEGHORN	TOTAL
							1525	100	2155	1225			3276
2578	1662	250	1900(b)	1	1500						1260		2015
				1275	110								
									850	3500			15231
			1000(b)		1000	47					195		5325
54	90												
				25000		350							1363
									5				
				25	342	851						3000	3120
10					50	70							563
					335	100							200
											50		
5	123				75(c)	75(c)							2016
						1178							3322
											2144		
838				1178									16575
					11732	1895							1900
	75				1730	120							834
						30							
	4		800										3
												530	456
	3					148							36
						2							5200
	34									3000			
			2200(b)										1889
													14
389											3290	1341	7710
	14					2655							
				450								492	579
						187							
						7638	1525	100	2725	18925	6939	5171	
674	345	2880	250	5900	5709	16924							

GRAND TOTAL BID FOR SHIPMENT = 99845

(c) Incls 25 POW INDIA

SECRET.

(5)

AGENDA.

NINETYSECOND MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 19TH DECEMBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 91 DATED 12TH DECEMBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 40 dated 13th December, 1944.

3. [illegible] SUB-COMMITTEE.

Minutes of Meeting No. 56 dated 15th December, 1944.

4. ~~[illegible] SHIPPING ALLOCATION COMMITTEE~~

~~Report No. 38 dated 13th December, 1944.~~

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 15th December, 1944.

6. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 9 dated 13th December, 1944.

7. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 35 dated 17th December, 1944.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 16th December, 1944.

9. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 16 dated 4th December, 1944.

10. PORT STATE.

"N. African, Sicilian & Greek Port State" and "Italian & S. France Port State" for 11th December, 1944 on which NASAB 693 has been despatched.

11. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 7 dated 6th December, 1944 and Minutes of Meeting No. 8 dated 13th December, 1944.

12. OTHER MATTERS.

-3752

for Chief

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

3. [illegible] SUB-COMMITTEE.

Minutes of Meeting No. 56 dated 15th December, 1944.

~~4. [illegible] SHIPPING ALLOCATION COMMITTEE.~~

~~Report No. 38 dated 13th December, 1944.~~

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12. OTHER MATTERS.

-3752
Margaret Michie.

(Margaret Michie)
Assistant Secretary,
MEDBO.

S/13

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

3863
(54)

SECRET

Subject : Mediterranean Shipping Board
Coal Reception Committee
Minutes of Coal Meeting No.40
held at 1000 hrs 13 Dec 44 in
G-4(Mov & Tn) Conference Room.

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

15 Dec 44

Tel : FREEDOM 832

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

331. Coal Berth CIVITAVECCHIA (see Minute 325)

(a) It was reported that the recommendations had been passed to AC.

(b) With regard to the mooring line, it was agreed that C in C Med's advice should be sought.

ACTION G-4(Mov & Tn)

(c) MWTR reported that a railway to berth No.4 will be completed approx 15 Dec, and this berth will be suitable for the discharge of bagged grain and foodstuffs by Ship's gear. AC had reported that unexploded demolition charges were alongside this berth and the Italian Ministry of Marine had been contacted regarding the clearance of these charges.

332. GAETA to FIUMINCINO.

It was estimated that the wreck in FIUMINCINO harbour would be cleared by 19 Dec.

333. PIOMBINO.

The feasibility of using PIOMBINO for colliers was raised as there were said to be 2 liberty berths - drafts 18' and 30'. Neither of these berths were rail served, and the draft was further limited by wreckage in the harbour

3701

334. Coal for S. FRANCE.

ETA of EDERA had been notified to SOLOC as 15 Dec. A Signal had

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Present	:	Lt.(E) A.FRODSHAM R.N.	A/FEO
		Col. J.T. DANAHAR	Tn(A) Operations
		Maj. G.A. MEWS	G-4 (Mov & Tn)
		Maj. J.REDDELL	QM (Coal Sec)
		Capt. P.CHRISTIAN	QM (Coal Sec)
		Lt.Col. K.ANDERSON	E/T Rep
		Mr. R. NICOL	WSA Rep
		Mr. J. LYNCH	WSA Rep
		J.Comd. M.E.GRIBBLE	Secretary

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(a) It was reported that the recommendations had been passed to AC.

(b) With regard to the mooring line, it was agreed that C in C Med's advice should be sought.

ACTION G-4(Mov & Tn)

(c) NWEH reported that a railway to berth No.4 will be completed approx 15 Dec, and this berth will be suitable for the discharge of bagged grain and foodstuffs by Ship's gear. AC had reported that unexploded demolition charges were alongside this berth and the Italian Ministry of Marine had been contacted regarding the clearance of these charges.

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3701

334. Coal for S. FRANCE.

ETA of EDERA had been notified to SOLOC as 15 Dec. A Signal had however been received from CAGLIARI Naval authorities dated 12 Dec. stating that this vessel was awaiting loading instrs- It was agreed to send a signal repeating loading instrs and referring to QM's original signal of 2 Dec.

ACTION : QM

Notification had also been sent to SOLOC that OLAFBERG in KMS 71 was destined for MARSEILLES, and it was agreed that this procedure should be continued for all future vessels destined for S. FRANCE.

335. NAPLES Position.

Discharging BAGNOLI - BIALYSTOK
" Berth 18 NAPLES - AGIA VARVARA.

18 DEC 1944

2015

/Sheet 2.

5/18

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335. (Contd).

It was agreed that BIALYSTOK should lighten to 24' at BAGNOLI and then be routed to CIVITAVECCHIA for completion. The SAILOYAL in U.G.S. 61 would then follow the BIALYSTOK on berth at BAGNOLI.

ACTION: G-4(Mov & Tn)

336. Colliers Due.

Destinations of colliers in UGS 62 had been given, with the exception of the FORT BUFFALO and WILLIAM P. FESSENDEN, both carrying vehs.

HENRY ST GEORGE TUCKER, originally set up for BALKANS, would be diverted to MIDEAST on repayment.

ACTION: G-4(Mov & Tn)

337. GREECE.

(a) Colliers were not being discharged in the present circumstances and each collier arriving for the BALKAN programme would have to be considered in the light of the latest infm from III Corps. Failing diversion to the Western Med programme, these vessels would meantime discharge in MIDEAST.

(b) III Corps had stated that in normal circumstances colliers (unlimited draft) could be accepted at PIRAEUS for lighter discharge at 500 tons per day, and when lightened vessels would be berthed alongside the conveyer - The coal berth was silting up at one point, and dredging would commence when conditions permitted. The alongside draft would be notified later.

338. Discharge of Naval Colliers.

DMWTR ANCONA had notified MWTR Med that the discharge of Naval Colliers was very slow largely owing to the fact that the Navy had no stevedoring organisation. It was agreed, as the matter had been raised at the Port Working Committee, that AAI and Mov ANCONA be notified of the delay, and requested to give all assistance possible.

339. Vehicles on Colliers.

A suggestion had been put fwd by TROOPERS that ships requisitioned for Feb arrival should be part loaded vehs and coal, with the proviso that vessels so loaded should not be delayed by the discharge of the vehs.

Vessels would carry vehs for ITALY flatted with coal for N.AFRICA or coal & vehs for ITALY.

A reply had been sent agreeing this suggestion and stating there was no restriction on the number of vehs acceptable. An undertaking was given to discharge vehs at most convenient port in ITALY to avoid delay to shipping. It was stressed that vehs should be wheeled and all lifts within capacity of ships gear.

It was anticipated that 2 vessels in KMS 74 would be loaded as above.

340. Coke for RN A/C. (See Minute 299)

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

RELAY ST GEORGE TUCKER, originally set up for BALKANS, would be diverted to MIDEAST on repayment.

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It was anticipated that 2 vessels in KMS 74 would be loaded as above.

340. Coke for RN A/C. (See Minute 299)

The question of the provision of 200 tons of coke ex FORT SAKISDAK for RN stocks at TARANTO was raised by A/FEO, who stated that this had not yet been received. It was agreed that investigation should be made after the meeting.

ACTION: G-4(Mov & Tn)

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

/MS

/Distribution...Sheet 3.

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(53)

Distribution: As for MEDBO Minutes PLUS :

D. of Stores, Admiralty, LONDON
Under Secretary of State for War,
War Office (Attention DF Mov Q(M)9)
Mov HQ AAI (3)
GHQ, MEF
GCC (4)
L. of C District (NAMOV 2) (2)

Allied Commission.
Mov East ITALY
Mov West ITALY
Mov SICILY
DQMG (Mov & Tn)
Mov 3 G-4(Mov & Tn) AFHQ.

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22671

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3750

(2) ... district (NAMDV 2) (2)

2268

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COLLIERS DISCHARGING OR DUE ITALY AND SICILY AS AT 14 DEC 44.

SHIP	DRAFT	FROM	CONVOY	ARRIVED OR DUE DESTN.	TYPE OF COAL	A/C	TONNAGE	AUGUSTA	BARI	CATANIA	CIVITA VECCHIA	GALLI POLI	LE HO
HERCULES		SARD		2 Dec	SARD	Army	4000				4000	EDC 15 D	
FORT ROUELLE	20'6"	CATANIA		2 "	H. Vol.	"	7180						
AGT. VARVARA		SARD		7 "	SARD	"	3000						
WISLA		SARD	AH.82	11 "	SARD	"	4200					4200 EDC	
FORT HUDSON HOPE		USA	UGS61	11 "		MT	7551	(AUGUSTA Bunkers)					
AERT VAN DER NEER	23'2"	"	"	12 "	Locc	Army	3904						
BIALYSTOK	20'6"	S.AFRICA		12 "	Locc	"	6920				6920		
ALGESBORD		SARD		13 "	SARD	"	3000			3000 (P. EMPEDOCLE)			
SAGLOVAL		USA	UGS 61	13 "	H. Vol.	"	8025						
SCHELDENO		SARD		14 Dec	SARD	"	4400						
SARCALLA		USA	UGS 61	16 "	H. Vol.	"	4306		4306 (1st Disch)				
GEGA		SARD		16 "	SARD	"	5000				5000		
EATINGO HAMILTERAS		"		16 "	SARD	"	5000		5000				
TEMPLE ARCH	25'6"	S.AFRICA		20 "	Locc	"	7813						
FORT WALSH	27'	"		20 "	"	"	8046		8046				
SACALIA		BARI	AH.86	22 "	H. Vol.	"	3731	3731 (2nd Disch)					
AERT VAN DER NEER	22'	PALERMO		22 "	"	"	4000						4
CLYDE L. SEAVEY	28'0"	U.S.A.	UGS 62	22 "		"	3000			3000 (1st Disch)			
R.F. PECKHAM	27'2"	"	"	22 "		"	3000						
CAROLE LOMBARD	27'10"	"	"	23 "		"	8012						
AGIA VARVARA		SARD		23 "	SARD	"	3000					3000	
R.F. PECKHAM	22'0"	PALERMO		30 "		"	5442						5
CLYDE L. SEAVEY	20'0"	CATANIA	AH.88	1 Jan		"	5321	5321 (2nd Disch)					
WISLA		SARD		10 Jan	SARD	"	4200						

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22691

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SECRET

APPENDIX

COLLIERS DISCHARGING OR DUE ITALY AND SICILY AS AT 14 DEC 44

FROM	CONVOY	ARRIVED OR DUE DESTN.	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CATANIA	CIVITA VECCHIA	GALLI POLI	LEGHORN	NAPLES	PALERMO	REGGIO	TARANTO
CARD		2 Dec	CARD	Army	4000				4000	EDC 15 Dec					
BRITANIA		2 "	H. Vol.	"	7180									7180	EDC 16 Dec
CARD		7 "	CARD	"	3000							3000	EDC 14 Dec		
CARD	H.82	11 "	CARD	"	4200					4200	EDC 20 Dec				
USA	UGS61	11 "		MT	7551	(AUGUSTA Bunkers)									
"	"	12 "	Loco	Army	3904								3904	(1st disch)	
N.AFRICA		12 "	Loco	"	6920				6920						
CARD		13 "	CARD	"	3000			3000	(P. EMPEDOCLE)						
USA	UGS 61	13 "	H. Vol.	"	8025							8025			
CARD		14 Dec	CARD	"	4400								4400		
USA	UGS 61	16 "	H. Vol.	"	4306		4306	(1st Disch)							
CARD		16 "	CARD	"	5000				5000						
"		16 "	CARD	"	5000		5000								
N.AFRICA		20 "	Loco	"	7813										7813
"		20 "	"	"	8046		8046								
BARI	H.86	22 "	H. Vol.	"	2731	2731	(2nd Disch)								
PALERMO		22 "	"	"	4000						4000	(2nd disch)			
U.S.A.	UGS 62	22 "		"	3000			3000	(1st Disch)						
"	"	22 "		"	3000								3000	(1st Disch)	
"	"	23 "		"	8012							8012			
CARD		27 "	CARD	"	3000					3000					
PALERMO		30 "		"	5442						5442	(2nd Disch)			
CATANIA	H.88	1 Jan		"	5321	5321	(2nd Disch)								
CARD		10 Jan	CARD	"	4200							4200			

(3)

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R.N. COLLIERS

SECRET APP

SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELMA	-	Sardinian Coal	SAN ANTIOCO	LEGHORN & MARE
CARA	At ORAN for docking and repairs - thence to TARANTO to load.			
BEKKEL	-	2500 N.C.	TARANTO	GREECE
AMSTEL	To TARANTO dock			
STAD ARNHEM	Operational orders C.S. 15 - Now at GREECE.			
CORCHESTER	-	2500 Welsh	ALGIERS	NAPLES dischg
EMPIRE GARETH	Operational orders C.S. 15 - Now at GREECE			
EMPIRE CAXTON	K.M.S. 70	3500 N.C.	U.K.	ALGIERS disch
PLAVNIK	K.M.S. 71	5895 N.C.	U.K.	BARI to disch
FORT de TROYON	K.M.S. 71	3000 N.C.	U.K.	GIBRALTAR to

Advised future sailings but not yet confirmed :-

BARON RUYTHVEN K.M.S. 72 - 5000 Welsh

ARY LENSON K.M.S. 74 - 4000 N.C.

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R.N. COLLIERS

SECRET APPENDIX "C"

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
-	Sardinian Coal	SAN ANTIOCO	LEGHORN & MADDALENA	C in C Med.
At ORAN for docking and repairs - thence to TARANTO to load.				
-	2500 N.C.	TARANTO	GREECE	C in C Med.
To TARANTO dock				
Operational orders C.S. 15 - Now at GREECE.				
-	2500 Welsh	ALGIERS	NAPLES discharging	C in C Med.
Operational orders C.S. 15 - Now at GREECE				
K.M.S. 70	3500 N.C.	U.K.	ALGIERS discharging	M.W.T.
K.M.S. 71	5895 N.C.	U.K.	BARI to discharge	M.W.T.
K.M.S. 71	3000 N.C.	U.K.	GIBRALTAR to discharge	M.W.T.

ings but not yet confirmed :-

BARON RUTHVEN K.M.S. 72 - 5000 Welsh

ARI LENSON K.M.S. 74 - 4000 N.C.

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NOVEMBER ARRIVALS

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	
STAR OF CAIRO		S.AFRICA				6334	BALKANS

DECEMBER ARRIVALS

WILLIAM P FESSENDEN (Vehs)	27'0"	U.S.A.	UGS 62	21 Dec		8442	AUGUSTA fo
FORT BUFFALO (Vehs)	25'11"	"	"	21 "		7924	AUGUSTA fo
PENCARROW		"			Elec Coal 5426 Coke 789		ITALY
BRIDGEPOOL		U.K.			Pitch 2450 Coal 1658		BONE
JUGO TOPIC		"				6751	ALGIERS
LEONIDAS		"				5546	LA GOULETTE
LORNASTON		"				6672	"
HARTLEPOOL		"				7328	ORAN & ALG
JOSHUA THOMAS		"				8556	ORAN
STAR OF EGYPT		S. AFRICA				5008	BALKANS

8272

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SECRET

APPENDIX 'D'

NOVEMBER ARRIVALS

	DRAFT	FROM	CONVOY	DATE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
		S.AFRICA				6334	BALKANS but diverted MIDEAST

APPENDIX 'E'

DECEMBER ARRIVALS

Vdts)	27'0"	U.S.A.	UCS 62	21 Dec			8442	AUGUSTA for orders
	25'11"	"	"	21 "			7024	AUGUSTA for orders
		"			Elec	Coal 5426		
						Coke 789		ITALY
						Pitch 2450		BONE
		U.K.				Coal 4658		
		"					6751	ALGIERS
		"					5546	LA GOULETTE & TUNIS
		"					6672	" " "
		"					7328	ORAN & ALGIERS
		"					8556	ORAN
		"					5008	BALKANS
		US. AFRICA						

20.2.43

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JANUARY ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
JOHN DAVEY C&Y	26'6"	U.S.A.	UGS 63			
JOHN PARKER	29'0"	"	" "			
ROBERT COOMBS	18'6"	"	" "			
BEN HALLADAY	29'	"	" "			
SANSYLVAN	27'	"	" "			
SAMEIEN	26'10"	"	" "			4700
T.B WILSON		U.K.	"			5295
[illegible]NE		"				6200
HILBERSUM		"				7600
COLYTTO		"			Pitch	3650
LYRAN		"			Coal	1300
HELLAKOS						4100
						3800
BLAIRESK						6300
MANCHEN						5050
ELIZABETH MASSEY						4800
MOON CREST						4750
RILEY						
BORDEYN		U.S.A.				
THOMAS REID		"				
WILLIAM DONALDSON		U.K.				8500
VLAARDINGEN		S.AFRICA				8500
JESSE COTTRELL		"				0826
AUGUSTINE HEARD		"				
INDIAN CITY		U.S.A.				
BORIS LAW						

S. FRANCE

						8820
WALKER TAYLOR	F 25' A 27'10"	S. AFRICA	Indep			7000
EDEN (locos)						8465
THOMAS DONALDSON (locos)	26'7"	U.S.A.	UGS 60	2 Dec	High Vol	
OLAF BERG	F 21'3" A 25'4"	U.K.	KMS 71	CTB.11 Dec	loco	7656
		U.K.	KMS 72			6300
EMPIRE PLANET		U.K.	KMS 72 or 74			5200
PENHALE		U.K.	KMS 75 or 76			7500
BARATTAS						

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SECRET

APPENDIX "F"

JANUARY ARRIVALS

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
26'6"	U.S.A.	UGS 63				ITALY
29'0"	"	" "				"
18'6"	"	" "				"
29'	"	" "				"
27'	"	" "				"
26'10"	"	" "				"
	"	" "				"
	U.K.				4700	ALGIERS
	"				5295	CASABLANCA
	"				6200	LA GOULETTE & TUNIS
	"				7600	ALGIERS
	"			Pitch	3650	
				Coal	1300	ORAN
					4400	ORAN & ALGIERS
					3800	BONE
					6300	LA GOULETTE & TUNIS
					5050	BONE & BIZERTA
					4800	ALGIERS via ITALY
					4750	ORAN via ITALY
	U.S.A.					ITALY
	"					"
	U.K.					"
	S.AFRICA				8500	"
	"				8500	"
	"				8826	BALKANS
	U.S.A.					

S. FRANCE

APPENDIX "G"

	F 25' A 27'10"	S. AFRICA	Indep			8820	MARSEILLES 27 Nov.
						7000	S. FRANCE ETA 15 Dec
oc)	26'3"	U.S.A.	UGS 66	2 Dec	High Vol	8465	S. FRANCE
	F 21'3" A 25'4"	U.K.	KMS 71	GIB. 11 Dec	loco	7656	S. FRANCE 13 Dec
		U.K.	KMS 72			6300	"
		U.K.	KMS 75 or 74			5200	"
		U.K.	KMS 75 or 76			7500	"

SECRET

ALLIED FORCE HEADQUARTERS

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

17 15 Dec 44

Tel : FREEDOM 832

Subject : Mediterranean Shipping Board
Coal Reception Committee
Minutes of Coal Meeting No.40
held at 1000 hrs 13 Dec 44 in
G-4(Mov & Tn) Conference Room.

In the Chair:	Maj. V.KING	G-4 (Mov & Tn)
Present :	Lt.(E) A.FRODSHAM R.N.	A/FEO
	Col. J.T. DANAHAR	Tn(A) Operations
	Maj. G.A. LEWIS	G-4 (Mov & Tn)
	Maj. J.RIDDELL	QM (Coal Sec)
	Capt. P.CHRISTIAN	QM (Coal Sec)
	Lt.Col. K.ANDERSON	MT Rep
	Mr. R. NICOL	WSA Rep
	Mr. J. LYNCH	WSA Rep
	J.Comd. M.E.GRIBBLE	Secretary

331. Coal Berth CIVITAVECCHIA (see Minute 325)

(a) It was reported that the recommendations had been passed to AC.

(b) With regard to the mooring line, it was agreed that C in C Med's advice should be sought.

ACTION G-4(Mov & Tn)

(c) MGRA reported that a railway to berth No.4 will be completed approx 15 Dec, and this berth will be suitable for the discharge of bagged grain and foodstuffs by Ship's gear. AC had reported that unexploded demolition charges were alongside this berth and the Italian Ministry of Marine had been contacted regarding the clearance of these charges.

332. GAETA to FIUMINCINO.

It was estimated that the wreck in FIUMINCINO harbour would be cleared by 19 Dec.

333. PIOMBINO.

The feasibility of using PIOMBINO for colliers was raised as there were said to be 2 liberty berths - drafts 18' and 30'. Neither of these berths were rail served, and the draft was further limited by wreckage in the harbour

334. Coal for S. FRANCE.

ETA of EDERA had been notified to SOLOC as 15 Dec. A Signal had however been received from CAGLIARI Naval authorities dated 12 Dec. stating that this vessel was awaiting loading instra- It was agreed to

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Col. J.T. DANAHAR	Tn(A) Operations
Maj. G.A. FLEWS	G-4 (Mov & Tn)
Maj. J.RIDDELL	QM (Coal Sec)
Capt. P.CHRISTIAN	QM (Coal Sec)
Lt.Col. K.ANDERSON	MWT Rep
Mr. R. NICOL	WSA Rep
Mr. J. LYNCH	WSA Rep
J.Comd. M.L.GRIBBLE	Secretary

331. Coal Berth CIVITAVECCHIA (see Minute 325)

(a) It was reported that the recommendations had been passed to AC.

(b) With regard to the mooring line, it was agreed that C in C Med's advice should be sought.

ACTION G-4(Mov & Tn)

(c) MWT reported that a railway to berth No.4 will be completed approx 15 Dec, and this berth will be suitable for the discharge of bagged grain and foodstuffs by Ship's gear. AC had reported that unexploded demolition charges were alongside this berth and the Italian Ministry of Marine had been contacted regarding the clearance of these charges.

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334. Coal for S. FRANCE.

ETA of EDERA had been notified to SOLOC as 15 Dec. A Signal had however been received from CAGLIARI Naval authorities dated 12 Dec. stating that this vessel was awaiting loading instrs. It was agreed to send a signal repeating loading instrs and referring to QM's original signal of 2 Dec.

ACTION : QM

Notification had also been sent to SOLOC 3747 that OLAFBERG in KMS 71 was destined for MARSEILLES, and it was agreed that this procedure should be continued for all future vessels destined for S. FRANCE.

335. NAPLES Position.

Discharging BAGNOLI - BIALYSTOK
" Berth 18 NAPLES - AGIA VARVARA.

/Sheet 2.

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335. (Contd).

It was agreed that BIALYSTOK should lighten to 24' at RAGNOLI and then be routed to CIVITAVECCHIA for completion. The SAMLOYAL in U.G.S. 61 would then follow the BIALYSTOK on berth at RAGNOLI.

ACTION: G-4(Mov & Tn)

336. Colliers Due.

Destinations of colliers in UGS 62 had been given, with the exception of the FORT BUFFALO and WILLIAM P. FESSENDEN, both carrying vehs.

HENRY ST GEORGE TUCKER, originally set up for BALKANS, would be diverted to MIDEAST on repayment.

ACTION: G-4(Mov & Tn)

337. GREECE.

(a) Colliers were not being discharged in the present circumstances and each collier arriving for the BALKAN programme would have to be considered in the light of the latest infm from III Corps. Failing diversion to the Western Med programme, these vessels would meantime discharge in MIDEAST.

(b) III Corps had stated that in normal circumstances colliers (unlimited draft) could be accepted at PIRAEUS for lighter discharge at 500 tons per day, and when lightened vessels would be berthed alongside the conveyor - The coal berth was silting up at one point, and dredging would commence when conditions permitted. The alongside draft would be notified later.

338. Discharge of Naval Colliers.

DMWTR ANCONA had notified MWTR Med that the discharge of Naval Colliers was very slow largely owing to the fact that the Navy had no stevedoring organisation. It was agreed, as the matter had been raised at the Port Working Committee, that AAI and Mov ANCONA be notified of the delay, and requested to give all assistance possible.

339. Vehicles on Colliers.

A suggestion had been put fwd by TROOPERS that ships requisitioned for Feb arrival should be part loaded vehs and coal, with the proviso that vessels so loaded should not be delayed by the discharge of the vehs.

Vessels would carry vehs for ITALY flatted with coal for N.AFRICA or coal & vehs for ITALY.

A reply had been sent agreeing this suggestion and stating there was no restriction on the number of vehs acceptable. An undertaking was given to discharge vehs at most convenient port in ITALY to avoid delay to shipping. It was stressed that vehs should be wheeled and all lifts within capacity of ships gear.

It was anticipated that 2 vessels in KMS 74 would be loaded as above.

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of the FORT BUFFALO and WILLIAM P. FESSENDEN, both carrying vehs.

HENRY ST GEORGE TUCKER, originally set up for BALKANS, would be diverted to MIDEAST on repayment.

ACTION: G-4(Mov & Tn)

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(b) III Corps had stated that in normal circumstances colliers (unlimited draft) could be accepted at PIRAEUS for lighter discharge at 500 tons per day, and when lightened vessels would be berthed alongside the conveyor - The coal berth was silting up at one point, and dredging would commence when conditions permitted. The alongside draft would be notified later.

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A reply had been sent agreeing this suggestion and stating there was no restriction on the number of vehs acceptable. An undertaking was given to discharge vehs at most convenient port in ITALY to avoid delay to shipping. It was stressed that vehs should be wheeled and all lifts within capacity of ships gear.

It was anticipated that 2 vessels in KMS 74 would be loaded as above.

340. Coke for RN A/C. (See Minute 299)

The question of the provision of 200 tons of coke ex FORT SAKISDAK for RN stocks at TARANTO was raised by A/FEO, who stated that this had not yet been received. It was agreed that investigation should be made after the meeting.

ACTION: G-4(Mov & Tn)

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

MEG/MS

/Distribution...Sheet 3.

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Distribution: As for MEDBO Minutes PLUS :

D. of Stores, Admiralty, LONDON
Under Secretary of State for War,
War Office (Attention DF Mov Q(M)9)
Mov HQ AAI (3)
GHQ, MEF
COT (4)
NA District (NAMOV 2) (2)

Allied Commission.
Mov East ITALY
Mov West ITALY
Mov SICILY
DQMG (Mov & Tn)
Mov 3 G-4(Mov & Tn) AFHQ.

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 14 DEC 44.

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZ
JOHN M. BROOKS (1st discharge)		U.K.	KMS 70	2 Dec		Army	7399		3399	
TAXIARCHIS	22'	BIZERTA		10 "	Elec	"	5850			
JOHN M. BROOKS (2nd discharge)		ORAN		11 "		"				
CHRISTINE MARIE		U.K.	KMS 71	13 "	Welsh	MWT	5258	5258		
VEN RIVER	20'3"	U.K.	KMS 71	14 "		Army	5028			
FORT ACTON	26'0"	U.S.A.	UGS 62	17 "		MWT	7878		7878	
JOHN C. SPENCER (1st disch) 40 vehs		"	UGS62	18 "		Army	5500	5500		
ST BERNARD (1st discharge)	24'6"	"	UGS 62	20 "	RGM & Locc	Army	2552			25
JOHN C. SPENCER (2nd disch) 44 vehs		ALGIERS		25 "		Army	2500			
ST BERNARD (2nd discharge)	22'	BIZERTA		26 Dec	RGM & Locc	Army	5000			

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SECRET

APPENDIX 'A'

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 14 DEC 44.

	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZERTA	ROME	CORSICA	LA GOULETTE AND TUNIS
		U.K.	KMS 70	2 Dec		Army	7399		3399				
	22'	BIZERTA		10 "	Elec	"	5850						5850
		ORAN		11 "		"					4000		
		U.K.	K S 71	13 "	Welsh	MWT	5258	5258					
	20'3"	U.K.	KMS 71	14 "		Army	5028				5028		
	26'0"	U.S.A.	UGS 62	17 "		MWT	7878		7878				
		"	UGS62	18 "		Army	5500	5500					
	24'6"	"	UGS 62	20 "	RCM & Loco	Army	2552			2552			
		ALGIERS		25 "		Army	2500						2500
	22'	BIZERTA		26 Dec	RCM & Loco	Army	5000						5000

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COLLIERS DISCHARGING OR DUE ITALY AND SICILY AS AT 14 DEC 44

SHIP	DRAFT	FROM	CONVOY	ARRIVED OR DUE DESTN.	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CATANIA	CIVITA VECCHIA	GALLI POLI	LEG-HORN
HERCULES		SARD		2 Dec	SARD	Army	4000				4000	EDC 15 Dec	
FORT ROUILLE	20'0"	CATANIA		2 "	H. Vol.	"	7180						
AGIA VARVARA		SARD		7 "	SARD	"	3000						
WESLA		SARD	KH.82	11 "	SARD	"	4200					4200 EDC 2	
FORT HUDSON HOPE		USA	UGS61	11 "		MWT	7551 (AUGUSTA Bunkers)						
AERT VAN DER NEER	26'6"	"	"	12 "	Loco	Army	3904						
BIALYSTOK	26'8"	S.AFRICA		12 "	Loco	"	6920				6920		
ALNESFORD		SAID		13 "	SARD	"	3000			3000 (P. EMPEDOCLE)			
SAMOYAL		USA	UGS 61	13 "	H. Vol.	"	8025						
SCHIAFFINO		SARD		14 Dec	SARD	"	4400						
SAMCALIA		USA	UGS 61	16 "	H. Vol.	"	4306		4306 (1st Disch)				
OMEGA		SARD		16 "	SARD	"	5000				5000		
KATINGO (ANGLIA TEXAS)		"		16 "	SARD	"	5000		5000				
TEMPLE ARCH	25'6"	S.AFRICA		20 "	Loco	"	7813						
FORT WALSH	27'	"		20 "	"	"	8046		8046				
SAMCALIA		BARI	KH.86	22 "	H. Vol.	"	3731	3731 (2nd Disch)					
AERT VAN DER NEER	22'	PALERMO		22 "	"	"	4000						4000
CLYDE L. SEAVEY	28'0"	U.S.A.	UGS 62	22 "		"	3000			3000 (1st Disch)			
R.F. PECKHAM	27'2"	"	"	22 "		"	3000						
CAROLE LOMBARD	27'10"	"	"	23 "		"	8012						
AGIA VARVARA		SARD		23 "	SARD	"	3000					3000	
R.F. PECKHAM	22'0"	PALERMO		30 "		"	5412						5412
CLYDE L. SEAVEY	20'0"	CATANIA	KH.88	1 Jan		"	5321	5321 (2nd Disch)					
HESLA		SARD	UGS	10 Jan	SARD	"	4200						

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

SECRET

APPENDIX 'B'

COLLIERS DISCHARGING OR DUE ITALY AND SICILY AS AT 14 DEC 44

FROM	CONVOY	ARRIVED OR DUE DESTN.	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CATANIA	CIVITA VECCHIA	GALLI POLI	LEG-HORN	NAPLES	PAL-ERMO	REGGIO	TARANTO
SARD		2 Dec	SARD	Army	4000				4000	EDC 15 Dec					
CATANIA		2 "	H. Vol.	"	7180									7180	EDC 16 Dec
SARD		7 "	SARD	"	3000							3000	EDC 14 Dec		
SARD	H.82	11 "	SARD	"	4200					4200	EDC 20 Dec				
USA	UGS61	11 "		MWT	7551	(AUGUSTA Bunkers)									
"	"	12 "	Loco	Army	3904								3904	(1st disch)	
S.AFRICA		12 "	Loco	"	6920				6920						
SARD		13 "	SARD	"	3000			3000 (P. EMPEDOCLE)							
USA	UGS 61	13 "	H. Vol.	"	8025							8025			
SARD		14 Dec	SARD	"	4400								4400		
USA	UGS 61	16 "	H. Vol.	"	4306		4306	(1st Disch)							
SARD		16 "	SARD	"	5000				5000						
"		16 "	SARD	"	5000		5000								
S.AFRICA		20 "	Loco	"	7813										7813
"		20 "	"	"	8046		8046								
BARI	H.86	22 "	H. Vol.	"	3731	3731	(2nd Disch)								
PALERMO		22 "	"	"	4000						4000	(2nd disch)			
U.S.A.	UGS 62	22 "		"	5000			3000 (1st Disch)							
"	"	22 "		"	3000								3000	(1st Disch)	
"	"	23 "		"	8012							8012			
SARD		23 "	SARD	"	3000					3000					
PALERMO		30 "		"	5442						5442	(2nd Disch)			
CATANIA AT.88		1 Jan		"	5321	5321	(2nd Disch)								
SARD		10 Jan	SARD	"	4200							4200			

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R.N. COLLIERS

SECRET

SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELMA	-	Sardinian Coal	SAN ANTIOCO	LEGHORN & MADDA
CARA	At ORAN for docking and repairs - thence to TARANTO to load.			
BERKEL	-	2500 N.C.	TARANTO	GREECE
AMSTEL	To TARANTO dock			
STAD ARNHEM	Operational orders C.S. 15 - Now at GREECE.			
COLCHESTER	-	2500 Welsh	ALGIERS	NAPLES discharg
EMPIRE GARETH	Operational orders C.S. 15 - Now at GREECE			
EMPIRE CAXTON	K.M.S. 70	3500 N.C.	U.K.	ALGIERS dischar
PLAVNIK	K.M.S. 71	5895 N.C.	U.K.	BARI to dischar
FORT de VOYON	K.M.S. 71	3000 N.C.	U.K.	GIBRALTAR to d

Advised future sailings but not yet confirmed :-

BARON RUTHVEN K.M.S. 72 - 5000 Welsh

ARY LARSON K.M.S. 74 - 4000 N.C.

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R.N. COLLIERS — SECRET APPENDIX "C"

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
-	Sardinian Coal	SAN ANTIOCO	LEGHORN & MADDALENA	C in C Med.
At ORAN for docking and repairs - thence to TARANTO to load.				
-	2500 N.C.	TARANTO	GREECE	C in C Med.
To TARANTO dock				
Operational orders C.S. 15 - Now at GREECE.				
-	2500 Welsh	ALGIERS	NAPLES discharging	C in C Med.
Operational orders C.S. 15 - Now at GREECE				
K.M.S. 70	3500 N.C.	U.K.	ALGIERS discharging	M.M.T.
K.M.S. 71	5895 N.C.	U.K.	BARI to discharge	M.M.T.
K.M.S. 71	3000 N.C.	U.K.	GIBRALTAR to discharge	M.M.T.

ings but not yet confirmed :-

BARON RUTHVEN K.M.S. 72 - 5000 Welsh

AMY LEASON K.M.S. 74 - 4000 N.C.

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NOVEMBER ARRIVALS

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	
STAR OF CAIRO		S.AFRICA				6334	BALKANS bu

DECEMBER ARRIVALS

WILLIAM P FESSENDEN (Vehs)	27'0"	U.S.A.	UGS 62	21 Dec		8442	AUGUSTA for o
FORT BUFFALO (Vehs)	25'11"	"	"	21 "		7224	AUGUSTA for o
PENCARROW		"			Elec Coal 5426 Coke 789		ITALY
BRIDGEPOOL		U.K.			Pitch 2450 Coal 4658		BONE
JUGO TOPIC		"				6751	ALGIERS
LEONIDAS		"				5546	LA GOULETTE &
LORNASTON		"				6672	" "
HARTLEPOOL		"				7328	ORAN & ALGIER
JOSHUA THOMAS		"				8556	ORAN
STAR OF EGYPT		S. AFRICA				5008	BALKANS

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APPENDIX 'D'

NOVEMBER ARRIVALS

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
		S.AFRICA				6334	BALKANS but diverted MIDEAST

APPENDIX 'E'

DECEMBER ARRIVALS

(Velox)	27'0"	U.S.A.	HGS 62	21 Dec			8442	AUGUSTA for orders
	25'11"	"	"	21 "			7024	AUGUSTA for orders
		"			Elec	Coal 5426		
						Coke 789		ITALY
						Pitch 2450		BONE
		U.K.				Coal 4658		
							6751	ALGIERS
		"					5546	LA GOULETTE & TUNIS
		"					6672	" " "
		"					7328	ORAN & ALGIERS
		"					8556	ORAN
		"					5008	BALKANS
		S. AFRICA						

CE 27.3.43

(54)

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JANUARY ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
JOHN DAVEY GAY	26'6"	U.S.A.	UGS 63			
JOHN PARKER	29'0"	"	" "			
ROBERT COOMBS	18'6"	"	" "			
BEN HALLADAY	29'	"	" "			
S.S.SYLVAN	27'	"	" "			
S.S.EDEN	26'10"	"	" "			4700
S.S WILSON		U.K.	" "			5295
SVERRE		"				6200
HILLERSUA		"				7600
COLYTTO		"			Fitch	3650
LYRAB		"			Coal	1300
PELLAKOS						4400
						3800
BLAIRESK						6300
MANCHEN						5050
ELIZABETH MESSEY						4800
MOON CREST						4750
RILEY						
FORDHYN		U.S.A.				
THOMAS REID		"				
WILLIAM DOLLAISON		U.K.				8500
VLAARDINGEN		S.AFRICA				8500
JESSE COTTRELL		"				8826
AUGUSTINE HEARD		"				
INDIAN CITY		U.S.A.				
BORIS LAW						

S. FRANCE

						8820
WALKER TAYLOR	F 25' A 27'10"	S. AFRICA	Indep			7000
[illegible] (locos)						8465
[illegible] DONALDSON (locos)	26'3"	U.S.A.	UGS	2 Dec	High Vol	
OLAF [illegible]	F 21'3" A 25'1"	U.K.	KMS 71	GIB. 11 Dec	loco	7656
		U.K.	KMS 72			6300
EMPIRE PLANET		U.K.	KMS 73 or 74			5200
MERLIN		U.K.	KMS 75 or 76			7500
PALTRAS						

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APPENDIX "F"

JANUARY ARRIVALS

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
	26'6"	U.S.A.	UGS 63				ITALY
	29'0"	"	" "				"
	18'6"	"	" "				"
	29'	"	" "				"
	27'	"	" "				"
	26'10"	"	" "				"
		"	" "				"
		U.K.				4700	ALGIERS
		"				5295	CASABLANCA
		"				6200	LA GOULETTE & TUNIS
		"				7600	ALGIERS
		"			Pitch	3650	
					Coal	1300	ORAN
						4400	ORAN & ALGIERS
						3800	BONE
						6300	LA GOULETTE & TUNIS
						5050	BONE & BIZERTA
						4800	ALGIERS via ITALY
						4750	ORAN via ITALY
		U.S.A.					ITALY
		"					"
		U.K.				8500	"
		S.AFRICA				8500	"
		"				8826	BIZERTA
		"					
		U.S.A.					

S. FRANCE

APPENDIX "G"

	F 25' & A 27'10"	S. AFRICA	Indep			8820	MARSEILLES 27 Nov.
						7000	S. FRANCE ETA 15 Dec
	26'3"	U.S.A.	UGS	2 Dec	High Vol	8465	S.
	F 21'3" A 25'4"	U.K.	KMS 71	GIB. 11 Dec	loco	7656	S. FRANCE 12 Dec
		U.K.	KMS 72			6300	"
		U.K.	KMS 72 or 71			5200	"
		U.K.	KMS 75 or 76			7500	"

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 56.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 15TH DECEMBER, 1944.

Present: Mr. J. Gibson Graham — Chairman.
Constructor Captain Smithers R.C.N.C.
Commander M.L. Hardie R.N.
Lieut. Commander E. Blair R.N.R.
Capitaine du Corvette Beilvaire.
Major Filo della Torre R.I.N.
Mr. I.D. Campbell.
Mr. J.R. Smith.
Mr. Davison.
Mr. G.W. Simmons.
Captain B.D. Bate.
Miss M.M. Michie — Assistant Secretary.

ACTION BY:-

884. REPAIR AT MARSEILLES. Ref. 870. The Chairman reported that he had requested the Marseilles Port Control Committee to reconsider the allocation of a berth for repairs to "KOUTOUBIA".

The case of "JEAN LABORDE" was raised by Mr. Smith who said a report had been received from Marseilles that it was proposed this vessel, of about 14000 tons, should proceed there from Port de Bouc for extensive repairs to be taken in hand. It was understood that these would take about six months and that she had been accepted. The Chairman felt that until a bid had been placed through MEDDO, repairs to "JEAN LABORDE" should not be commenced and in view of the case of "KOUTOUBIA" considered the matter should be further investigated; Mr. Smith agreed to check the information with Marseilles. Mr. Smith.

Commander Hardie referred to a signal between U.S. Authorities who appeared to believe that the question of repairs in S. France was a local one and stated he proposed replying that all Merchant ship repairs came under the jurisdiction of C in C Med. through MEDDO.

885. CASABLANCA. Repairs to No. 1 dock would not be completed until 22nd December when Commander Hardie stated "SAN CLAUDIO" would go in being followed by a French Warship. A new French bid "ILE DE NOIRMOUTIER" was put forward, Captain Beilvaire saying that after repairing she would have to drydock for cleaning and painting. As repairs were estimated to take a considerable time it was agreed docking should be arranged locally as the opportunity arose.

886. GIBRALTAR. Commander Hardie stated that H.M. Ships were programmed for all docks at the port and could give no estimate as to when "TULSA" might be accepted.

887. ORAN. Commander Hardie reported that No. 3 dock was being prepared for towing away and stated that in consequence there would be an increased Naval programme for Nos. 1 and 2 docks which would result in fewer opportunities for Merchant ship docking.

French Warship in No. 1 dock would come out about 16th December and be followed by "CANADA". Commander Hardie reported that due to her length "EMPIRE GLORY" could not be docked at Algiers and it had been arranged after the last Meeting that she be accepted at Oran after "CANADA". "JOHNS HOPKINS" would then dock being followed by "PROVIDENCE", a large passenger vessel, presently repairing;

Major Filo della Torre R.I.N.
Mr. I.D. Campbell.
Mr. J.R. Smith.
Mr. Davison.
Mr. G.W. Simmons.
Captain R.D. Bate.
Miss M.M. Michie Assistant Secretary.

ACTION BY:-

884. REPAIR AT MARSEILLES. Ref. 870. The Chairman reported that he had requested the Marseilles Port Control Committee to reconsider the allocation of a berth for repairs to "KOUTOUBIA".

The case of "JEAN LAFORDE" was raised by Mr. Smith who said a report had been received from Marseilles that it was proposed this vessel, of about 14000 tons, should proceed there from Port de Bouc for extensive repairs to be taken in hand. It was understood that these would take about six months and that she had been accepted. The Chairman felt that until a bid had been placed through MEDDO, repairs to "JEAN LABORDE" should not be commenced and in view of the case of "KOUTOUBIA" considered the matter should be further investigated; Mr. Smith agreed to check the information with Marseilles. Mr. Smith.

Commander Hardie referred to a signal between U.S. Authorities who appeared to believe that the question of repairs in S. France was a local one and stated he proposed replying that all Merchant ship repairs came under the jurisdiction of C in C Med. through MEDDO.

885. CASABLANCA. Repairs to No. 1 dock would not be completed until 22nd December when Commander Hardie stated "SAN CLAUDIO" would go in being followed by a French Warship. A new French bid "TILE DE NOIRMOUTIER" was put forward, Captain Bellvaire saying that after repairing she would have to drydock for cleaning and painting. As repairs were estimated to take a considerable time it was agreed docking should be arranged locally as the opportunity arose.

886. GIBRALTAR. Commander Hardie stated that H.M. Ships were programmed for all docks at this port and could give no estimate as to when "TULGOR" might be accepted.

887. ORAN. Commander Hardie reported that No. 3 dock was being prepared for towing away and stated that in consequence there would be an increased Naval programme for Nos. 1 and 2 docks which would result in fewer opportunities for Merchant ship docking. 1643

French Warship in No. 1 dock would come out about 16th December and be followed by "CANADA". Commander Hardie reported that due to her length "EMPIRE GLORY" could not be docked at Algiers and it had been arranged after the last Meeting that she be accepted at Oran after "CANADA". "JOHNS HOPKINS" would then dock being followed by "PROVIDENCE", a large passenger vessel, presently repairing at Marseilles. She required hull repairs which would take 10/15 days. As it appeared that "G.W. MCKNIGHT" was ready to sail out of the area she was deleted from the list.

"VERMES" had docked, a French Warship was in the No. 2 dock and would be followed by "CAP FALCON", "LIDO", "ESPIGUNTE", "ASTRA" in that order.

888. ALGIERS. Commander Hardie stated that "SCHIAFFINO BROTHERS" was docking that day in No. 1 dock. "CRAM QUEVILLY" was reported to be delayed at Naples but should arrive in time to go in after the former vessel. It was decided that she should be followed by "EXILDA CROCE" then "CANTABRIT", which had put into Malta due to stress of weather and engine defects but had since left for Bizerta. "OUSEL", which had been transferred from the Oran list in order to relieve the situation there, would then go in. Owners had requested survey and Mr. Smith said a Surveyor would be sent to Algiers for the purpose. Mr. Smith.

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French Warship was in No. 2 dock and would be followed by Local Craft. Captain Bate informed the Committee that "EMPIRE LASS" would shortly be relieved, and requested an early docking for this tanker as she was urgently needed. He also stated that "JENNINGS", a new bid, should be released shortly, and asked that she be accepted at an early date. It was decided that "EMPIRE LASS" should go in after local craft with "JENNINGS" to follow.

889. FERRYVILLE. No reply had yet been received about accommodating crews and Mr. Campbell suggested that French Ships should be sent to Ferryville for docking in order that docks should not lie idle. Commander Hardie said this was being done so far as was practicable and stated that "LE MEKONG" and "MEDIE II", both French vessels, were programmed for No. 2 dock. H.M. Ships were in No. 1 and No. 4 docks.

890. TARANTO AND BRINDISI. "WORCESTERSHIRE" was reported to have docked on 14th December, but Lt.Cmdr. Blair had heard from S.S.T.O. Taranto that there appeared to be some doubt as to whether she would complete in time to sail on 26th December and it was believed she could not be taken in No. 12 dock, for which she was programmed, because of draft. Commander Hardie suggested that she be docked in No. 2 dock if No. 12 were unsuitable and Captain Smithers said he would investigate the position. Lt.Cmdr. Blair emphasised that if she were to fulfil her programme, sailing date from Taranto must be 26th December. Capt. Smithers.

Commander Hardie said that in future he would send a signal to C.S. Taranto giving Merchant Ship priorities as arranged at the Meetings and it was agreed that for the next week they should be as follows: "WORCESTERSHIRE", "TETTUNO", "BRUSE JARL", "EMPIRE DAMSEL", "EMPIRE CANDIDA", "AMSTEL".

891. NAPLES. "SAMFEUGH" had undocked on 14th December, Commander Hardie reporting that "TARVISIO" and "PILO" had gone into No. 1 dock until about 25th December. "SUTHERLAND" would be followed in No. 2 dock by "CORCHESTER". "GENERESCA" was due to return to Naples in a few days and Lt.Cmdr. Blair stated that "EMPIRE LORENZO" was required immediately for a special lift. It was agreed that the former should follow "CORCHESTER" but if she had not arrived "EMPIRE LORENZO" would take precedence. "ULISSE" then "CAPO MELE" would follow these two vessels. As Mr. Davison reported that "TRITON SANDS" would not be ready for docking until the middle of January she would be allocated to a dock later.

An H.M. Ship, Local Craft, then another H.M. Ship were programmed for No. 3 dock, with H.M. Ships in the floating dock.

892. LEGHORN. "WELSH COAST" had docked, Commander Hardie saying that the dock would be taken up with Naval vessels and Local Craft for some weeks.

893. PALERMO. It was reported that "SAMFLEET" would dock at Palermo about 17th December. Lt.Cmdr. Blair said that changed circumstances had necessitated "SAMFAITHFUL" being withdrawn, and any inconvenience was regretted. It was agreed that she should be sent to the Middle East for drydocking. He suggested that "EMPEROR", bid for Naples, might be accepted at that Port but Commander Hardie felt that the request should not be forwarded until it was definitely known that her programme would allow it.

Lt. Smith said that paint had been sent to Palermo and instructions widely issued that any vessels proceeding there for cleaning and painting should take sufficient paint on board for such purpose.

894. L.S.T. VESSELS. Ref. 847. A complete list of these would soon be furnished and Mr. Smith said that it appeared "TELESFORA DE LARRINAGA" was most suitable for

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so far as was practicable and stated that "LE MEKONG" and "MEDIE II", both French vessels, were programmed for No. 2 dock. H.M. Ships were in No. 1 and No. 4 dock.

890. TARANTO AND BRINDISI. "WORCESTERSHIRE" was reported to have docked on 14th December, but Lt.Cmdr. Blair had heard from S.S.T.O. Taranto that there appeared to be some doubt as to whether she would complete in time to sail on 26th December and it was believed she could not be taken in No. 12 dock, for which she was programmed, because of draft. Commander Hardie suggested that she be docked in No. 2 dock if No. 12 were unsuitable and Captain Smithers said he would investigate the position. Lt.Cmdr. Blair emphasised that if she were to fulfil her programme, sailing date from Taranto must be 26th December. Capt. Smithers.

Commander Hardie said that in future he would send a signal to C.S. Taranto giving Merchant Ship priorities as arranged at the Meetings and it was agreed that for the next week they should be as follows: "WORCESTERSHIRE", "NETTUNO", "HOUSE JAEL", "EMPIRE DANIEL", "EMPIRE CHARIOT", "AMSTEL".

891. NAPLES. "SAMTEUCH" had undocked on 14th December, Commander Hardie reporting that "TRAVANCORE" and "TILO" had gone into No. 1 dock until about 25th December. "SUTHERLAND" would be followed in No. 2 dock by "CORCHESTER". "GENEPESCA" was due to return to Naples in a few days and Lt.Cmdr. Blair stated that "EMPIRE LORENZO" was required immediately for a special lift. It was agreed that the former should follow "CORCHESTER" but if she had not arrived "EMPIRE LORENZO" would take precedence. "ULISSE" then "CAPO MELE" would follow these two vessels. As Mr. Davison reported that "TRITON FALLS" would not be ready for docking until the middle of January she would be allocated to a dock later.

An H.M. Ship, Local Craft, then another H.M. Ship were programmed for No. 3 dock, with H.M. Ships in the floating dock.

892. LEGHORN. "WELSH COAST" had docked, Commander Hardie saying that the dock would be taken up with Naval vessels and Local Craft for some weeks.

893. PALERMO. It was reported that "SAMTLEET" would dock at Palermo about 17th December. Lt.Cmdr. Blair said that changed circumstances had necessitated "SAMTHANKFUL" being withdrawn, and any inconvenience was regretted. It was agreed that she should be sent to the Middle East for drydocking. He suggested that "SAMTRICIOUS", bid for Naples, might be accepted at that Port but Commander Hardie felt that the request should not be forwarded until it was definitely known that her programme would allow it.

Lt. Smith said that point had been sent to Palermo and instructions widely issued that any vessels proceeding there for cleaning and painting should take sufficient paint on board for such purpose.

894. U.S.A. VESSELS. Ref. 847. A complete list of these would soon be furnished and Mr. Smith said that it appeared "TELESFORO DE LARRINAGA" was most suitable for repairs as he thought a new stern post could be obtained from the United Kingdom.

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SECRET.

DRYDOCKING LIST.

DEC. DECEMB

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
CASABLANCA.	SAN CLAUDIO	At Gibraltar	ready	Sept. 1943	Tanker. Cleaning & painting & exam. end shaft.
	ILE DE NOIRMOUTIER	At Casablanca	ready		Cleaning & painting.
GIBRALTAR.	FULGOR	At Gibraltar	ready		Ital. Tanker. Requires new stern tu and prop.
ORAN.	CEVENNES	DOCKED			
	EMPIRE GLORY	At Algiers	on arrival		Repairs to rudder.
	G.W. MACKNIGHT	At Oran	ready		Temporary repairs.
	LIDO	Due Oran	on arrival	May 1944	Speed reduced from 8½-6k. Damaged
	ESPIGUETTE	Due Oran	on arrival	Nov. 1944	Foul. Speed reduced from 8-5½k.
	CAP FALCON	At sea for Tunis		Mar. 1944	Cleaning & painting.
	ASTRA	At Brindisi	24th Dec.	Feb. 1944	Ital. Reduced speed.
	OUSEL	At Naples dschg. for Oran	18th Dec.	Aug. 1944	Speed reduced from 10½-9k. (Owners Survey).
	JOHNS HOPKINS	At Marseilles awaiting tow			Damaged.
	PROVIDENCE	At Marseilles	30th Dec.		Hull repairs.
ALGIERS.	SCHIAFFINO FRERES	IN DOCK			Cleaning & painting.
	GRAND QUEVILLY	Naples/Algiers			Ital. Hull repairs.
	EZILDA CROCE	At sea for Algiers	on arrival		
	CAITAKEIT	At sea for Algiers	18th Dec.	Feb. 1944	Maltese. Speed reduced from 8-6½k.
	CORCREST	At Naples	uncertain	Mar. 1944	Speed reduced from 9½-7k. Hull dea
	EMPIRE LASS	In S. France	on relief	Apr. 1944	Tanker. Damaged prop. Been ashore
	[illegible]	In S. France	on release		Cleaning & painting & machinery o
FERRYVILLE.					
TARANTO & BRINDISI Cleaning & Painting.	WORCESTERSHIRE	IN DOCK			
	EMPIRE DARSEL	At Taranto	ready	May 1944	Tanker. Reduced speed. (presently
	NAVALAL	At Brindisi	ready		Grain elevator ship. Reduced spee
	EMPIRE CANDIDA	At Bari	ready		Grain ship. Reduced speed
	[illegible]	At Taranto		Dec. 1943	Examine & painting. Ital.
	AGENOR	At Ancona for Taranto	22nd Dec.	Sept. 1943	Reduced spee
	LUELIN	Due Torre Annunziata	uncertain		Reduced spee
	STANHILL	Ldg. Taranto for Greece	uncertain	May 1944	Speed reduced from 10½-8½k.

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DRYDOCKING LIST.

...th DECEMBER, 1944.

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
DIO	At Gibraltar	ready	Sept. 1943	Tanker. Cleaning & painting & examine tail end shaft.	(MWTR BID)
DIRMOUTIER	At Casablanca	ready		Cleaning & painting.	(FRENCH BID)
	At Gibraltar	ready		Ital. Tanker. Requires new stern tube, tail end and prop.	(MWTR BID)
	DOCKED				
DORY	At Algiers	on arrival		Repairs to rudder.	(MWTR BID)
KNIGHT	At Oran	ready		Temporary repairs.	"
	Due Oran	on arrival	May 1944	Speed reduced from 8½-6k. Damaged prop.	(PSTO BID)
E	Due Oran	on arrival	Nov. 1944	Foul. Speed reduced from 8-5½k.	"
ON	At sea for Tunis		Mar. 1944	Cleaning & painting	(FRENCH BID)
	At Brindisi	24th Dec.	Feb. 1944	Ital. Reduced speed.	(PSTO BID)
t Naples dschg. for Oran		18th Dec.	Aug. 1944	Speed reduced from 10½-9k. (Owners request Survey).	"
KINS	At Marseilles awaiting tow			Damaged.	(WSA BID)
E	At Marseilles	30th Dec.		Hull repairs.	(FRENCH BID)
NO FRERES	IN DOCK				
EVILLY	Naples/Algiers			Cleaning & painting.	(WSA BID)
ROCE	At sea for Algiers	on arrival		Ital. Hull repairs.	(PSTO BID)
T	At sea for Algiers	18th Dec.	Feb. 1944	Maltese. Speed reduced from 8-6½k.	"
	At Naples	uncertain	Mar. 1944	Speed reduced from 9½-7k. Hull defects.	"
ASS	In S. France	on relief	Apr. 1942	Tanker. Damaged prop. Been ashore.	(MWTR BID)
	In S. France	on release		Cleaning & painting & machinery overhaul.	"
RSHIRE	IN DOCK				
AISEL	At Taranto	ready	May 1944	Tanker. Reduced speed. (presently repairing)	(MWTR BID)
	At Brindisi	ready		Grain elevator ship. Reduced speed.	"
ANDIDA	At Bari	ready		Grain ship. Reduced speed.	(PSTO BID)
	At Taranto		Dec. 1943	Cleaning & painting. Ital.	(PSTO BID)
t Ancona for Taranto		22nd Dec.	Sept. 1943	Reduced speed.	(MWTR/FBO BID)
Due Torre Annunziata		uncertain		Reduced speed.	(PSTO BID)
Ldg. Taranto for Greece		uncertain	May 1944	Speed reduced from 10½-8½k.	"

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SECRET

PORT	VESSEL	POSITION	DRYDOCKING	LAST DRYDOCKED	REMARKS.
TARANTO & BRINDISI for repairs	NETTUNO	At Taranto	ready	Nov. 1944	To re-dock for refitting repaired par
	BRUSA JARL	At Taranto	ready	Sept.1943	Damaged.
	TURIDDU	At Taranto			Italian. Alignment of shaft.
	ASSUNZIONE	At Taranto			Ital. Repairs to rudder & stern p
	LEMNOS	At Ancona	18th Dec.		Hull damage. For examination.(Temp. r to enable to proceed to Hoel).
	TERESA SCHIAFFINO	At Molfetta for Bari/ Ancona			Ital. Removal of propellor shaft.
	ORIETTA	Ldg.at Brindisi for Greece	uncertain		Ital. Leaking stern glands.
BATTLES.	TARVISIO	IN DOCK			
	GENISTA	At Naples	ready	May 1942	Ital. Speed reduced from 12-8k.
	CORCHESTER	At Naples	ready	May 1944	Ada.collier. Sp.reduced from 9-6½k. (
	ULISSE	At Naples	ready		Ital. Cl. & painting & false keel to
	TRITON MARIS	At Naples		Dec. 1943	Ital. Cl. & painting & draw shaft
	CAPO MELE	At Naples		Aug. 1942	Ital. Sp. reduced from 10½-6½k. & re
	PALLADE	At Naples	ready	Nov. 1944	Sp. reduced from 7½-4½k. & exam. of
	EMPIRE LORENZO	At Naples	ready		Crane ship. Hull damage
	HARPALYCUS	At Naples dschg.	23rd Dec.		Sp. reduced from 10½-7k.
	ANDREA CONTARINI	At Bastia for Naples	end Dec.	May 1944	Ital. Cleaning & painting.
	FANNY BRUNNER	At sea for Bastia	mid Jan.	Apr. 1944	Ital. Sp. reduced from 10½-7k.
	ITU	At Catania			Ital. Hull repairs.
LEGHORN.					
PALERMO.	SAITLEET	At Taranto for Palermo	17th Dec.		Sp. reduced from 13½-9k. Very foul.
For allocation to a port.	SARACENFUL	Ldg.Taranto for Greece	uncertain	Apr. 1944	Sp. reduced from 11-9k.

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POSITION	DRYDOCKING	LAST DRYDOCKED	REMARKS.	
At Taranto	ready	Nov. 1941	To re-dock for refitting repaired parts.	(MWTR BID)
At Taranto	ready	Sept. 1943	Damaged.	"
At Taranto			Italian. Alignment of shaft.	"
At Taranto			Ital. Repairs to rudder & stern post	"
At Ancona	18th Dec.		Hull damage. For examination. (Temp. repairs in hand to enable to proceed to Heel).	(PSTO BID) (MWTR BID)
FINO At Molfetta for Bari/ Ancona			Ital. Removal of propellor shaft.	
t Brindisi for Greece uncertain			Ital. Leaking stern glands.	(RASC BID)
H: DOCK			Ital. Speed reduced from 12-9k.	(MWTR BID)
At Naples	ready	May 1942	Adm.collier. Sp.reduced from 9-6½k.	(MWTR/FDO BID)
At Naples	ready	May 1944	Ital. Cl. & painting & false keel to fit	(PSTO BID)
At Naples	ready		Ital. Cl. & painting & draw shaft	(MWTR BID)
At Naples		Dec. 1943	Ital. Sp. reduced from 10½-6½k. & repairs	"
At Naples		Aug. 1942	Sp. reduced from 7½-4½k. & exam. of hull	(PSTO BID)
At Naples	ready	Nov. 1944	Crane ship. Hull damage.	"
O At Naples	ready		Sp. reduced from 10½-7k.	"
At Naples dschg.	23rd Dec.		Ital. Cleaning & painting.	"
ZINI At Bastia for Naples end Dec.		May 1944	Ital. Sp. reduced from 10½-7k.	"
R At sea for Bastia	mid Jan.	Apr. 1944	Ital. Hull repairs.	(MWTR BID)
At Catania				
At Taranto for Palermo	17th Dec.		Sp. reduced from 13½-9k. Very foul.	(PSTO BID)
Lg.Taranto for Greece uncertain		Apr. 1944	Sp. reduced from 11-9k.	(PSTO BID)

SECRET.

DOCKING PROGRAMME.

15TH DECEMBER, 1944.

CASABLANCA.

No. 1 Dock

Repairs (complete about 22nd Dec.)
SAN CLAUDIO
French Warship
ILE DE NOIRMOUTIER (2 days)

No. 2 Dock

Local Craft

GIBRALTAR.

No. 1 Dock

H.M. Ships

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

Dockyard Craft

ORAN.

No. 1 Dock

French Warship (out abt. 16th Dec.)
CANADA
EMPIRE GLORY (3/4 days)
JOHNS HOPKINS (2 weeks)
PROVIDENCE (10/15 days)

No. 2 Dock

French Warship
CAP FALCON (2 days)
LIDO (4 days)
ESPIGUETTE (2 days)
ASTRA (2 days)

No. 3 Dock

Being prepared for towing away.

ALGIERS.

No. 1 Dock

SCHLAFFINO FRERES (5 days)
GRAND QUEVILLY (2 days)
EZILDA CIRICE
CANTAKEIT (2 days)
OUSEL (2 days)

No. 2 Dock

French Warship
Local Craft
EMPIRE LASS
JENNINGS

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FERRYVILLE.

No. 1 Dock

H.M. Ships

No. 2 Dock

LE MEKONG & MEDIE II

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Repairs (complete about 22nd Dec.)
SAN CLAUDIO
French Warship
ILE DE NOIRMOUTIER (2 days)

Local Craft

G I B R A L T A R.

No. 1 Dock

H.M. Ships

No. 2 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 4 Dock

Dockyard Craft

O R A N.

No. 1 Dock

French Warship (out abt. 16th Dec.)
CANADA
EMPIRE CROWN (3/4 days)
JOHNS HOPKINS (2 weeks)
PROVIDENCE (10/15 days)

No. 2 Dock

French Warship
CAP FALCON (2 days)
LIDO (4 days)
ESPIGUETTE (2 days)
ASTRA (2 days)

No. 3 Dock

Being prepared for towing away.

A L G I E R S.

No. 1 Dock

SCHLAFTHO FRERES (5 days)
GRAND QUINTILLY (2 days)
EZILDA CHOICE
CANTAKERT (2 days)
OUSEL (2 days)

No. 2 Dock

French Warship
Local Craft
EMPIRE LASS
JENNINGS

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F E R R Y V I L L E.

No. 1 Dock

H.M. Ships

No. 2 Dock

LE MEKONG & MEDIE II

No. 4 Dock

H.M. Ship

T A R A N T O /

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T A R A N T O.

No. 1 Dock

H.M. Ships & Italian Warships
NETTUNO & H.M. Ships

No. 12 Dock

H.M. Ships
DUSE JANL

No. 10 Dock

Warship

No. 2 Dock

Italian Warship
WORCESTERSHIRE

No. 13 Dock

H.M. Ships

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi
in order of priority.

EMPIRE DAMSEL (cleaning & painting)
EMPIRE CANDIDA (cleaning & painting)
ARTEL (cleaning & painting)
NARWHAL (cleaning & painting)
MERLIN (cleaning & painting)
SEANHILL (cleaning & painting)
CERCA (cleaning & painting)
DORIEDU
ASSUNZIONE

N A P L E S.

No. 1 Dock

TARVISIO & PILO (out abt. 25th Dec.)

No. 2 Dock

CORCHESTER (2 days)
GENEPESCA (3 days)
EMPIRE LORENZO
ULISSE (3 days)
CAPO MELE (10/12 days)

No. 3 Dock

H.M. Ship
Local Craft
H.M. Ship

Floating Dock

H.M. Ships

L E G H O R N.

French Warship & tug
Local Craft (7 days)
CHRISTINE (3 weeks)

P A L E R M O.

U.S. Warships
SAMFLEET (2 days)
EMPALMOUS (if accepted) (2 days)

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No. 10 Dock

Warship

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi
in order of priority.

EMPIRE DAMSEL (cleaning & painting)
EMPIRE CANDIDA (cleaning & painting)
ANGEL (cleaning & painting)
[illegible]WAL (cleaning & painting)
[illegible]LIN (cleaning & painting)
[illegible]NGHILL (cleaning & painting)
[illegible]ENCA (cleaning & painting)
TUMEDDU
ANNUNZIONE

N A P L E S.

No. 1 Dock

TARVISIO & PILO (out abt. 25th Dec.)

No. 2 Dock

CORCHESTER (2 days)
GENEPESCA (3 days)
EMPIRE LORENZO
ULISSE (3 days)
CAPO MELE (10/12 days)

No. 3 Dock

H.M. Ship
Local Craft
H.M. Ship

Floating Dock

H.M. Ships

L E G H O R N.

French Warship & tug
Local Craft (7 days)
CHRISTINE (3 weeks)

P A L E R M O.

U.S. Warships
SAMFLEET (2 days)
EMPALMOUS (if accepted) (2 days)

M E S S I N A.

H.M. Ships

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SECRET

REPORT OF MERCHANT SHIP REPAIR POSITION
FOR MEETING AT 1600 HRS ON 15TH DECEMBER 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

GIBRALTAR - 11/12/44.

TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E 19/12	
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	E 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.
ATLANTIS (H.S.)	A) B) 10/12	Repairs to main engine valve gear.	E 13/12	
SAMOIS	A 8/12 B 10/12	Rudder post bush to re-wood.	E 13/12	

Minor repairs since 4/12/44. - No information.

MALTA. 11/12/44.

ALBERT P. RYDER (U.S.)	A) B) 2/12	Steering gear defect.	E 5/12	Completed.

THOMITOR: MONTE GRAPPA: CONSTANZA F. - Minor repairs since 4/12/44.

BONE - 12/12/44.

No major repairs reported.

BALANCELLE : BRADFORD CITY : ST. VINCENTE: MOUNT ORFORD - Minor repairs since 5/12/44.

PHILIPEVILLE & BOUGIE - Nothing to report.

AUGUSTA - 5/12/44 (Delayed report).

No major repairs reported.

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Immobilised	Commenced	In	Out	to service	Own power	In tow

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

GIBRALTAR - 11/12/44.

TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E 19/12	
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	E 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.
ATLANTIS (H.S.)	A) B) 10/12	Repairs to main engine valve gear.	E 13/12	
SAMOIS	A 8/12 B 10/12	Rudder post bush to re-wood.	E 13/12	

Minor repairs since 4/12/44 - No information.

MALTA- 11/12/44.

ALBERT P. RYDER (U.S.)	A) B) 2/12	Steering gear defect.	E 5/12	Completed.

THOMITOR: MONTE GRAPPA: CONSTANZA F. - Minor repairs since 4/12/44.

BONE - 12/12/44.

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No major repairs reported.

BALANCELLE : BRADFORD CITY : ST. VINCENTE: MOUNT ORFORD - Minor repairs since 5/12/44.

PHILIPEVILLE & BOUGIE - Nothing to report.

AUGUSTA - 5/12/44 (Delayed report).

No major repairs reported.

SAMINGOY: EMPIRE NOBLE: EMPIRE AIRMAN: ANCHIA - Minor repairs since 28/11/44.

PALERMO

Signal 11/12/44.

EMPIRE GRENADIER	Twisted rudder stock.	Est. completion date 16/12.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
BIZERTE - 12/12/44.				
AGATHA (Du.)(T)	A) B) 18/11 C 21/11	Routine D/D. Inspection boiler mountings, safety valves & tail end shaft.	D 29/11 E 11/12	Completed.
TORE JARL (Norw)	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting seaworthiness.	D 5/12 E 29/12	Work on engine & boiler defects proceeding slowly owing to French naval priorities.
BAREN-DRECHT (Du.)(T)	A 2/12 B 31/11	Temporary repairs to main motor.	E 6/12	Completed.
Minor repairs since 5/12/44 - FORTUNATA (It.): WITHRON PARK.				
TARANTO - 12/12/44.				
FORT CARIBOU	A 5/2 C 1/7 18/9 17/10	Foul at wreck at Bari & went aground, Port side of ship set inboard 6" to 1' from fwd end engine room to 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 6/7 D 12/10 3/12 E 6/12	Completed.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 25/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SFINGE	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 19/10	Repairs to rudder.	D 3/11 E 9/12	Completed.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & ~~stern~~ tube machinery repairs following near miss by mine.	D 14/10 E 15/12	Dock trials P. & S. engines to half-speed satisfactory.

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	C 21/11	valves & tail end shaft.		
TORE JARL (Norw)	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting seaworthiness.	D 5/12 E 29/12	Work on engine & boiler defects proceeding slowly owing to French naval priorities.
BAREN-DRECHT (Du.)(T)	A 2/12 B 31/11	Temporary repairs to main motor.	E 6/12	Completed.

Minor repairs since 5/12/44 - FORTUNATA (It.): WITHRON PARK.

TARANTO - 12/12/44.

FORT CARIBOU	A 5/2 C 1/7 18/9 17/10	Fouled wreck at Mari Avvent aground, port side of ship set inboard 6" to 1' from fwd end engine room port bottom set up on port side, small holes in tunnel iron in 4 places. Crack on port side at fwd end of No.5 Hold, 10' long from turn of bilge upwards, skeg broken.	D 6/7 D 12/10 3/12 E 6/12	Completed.
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 25/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SFINGE	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 19/10	Repairs to rudder.	D 3/11 E 9/12	Completed.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 E 15/12	Dock trials P. & S. engines to half-speed satisfactory.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E Ind.	Repairs delayed, awaiting repair berth. D/D requested.
PERTUSOLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 25/12	Engine & minor hull repairs to complete.
GIUSEPPE MESSINA	C 11/11	- do -	D 23/11 E 20/12	Delayed through breakdown of windlass.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd).				
NETTUNO	A 13/11 B) C) 14/11 C Ind.	Routine D/D. Port stern bush requires rewooding. Rudder pintles to renew.	D 16/11 D Ind. E 30/12	Repairing afloat as far as practicable.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 5/12 E 15/12	In hand with Admiralty.
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning & engine repairs.	E Ind.	
BRUCE JARL	A 28/11 B 30/11 C 22/12	Fractured stern frame and rudder damage.	D 27/12 E 30/12	Completion date estimate on present knowledge.
OCEAN GIPSY	A 22/11 B 30/11 C 5/12	Routine D/D etc.	D 10/12 E 12/12	Completed.
SALT CREEK (T)	A 22/11 B 27/11 C 6/12	- do -	D 11/12 E 15/12	
EMPIRE DAMSEL	A 29/11 B 3/12	Boiler cleaning; overhaul of boiler mountings; minor engine repairs.	E 20/12	
EMPIRE FAUN	A 28/11 B 30/11	Boiler cleaning and minor deck repairs.	E 15/12	
WORCESTER-SHIRE	A 11/12 B 12/12 C 14/12	Routine D/D.	D) E) 17/12	

TARANTO: TOSCANA, SAMFAITHFUL, SPERO, GOVERT FLINCK, EMPIRE RAVEN, PALEHLEH, SAMSTEEL, BERKEL, OCEAN VIGOUR, SAMLEYTE, SAMINGOY, RICHARD UPJOHN, SWITZERLAND, OCEAN TRAVELLER, EMPIRE ADUR, PRINCIPESSA, SAMSPERRIN, STANHILL, FORT STAGER, GIOVANNA — Minor repairs 3726 since 5/12/44

BARI: GUDRUN, PRINCIPESSA, THORSHOV, WM. T. HOXY, EMPIRE AIRMAN, GIOVANNA, EMPIRE BROOK, BRIGHTON, DARIEN II, ROSE E. BURNSIDE, PINZON, ANASTASIA

BRINDISI: ARGENTINA, [illegible]BURG, FORT HALL, TAKLIWA, OCEAN STRANGER

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C Ind.

WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 5/12 E 15/12	In hand with Admiralty.
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning & engine repairs.	E Ind.	
BRUCE JARL	A 28/11 B 30/11 C 22/12	Fractured stern frame and rudder damage.	D 27/12 E 30/12	Completion date estimate on present knowledge.
OCEAN GIPSY	A 22/11 B 30/11 C 5/12	Routine D/D etc.	D 10/12 E 12/12	Completed.
SALT CREEK (T)	A 22/11 B 27/11 C 6/12	- do -	D 11/12 E 15/12	
EMPIRE DAMSEL	A 29/11 B 3/12	Boiler cleaning; overhaul of boiler mountings; minor engine repairs.	E 20/12	
EMPIRE FAIN	A 28/11 B 30/11	Boiler cleaning and minor dock repairs.	E 15/12	
WORCESTER-SHIRE	A 11/12 B 12/12 C 14/12	Routine D/D.	D) E) 17/12	

TARANTO:	TOSCANA	SAMFAITHFUL	SPERO	GOVERT FLINCK	Minor repairs since 5/12/44
	EMPIRE RAVEN	PALEHLEH	SAMSTEEL	BERKEL	
	OCEAN VIGOUR	SAMLEYTE	SAMINGOY	RICHARD UPJOHN	
	SWITZERLAND	OCEAN TRAVELLER	EMPIRE ADUR	PRINCIPESSA GIOVANNA	
	SAMSPERRIN	STANHILL	FORT STAGER		
BARI:	GUDRUN	PRINCIPESSA GIOVANNA	THORSHOV	WM. T. HOXY	
	EMPIRE AIRMAN	ROSE E. BURNSIDE	EMPIRE BROOK	BRIGHTON	
	DARIEN II		PINZON	ANASTASIA	
BRINDISI:	ARGENTINA	[illegible]MBURG	FORT HALL		
	TAKLIWA	OCEAN STRANGER			
	EMPIRE USK	AVON COAST			

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ORAN - 13/12/44 (Including report for w/e 5/12/44).

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way Nos. 2 & 3 bulkheads.	D 15/11 E Dec.	Bottom of vessel badly damaged & lifted across ship. Steel work will be completed about end December.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
CRAN (Continued)				
CRACKSHOT	A 29/10 B) C)30/10	Routine D/D. Stern tube to rewood. Winch gear renewals. Extensive general repairs.	D 7/11 E Dec.	Completed.
PORT FITLLER	B 27/11 C 26/11	L.A.S.F. Stiffening of bulkheads, to proceed to permanent repair port.	D 10/12 F 16/12	
TAUTRA	A 6/11 B 7/11 C 11/11 C 23/11	Routine D/D and extensive general repairs. Tail shaft to draw for machining; stern tube to rewood.	D 17/11 D 28/11 E Dec.	Completed.
GEORGE W. McKNIGHT	B 2/12	Extensive collision damage port side and fire damage.	F 13/12	Temporary repairs to enable vessel to proceed to U.S.A. for permanent repairs.

OLIVER WOLCOTT: OCEAN VAGRANT: EMPIRE PAL - Minor repairs since 28/11/44.

JOHN EATON, JAMES MILLEDGE: ALGONQUIN, CRACKSHOT, LEONIDAS POLK, TAXIARCHIS } Minor repairs since 5/12/44.

NAPLES - 13/12/44.

PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Rewooding stern tube; hull repairs.	D 8/11 E 15/12	
SUTHERLAND	A 14/11 B) C)1/12	Change propeller. Hull damage. General D/D work. Boiler cleaning.	D) E)14/12	Hull repairs completed.
EMPIRE FAY	A) B)20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 29/11 E 10/12	Completed.
ORPHEUS	A 28/11 B 24/11	General repairs and boiler cleaning.	E 12/12	Completed.
HERMEL	A) D)26/11	Renewing 60% hold ceiling & extensive general repairs.	E 8/12	Completed.
SAMFEUGH	B 6/12 C 5/12	Rudder examination. General D/D work and repairs.	D) E)15/12	
EMPIRE		Collision damage to hull.		Awaiting D/D.

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FIDLER	C 26/11	bulkheads, to proceed to permanent repair port.	F 16/12	
TAUTRA	A 6/11 B 7/11 C 11/11 C 23/11	Routine D/D and extensive general repairs. Tail shaft to draw for machining; stern tube to rewood.	D 17/11 D 28/11 E Dec.	Completed.
GEORGE W. KNIGHT	B 2/12	Extensive collision damage port side and fire damage.	F 15/12	Temporary repairs to enable vessel to proceed to U.S.A. for permanent repairs.

OLIVER WOLCOTT: OCEAN VIXEN: EMPIRE PAL - Minor repairs since 28/11/44.

JOHN EATON, JAMES MILLEDGE: ALGONQUIN, CRACKSHOT; LEONIDAS POLK, TAXIARCHIS } Minor repairs since 5/12/44.

NAPLES - 13/12/44.

PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Rewooding stern tube; hull repairs.	D 8/11 E 15/12	
SUTHERLAND	A 14/11 B) C) 1/12	Change propeller. Hull damage. General D/D work. Boiler cleaning.	D) E) 14/12	Hull repairs completed.
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 29/11 E 10/12	Completed.
ORPHEUS	A 28/11 B 24/11	General repairs and boiler cleaning.	E 12/12	Completed.
BERKEL	A) B) 26/11	Renewing 60% hold ceiling & extensive general repairs.	E 8/12	Completed.
SAMFEUGH	B 6/12 C 5/12	Rudder examination. General D/D work and repairs.	D) E) 15/12	
EMPIRE LORENZO		Collision damage to hull.		Awaiting D/D.
CORCHESTER		Routine D/D.		- do -
CORCREST		Boiler trouble.		Returned to port. Exam'n on 14/12.

Minor repairs since 6/12/44.

VILLE D'ORAN	SAMUR	FORT LIARD	FORT CAPOT RIVER
MARY CLAIRE	ORPHEUS	CORCHESTER	SAMFEUGH
EMPIRE FAY	EMPIRE ROSEWOOD	EMPIRE MIST	DORSETSHIRE
ALRESFORD	FORT MICHIPICOTEN	FORT BRENTWICK	EMPIRE HARMONY
P.L.M.13	P.L.M.14	BERKEL	SAMAVON

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

NAPLES (Continued)

Minor repairs since 6/12/44 (Continued).

SAFFAN	FORT GASPEREAU	AIDUN
SAGUENAY	FAR	MISSISSAUGA
ARUNDEL CASTLE	EARL BELHAVEN	CITY OF WORCESTERSHIRE
SAINT PATRICK	CESPOLA	CORCREST

ALGIERS - 11/12/44

EMPIRE EMERALD — A) 30/11 B) — Boiler cleaning & repairs; machinery repairs. E 14/12 Anticipate load 14/12/44.

FORT STURGEON — A) 6/12 B) — Boiler cleaning and repairs. Emigration. E 7/12

KNOLL — A) 5/12 B) — Boiler cleaning and repairs. E 9/12

ARUNDEL CASTLE	EMPIRE CLORY	FORT STACER	Minor repairs since 4/11/44.
BARON INCHCAPE	EMPIRE TERN	FORT ANLAVIC	
CHERTSEY	FORT LENNOX	ORIENT CITY	
EMPIRE CAXTON	FORT CARLTON	FORT GASPEREAU	

MARSEILLES - 14/12/44

MONCALTA — A 25/9 B 23/9 — Suspected mine damage starb'd side No.2 Hold. F 24/12 Stiffening in progress.

COTTON VALLEY — A 4/10 B 11/10 — Mine damage. Bow section missing. F 17/12

STAR — A 8/11 B 18/11 — Renewal of bunker bulk head and saddleback plating; tank top & engine room screen bulkhead plating; other deck and engine repairs. E 28/12

EMPIRE LORENZO — A 27/11 B 28/11 — Collision damage below waterline. F 6/12 Complete.

SAMCONON	HARRINGTON	EMPIRE VALOUR	SPINDLETOP	Minor repairs since 6/12/44.
VILLE D'ORAN	ODYSSEUS	OCTANE		

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES 9/12/44.

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ARUNDEL CASTLE EARON INCHCAPE CORCREST
SAINT PATRICK CESTOLA

ALGIERS - 11/12/44.

EMPIRE EMERALD A) 30/11 B) [illegible] Boiler cleaning & repairs; E 14/12 Anticipate load 14/12/44.

FORT STURGEON A) 4/12 B) [illegible] Boiler cleaning and refrig. repairs. Emigration. E 7/12

KNOLL A) B) 5/12 Boiler cleaning and repairs. E 9/12

ARUNDEL CASTLE, BARON INCHCAPE, CHERTSEY, EMPIRE CAXTON, EMPIRE CLERK, EMPIRE TERN, FORT LENNOX, FORT CARLTON, FORT STACER, FORT ANLAVIC, ORIENT CITY, FORT GASPEREAU — Minor repairs since 4/11/44.

MARSEILLES - 14/12/44.

MONTALTA A 25/9 B 23/9 Suspected mine damage stbd'd side No. 2 Hold. F 24/12 Stiffening in progress.

COTTON VALLEY A 4/10 B 11/10 Mine damage. Bow section missing. F 17/12

STAR A 8/11 B 18/11 Renewal of bunker bulk head and saddleback plating; tank top & engine room screen bulkhead plating; other deck and engine repairs. E 28/12

EMPIRE LORENZO A 27/11 B 28/11 Collision damage below waterline. F 6/12 Complete.

SAMCONON, VILLE D'ORAN, HARRINGTON, ODYSSEUS, EMPIRE VALOUR, OCTANE, SPINDLETOP — Minor repairs since 6/12/44.

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES 9/12/44.

ALGER:

LES ISSARS B 3/11 Bottom repairs after grounding. General repairs and upkeep. E 20/25 - 12.

SCHIAFFINO FRERES B 18/11 Armament work. Upkeep work on the painting of hull. Replacement of stern tube. E 12/44.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

FRENCH REPORT (Continued)

ALGER (Cont'd)

JANINE	B 20/11	Fitting new boiler tubes. General repairs.	E 10/1/45.	
CAP EL HANK	B 11/10	General repairs.	E 1/1	
ACHEN		Painting and upkeep.		

ORAN:

CEVENNES		General repairs. Painting. Drawing of tail shaft. Replacement of one hull plate.	E 15/12	

CASABLANCA:

ILE DE NOIRMOUTIER	B 23/10	General overhaul and refitting.	To be completed in March.	

BIZERTE:

MEDIE II		New boiler tubes. General repairs and upkeep.	E 15/12	
FORT DE FRANCE		Work to prevent deterioration.		
VILLE DE TIPAZA		General repairs after refloating.		

No report received from Casablanca. No report from W.S.A. or Italian shipping.

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(5)

SECRET

Subject : C-4 (Mov & Tn) Weekly Report to MEDBO on Civil Sups

ALLIED FORCE HEADQUARTERS

C-4(Mov & Tn) 5/411/CDM

15 Dec 44

Tel: FREEDOM 832

3. CEREALS FOR FRENCH NORTH AFRICA (See Para 79)

The estimated requirements cover deliveries by the civilian authorities in N AFRICA to the French armed forces stationed there besides the civilian needs of the three territories of N AFRICA and CORSICA. There is a possibility of the French N AFRICAN import programme being increased.

34. SEED POTATOES - BALKANS (See Para 77)

Infm has been received that owing to bad weather conditions it is unlikely that the availability of seed ex UK will exceed 10,000 long tons. Demands for Jan arrival are now as follows (all in metric tons) -

PIRAEUS	2,140	
PATRAS	350	
SALONIKA	2,110	
IRAKLION	400	
MIDEAST	80	) Consigned ML HQ
SPLIT	3,387	) YUGOSLAVIA
DUBROVNIK	1,693	
	10,160	

Should the 2 latter ports not be open, tonnage will be diverted to Greek ports.

Advice has been requested as to the availability of the balance of 12,920 metric tons required.

35. SEED POTATOES - ITALY:

3736

A requisition for 3,000 tons of seed potatoes for delivery to NAPLES during Feb has been made. These seed potatoes are required for CAMPANIA area and will result in additional crop of 27,000 to 36,000 tons if received in shipments of not more than 1,000 tons every 10 days.

3. CEREALS FOR FRENCH NORTH AFRICA (See Para 79)

The estimated requirements cover deliveries by the civilian authorities in N AFRICA to the French armed forces stationed there besides the civilian needs of the three territories of N AFRICA and CORSICA. There is a possibility of the French N AFRICAN import programme being increased.

84. SEED POTATOES - BALKANS (See Para 77)

Info has been received that owing to bad weather conditions it is unlikely that the availability of seed ex UK will exceed 10,000 long tons. Demands for Jan arrival are now as follows (all in metric tons) -

PIRAEUS	2,140	
PATRAS	350	
SALONIKA	2,110	
IRAKLION	430	
MIDEAST	80	) Consigned ML HQ
SPLIT	3,387	) YUGOSLAVIA
DUBROVNIK	1,693	
	10,160	

Should the 2 latter ports not be open, tonnage will be diverted to Greek ports.

Advice has been requested as to the availability of the balance of 12,920 metric tons required.

85. SEED POTATOES - ITALY:

3736

A requisition for 3,000 tons of seed potatoes for delivery to NAPLES during Feb has been made. These seed potatoes are required for CAMPANIA area and will result in additional crop of 27,000 to 36,000 tons if received in shipments of not more than 1,000 tons every 10 days.

86. CEREALS - BALKANS (See Para 88)

It has been agreed by AGWAR that approx 50,000 tons wheat ex AUSSL shall be accepted for YUGOSLAVIA and that requirements from CCAC shall be reduced accordingly when the Black Sea is opened.

Contd / Sheet 2

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97. CIVIL SUPS - BALKANS:

(a) Jan and Feb Civil Subsistence Requirements for delivery to BALKAN ports in Feb is given below -

CONSIGNEE	PORT	Fats	Canned Fish	Total Long Tons Net	Meas Tons	To be loaded
S & P Depot MLHQ (GREECE)	SALONIKA.	324	1,282	1,406	2,277	In 1 ship with other Feb requirements
" " " "	PIRAEUS	462	1,138	1,600	2,534	
MLHQ (YUGOSLAVIA)	SALONIKA.	256	-	256	318	
" "	SPLIT	68	68	[illegible]	199	In 1 ship with other Feb requirements
" "	SUSAK/ FIUME	1,814	252	2,066	2,615	
" "	DUBROVNIK	158	138	296	420	
S & P Depot MLHQ (GREECE)	PREVEZA	-	524	524	911	

(b) Procurement responsibility for bagged wheat for Feb arrival has been allocated to N AFRICA for shipment to ports as shown below -

CONSIGNEE	PORT	Long Tons Net	Measurement Tons
S & P Depot MLHQ (GREECE)	PIRAEUS	18,431	25,619
"	SALONIKA	16,435	22,844
"	PREVEZA	9,549	13,273
"	KHIOS	3,074	4,272
"	HERAKLION	3,724	5,176

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CONSIGNEE	PORT	Fats	Canned Fish	Total Long Tons Net	Meas Tons	To be loaded
S & P Depot MLHQ (GREECE)	SALONIKA	324	1,082	1,406	2,277	In 1 ship with other Feb requirements
" " " " "	PIRAEUS	462	1,138	1,600	2,534	
MLHQ (YUGOSLAVIA)	SALONIKA	256	-	256	318	
" "	SPLIT	68	68	[illegible]	199	In 1 ship with other Feb requirements
" "	SUSAK/ RIJEKA	1,814	252	2,066	2,615	
" "	DUBROVNIK	158	138	296	429	
S & P Depot MLHQ (GREECE)	PREVEZA	-	524	524	911	

(b) Procurement responsibility for bagged wheat for Feb arrival has been allocated to NAMERICA for shipment to ports as shown below -

CONSIGNEE	PORT	Long Tons Net	Measurement Tons
S & P Depot MLHQ (GREECE)	PIRAEUS	10,431	25,619
"	SALONIKA	16,435	22,044
"	PREVEZA	9,549	13,275
"	KHIOS	3,074	4,272
"	HERAKLION	3,724	5,176
MLHQ (YUGOSLAVIA)	SALONIKA	5,510	7,658
"	SUSAK/RIJEKA	33,454	46,501
"	SPLIT	7,379	10,256
"	DUBROVNIK	15,251	21,198
MLHQ (ALBANIA)	DURAZZO	4,378	6,805
	TOTAL =	117,185	163,632

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(5A)

88. RELIEF SUPS FOR YUGOSLAVIA:

Advice has been received that 5,000 tons of relief goods have been collected in CANADA and NEW YORK for distribution in YUGOSLAVIA and no difficulty is envisaged regarding the acceptance and distribution of these goods, whether loaded in a YUGOSLAV vessel or not.

It is presumed that these supplies will be in diminution of supplies of a similar nature not yet shipped and where duplication arises through shipments already made, the excess will be held in MIDEAST at the discretion of S.CMED.

89. CURRENT CEREAL SHIPS - ITALY:

Statement is att at Appx 'L'

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

MEG/SC

DISTRIBUTION:

As for MEDBO Minutes PLUS -

UNDER SECRETARY OF STATE (WAR OFFICE), LONDON (attn DF MOV 9(M)9)	(2) BY AIR
G-5, AFHQ	(2)
Hq MOV AAI	(3)
GHQ, MEF	(2)
Hq AC MAIN	
DQMG (MOV & TN)	
MOV 1	

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been collected in CAIRO and NEW YORK for distribution in [illegible] no difficulty is envisaged regarding the acceptance and distribution of these goods, whether loaded in a YUGOSLAV vessel or not.

It is presumed that these supplies will be in diminution of supplies of a similar nature not yet shipped and where duplication arises through shipments already made, the excess will be held in MIDEAST at the discretion of SACMED.

89. CURRENT GENERAL SALES - ITALY:

Statement is att at Appx 'L'

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

MEQ/SO

DISTRIBUTION:

As for MEDEC Minutes PLUS -

UNDER SECRETARY OF STATE (WAR OFFICE), LONDON (attn DE MOV Q(M)3)	(2) BY AIR
G-5, AFHQ	(2)
HQ MOV AAI	(3)
CHQ, MEF	(2)
HQ AC MAIN	
DQMG (MOV & TN)	
MCV 1	

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CEREAL SHIPS -, ITALY, SICILY & SARDINIA - POSN AT 15 DEC:

SHIP	Draft	Bulk Wheat	Bag Wheat	Bag Barley	CONVOY	FROM	DUE	PALERMO/ CATANIA	NAP-LES	CAST-ELLAM MARE	BRIN-DISI	CIVIT AVECC HIA	LEG-HORN	CAG-LIARI	REGGIO/ CROTONE	AN CY
PEDRO MENENDEZ	27' 7"		8393(F)		UGS 60	USA	3 Dec		8383							
BOSKOOP	25' 6"		7468(F)		Ready ALEX 22 Nov	AUST-RALIA	9 "						7468			
THEODORIC BLAND			297(F)		UGS 59	USA	10 "						297			
LOUIS JOLIET	28' 0"	7393	1418		UGS 59	USA	13 "		8811							
FORT DESAUSSEJOUR			7462		Ready ALEX 23 Nov	ME	14 "	7462(PALERMO)								
TONLAN	23' 2" 24' 2"	Form Aft		7468		IRAQ	14 "	6212(CATANIA)								
ALEXANDER RAMSEY	28' 2"		7764		UGS 59	USA	15 "					4202				
AUGUSTINE STAHL			3500(F)		Ready ALEX 26 Nov	AUST-RALIA	18 "						3500			
SIDNEY WRIGHT	29' 5"		8300		UGS 62	USA	23 "								8300	
ARMTWEED	27' 9"		8201		UGS 62	"	23 "	8201								
HC COSTELLO	27' 4"		8231(F)		UGS 62	"	23 "		8231							
NORMA	25' 5"		6137(F)		UGS 62	"	23 "				6137					
DELHI	23' 6"	8300			UGS 62	"	26 "			8300						
WM LEAVITT	27' 7"	8300			UGS 62	"	30 "			8300						

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SARDINIA - POSN AT 15 DEC:

APPENDIX 'A' SECRET

at	Bag Barley	CONVOY	FROM	DUE	PALERMO/ CATANIA	NAPLES	CASTELLAMMARE	ORLI-DISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	REGGIO/ CROTONE	ANCONA	REMARKS
5(F)		UGS 60	USA	3 Dec		8383								Now discharging
3(F)		Ready ALEX 22 Nov	AUST-RALIA	9 "						7468				Awaiting berth at LEGHORN
7(W)		UGS 59	USA	10 "						297				Also carries 2901 tons misc Civil Sups -now discharging
5		UGS 61	USA	13 "		8311								Arrd NAPLES 13 Dec
2		Ready ALEX 23 Nov	MS	14 "	7462(PALERMO)									Completed REGGIO discharge
	7468		HMAS	14 "	8212(CATANIA)									Dischd 1256 tons at CASTELLAMMARE
4		UGS 59	USA	15 "					4202					Dischd 3562 tons at NAPLES - now discha
2(F)		Ready ALEX 26 Nov	AUST-RALIA	18 "						3566				Transhipped in MB Dischg Army Stores NAPLES
0		UGS 62	USA	25 "								3000		
1		UGS 62	"	23 "	8231									
1(F)		UGS 62	"	23 "		8231								Also carries 38 vehs
7(F)		UGS 62	"	23 "				8137						" " " "
		UGS 62	"	26 "			8000							Call GIB to disch lumber
		UGS 62	"	30 "			8300							6 Locos, 4 Tenders & MT on deck. Proceeds S FRANCE to disch 4 Locos & 4 Tenders thence MALTA and CASTELLAMMARE

Contd / Sheet 2.

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CEREAL SHIPS - ITALY, SICILY & SARDINIA - POSN AT 15 DEC: (Contd) -5- AP

SHIP	Draft	Bulk Wheat	Bag Wheat	Bag Barley	CONVOY	FROM	DUE	PALERMO/ CATANIA	NAPLES	CASTELLAMMARE	BRINDISI	BARI	LEGHORN	CAGLIARI	REGGIO CROTONE
SCAGERAK			7598		Due ADEN 14 Dec	AUSTRALIA						7598			
BARTHOLOMEW COSNOLD	26' 0"		755		UGS 62	USA	23 Dec		755						
PEREGRINE WHITE	26' 0"		755		UGS 62	"	23 "		755						
SAMUEL T DARLING	26' 8"		1279		UGS 62	"	23 "		1279						
RUFUS E FOSTER	27' 0"		1278		UGS 62	"	23 "		1278						
EX PEDEN	28' 0"		4200		UGS 63	"	31 "								
FORT MINGAN			8000		UGS 63	"	3 Jan								
EMPIRE CORDELY	24' 6"		8000		UGS 63	"	3 "								
RAYMOND V INGERSOLL	25' 0"		500		UGS 63	"	3 "		500						
PORT ALEXANDRIA	26' 2"		4150		UGS 63	"	4 "								
MARSDALE				6000	Maint Period 27 Dec - 5 Jan	DUAQ									
Nominee			8000		Period 6 - 15 Jan	ME									

(F) = Flour

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ITLY & SARDINIA - ECSN AT 15 DEC: (Contd)

Bag Wheat	Bag Barley	CONVOY	FROM	DUE	PALERMO/CATANIA	NAPLES	CASTELLAMMARE	BRINDISI	BARI	LEGHORN	CAGLIARI	REGGIO/CROTONE	ANCONA	REMARKS
7598		Dep ADEN 14 Dec	AUSTRALIA						7598					
755		UGS 62	USA	23 Dec		755								
755		UGS 62	"	23 "		755								
1270		UGS 62	"	23 "		1270								
1278		UGS 62	"	23 "		1270								
4200		UGS 63	"	31 "										For MALTA. Also carries Army Stores for 1st disch ALGIERS
8300		UGS 63	"	3 Jan										At present routed to GIBRALTAR for orders
8300		UGS 63	"	3 "										
505		UGS 63	"	3 "		500								
4150		UGS 63	"	4 "										Disch a/craft & vehs at CASABLANCA thence MALTA to complete
	8000	Convoy Period 27 Dec - 5 Jan	USA											
8000		Period 6 - 15 Jan	ME											

(5T)

SECRET

MEDBO TONNAGE ALLOCATION SUB-COMMITTEE

Minutes of

9th meeting held on 13th December 1944.

Chairman : Major C.F. Russell

Present :

Lt.-Cdr. G.B. Sturt, RNVR	P.S.T.O. representative
Lt. J.H. Munn, RNVR	"
Col. J.T. Danaher, U.S.Army	Tn (A)
Lt.-Col. G. Ackerley	A.Q.M.G. (M).
Maj. J.K. Lusty	RASC Water Tpt Office.
Capt. G. Sweet	G-4(Mov & Tn).
Capt. C.W.F. Dusbottes	"
J. Comd. L.E.C. Morris	"
Mr. R. Nicol.	W.S.A.
Mr. R.D. Heard	Rep M.W.T.R.
Mr. W. Williams	" (Schooner Control)
Miss A.N. Simon	Secretary.

1. MINUTES OF PREVIOUS MEETING.

(a) Salt ex SARDINIA.

Chairman stated all outstanding bids had been cancelled and that shipping had been allocated to move the 3000 tons bid in the previous period.

(b) Phosphate Rock.

15,000 tons had been accepted at the P.O.M. Meeting for movement during the previous period and shipping had been allocated. Rep G-4(Mov & Tn) stated that any balance then remaining could be considered as cancelled.

In reply to an enquiry from the Chairman Mr. Heard stated two vessels had now been allocated to replace "GAETA" now employed on the Sardinian coal programme.

In order to provide better opportunities for the movement of phosphate rock the possibility of obtaining further cargoes from BONE was under investigation by M.W.T.R.

2. PROGRAMME FOR PERIOD 6TH - 15TH JANUARY.

Chairman stated that as no further tonnages were at present being set up for Balkan Relief the overall tonnage bid for this period was considerably less than for previous periods. After examination

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Chairman : Major C.F. Russell

Present :	Lt.-Cdr. G.B. Sturt, RNVR	P.S.T.O. representative
	Lt. J.H. Munn, RNVR	"
	Col. J.T. Danaher, U.S.Army	Tn (A)
	Lt.-Col. G. Ackarley	A.Q.M.G. (M).
	Maj. J.K. Lusty	MEDBC Water Tpt Office.
	Capt. G. Sweet	G-4(Mov & Tn).
	Capt. C.M.F. Desbottes	"
	Lt. Cmd. L.E.C. Morris	"
	Mr. R. Nicol.	W.S.A.
	Mr. N.D. Heard	Rep M.W.T.R.
	Mr. W. Williams	" (Schooner Control)
	Miss A.M. Simon	Secretary.

1. MINUTES OF PREVIOUS MEETING.

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In order to provide better opportunities for the movement of phosphate rock the possibility of obtaining further cargoes from BONE was under investigation by M.W.T.R.

2. PROGRAMME FOR PERIOD 6TH - 15TH JANUARY.

Chairman stated that as no further tonnages were at present being set up for Balkan Relief the overall tonnage bid for this period was considerably less than for previous periods. After examination of the programme the Committee concluded that shipping would be available to meet all demands.

3. NON-AVAILABILITY OF CARGOES. 3733

Mr. Heard referred to further cases of vessels having been positioned for A.C. cargo which was not forthcoming. He stated that 10 schooners had been allocated by the MEDBC Schooner Control Committee to A.C. traffic and as a result of the non-availability of cargo a valuable lift had been wasted.

Chairman requested Mr. Heard to take up this matter strongly with A.C. through M.W.T. channels.

The matter of the TUNISINO and OUSEL had already been referred to A.C. by G-4(Mov & Tn).

/Contd.... para 4....

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4. MISCELLANEOUS

(a) 1200 tons P.O.L. NAPLES/GIBRALTAR

G-4(Mov & Tn) undertook to investigate whether this could not be provided from N. AFRICA.

(b) Cattle and Sheep - CAGLIARI (SARDINIA) to CIVITAVECCHIA.

G-4(Mov & Tn) to obtain further particulars as to date of readiness and possibility of shipment from other Sardinian ports. Chairman stated it was unlikely shipping could be immediately provided and that in the light of past experience it should not be positioned until an assurance had been given that cargo would be available at the port of loading on the arrival of any shipping.

(c) Additional bid on US A/C 400 tons Cement - CIVITAVECCHIA to LEGHORN

It was agreed that this should be lifted by schooners.

(d) 500 tons Cement MESSINA to BASTIA.

This bid was outstanding from the previous period. Chairman requested G-4(Mov & Tn) to investigate the possibility of provision from another source.

(e) Emergency Demand for Civil Relief to CORSICA.

Lt.-Cdr Sturt reported the allocation of 3 coasters to meet an emergency demand for movement of 4,000 tons flour on civil account from S. FRANCE to CORSICA.

(f) Timber from CROTONE to NAPLES.

Capt. Desbottes pointed out that as a result of operational diversions 1500 tons of timber bid for the previous period had not been covered. Chairman requested P.S.T.O. Med to investigate with G-4(Mov & Tn) as the shipment was one of some urgency.

C.F. RUSSELL, Major,
Chairman.

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(5 v)

SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 47

SUMMARY OF MAINTENANCE TONNAGES BED FOR PERIOD 6 - 15 JAN 43

TO		FROM												
		MIDL/ST	ALGIERS	ORAN	BONE	HMEL	NAPLES	MALTA	SICILY	SARDINIA	CORSICA	S. FRANCE	STA
MIDDLE EAST	BR		117			102	170½	20					
"	USA			50		(C)75	50						
MALTA	BR		12			3	19						
N. AFRICA	BR	300				(B)165	62	10	20	50			
"	USA					50	(A)195						
SICILY	BR		1				91			3450			220
CORSICA	BR		2				1						
"	USA						113						
SARDINIA	BR		4										70
ANCONA	USA						3500						
"	BR	2217	60		17	8257	2340		700				
LEGHORN	USA			1055							835		
"	BR						2831						
ELBOW	USA			7936							1214	100	
"	BR	12106	2640		20			5	2410	10500	162		130
HMEL	BR	10239	3094	25	108			20		3500			
"	USA			270							2100		
S. FRANCE	BR	6055	26										
"	USA			3880		50	2316				660		
CASABLANCA	USA			5									
GIBRALTAR	USA						1200						
TOTALS =		30947	5957	13156½	175	8682	13236½	55	3130	17500	5001	100	420

GRAND TOTAL

(A) incl 20 tons to TUNIS
(B) " 19 " " "
(C) " 25 " " HMEL

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SECRET

OF MOVEMENTS MEETING NO. 47

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 6 - 15 JAN 45

	FROM															
TO:	ALGIERS	ORAN	BONE	HMEL	NAPLES	MALTA	SICILY	SARDINIA	CORSICA	S. FRANCE	MARSEILLES	LEGHORN	CROTONE	CASABLANCA	TOTAL
EAST											65				109½
	117			102	170½	20					43				175
		50		(C) 75	50										35
	1			3	19										607
300				(D) 165	62	10	20	50				1112			1657
				50	(E) 495										5742
					91			3450			2200				3
	1				1										356
	2				113							243			704
											700				3509
	4				3500										15131
217	60		47	8257	2340		700						1500		1090
		1055								835					2881
					2881										9280
		7936								1244	100				29303
106	2640		20			5	2410	10500		162		1300			1696½
239	3094	25	103			20		3500							2330
		230								2100					6081
505	26														7884
		3830		50	2316					660		475			5
		5													1200
					1200										
947	5957	13158½	175	8682	13238½	55	3130	17500		5001	100	4200	1830	1500	160	

GRAND TOTAL BID FOR SHIPMENT = 105634

Incl 20 tons to TRIES
" 15 " " "
" 25 " " ITALY

(5L)

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

17th December 1944.

To: Chairman, Medbo.

Weekly Report No. 35.

ITEM 43. TANAC and TUSA tugs.

Reference item 41. At the lighterage meeting 28 November it was agreed that 6 tugs would be required at GENOA, and these would be provided from the pool at TARANTO.

Two Tanac tugs have been allocated for use in SALONIKA.

ITEM 44. STURDY TUGS.

Mid East have agreed to release two Sturdy's in exchange for the Tanacs sent to GREECE. These small tugs should be useful. Details are:-

Length 55'0" O.A. (50'-9"B.P.)
Breadth moulded 12'0"
Depth 5'1½"

Tonnage:- Approx. 30 Tons Displacement at
4'0" draft.

The engine is a caterpillar D 13.000 Diesel 4 stroke.
Built in 1942. BHP is 100 at 900 RPM.

ITEM 45. DESIGNATION OF TANAC TUGS.

In order to readily distinguish the two types of engines in Tanac tugs it has been agreed to add F for Fairbanks-Morse and V for Vivian to the designation. Thus in future the tugs will be known as i.e. TANAC-F-10 and TANAC-V-35.

Director of Harbor Craft.

3281

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

To: Chairman, Medco.

Weekly Report No. 35.

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Director of Harbor Craft.

3781

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

2331

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

(-24)

SUMMARY OF TANKER POSITION IN WESTERN MEDITERRANEAN THEATRE
AS AT 12.00 HOURS DECEMBER 10th, 1944.

	CLEAN		DIRTY		
	No. of Vessels	Cargo Cap. barrels	No. of Vessels	Cargo Cap. barrels	No. of
A. ON OCEAN SERVICE					
1. With Cargo	9	907,000	3	219,000	
2. In Ballast	10	1,010,000	3	150,000	
3. Dry-Dock or Repair	-	- -	-	- -	
B. ON COASTAL SERVICE (incl. shuttle and lightening but excluding C.D.E.)					
1. Working	18	452,000	-	- -	
2. Dry-Dock or Repair	11	112,000	6	288,000	
C. WATER CARRIERS	24	163,000	-	- -	
D. HARBOUR FUELLERS	3 (+)	72,000	12	344,000	
E. ON OPERATIONAL SERVICE (incl. E.F.A.)	8	166,000	2	97,000	

(+) = 1 Vessel (RONDINE cap. 68,000 bbls.) used as Floating Stor

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Declassified
Navy Department Section

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SECRET

SUMMARY OF TANKER POSITION IN WESTERN MEDITERRANEAN THEATRE
AS AT 12.00 HOURS DECEMBER 16th 1944

CLEAN		DIRTY		TOTAL	
No. of Vessels	Cargo Cap. barrels	No. of Vessels	Cargo Cap. barrels	No. of Vessels	Cargo Cap. barrels
9	907,000	3	219,000	12	1,126,000
10	1,010,000	3	150,000	13	1,160,000
-	- -	-	- -	-	- -
18	452,000	-	- -	18	452,000
11	112,000	6	288,000	17	490,000
24	163,000	-	- -	24	163,000
3 (+)	72,000	12	344,000	15	416,000
8	166,000	2	97,000	10	263,000

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

SECRET

1 Chairman reported that this vessel had duly proceeded to the Middle East.

(52)

SECRET

NORTH AFRICAN PORTS - SUB-COMMITTEE

(Mediterranean Shipping Board)

No. 16. MINUTES OF MEETING HELD AT 1100 HOURS, 4th. DECEMBER 1944.

Present :-

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

Comdr. T.K.Garrard RNR	(SSTO)	Lt.Col.Triffitt	(Tn.Br.)
Lt. R.W.Calcutt RNVR	(STO)	Major H.C.Stebbens	(DAQMG (I))
Lt. R.Bradley USNR	(Pet.Sec.)	Major F.O.Wade	(DADL Civil)
Mr. R.A.Macdonnell	(WSA.NA.)	Capt. W.P.Addison	(Tn.Am.)
Capt. Kalloch	(WSA.NA.)	Capt. Hutchings	(Tn.Br.)
		Mrs. E.M.Bertrand	(Acting Sec.)

Action

Mr. Macdonnell advised the Committee that he was due shortly to return to the U.S. and introduced Captain Kalloch who will in future be representing War Shipping Administration at NAPSCO Meetings. While regretting the departure of Mr.Macdonnell, the Chairman expressed the pleasure of the Committee in welcoming Captain Kalloch.

Lt.Col. Triffitt mentioned that he would soon be leaving the area and would be replaced by Captain Hutchings, who was likewise welcomed by the Committee.

The Minutes of Meeting No.15 of November 27th. were reviewed.

No. 93. GERMAN HOSPITAL SHIP.

Reverting to Min.84, the Chairman advised that a reply had been received, with a certain delay owing to incorrect address, from F.O.W.A. with regard

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

The Chairman reported that this vessel had duly proceeded to the Middle East.

(52)

SECRET

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Reverting to Min.84, the Chairman advised that a reply had been received, with a certain delay owing to incorrect address, from [illegible] with regard

2749

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SECRET

NORTH AFRICA PORTS SUB-COMMITTEE

(Mediterranean Shipping Board)

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Present :-

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

Comdr. T.K.Garrard RNR	(SSTO)	Lt.Col.Triffitt	(Tn.Br.)
Lt. R.W.Calcutt RNVR	(STO)	Major H.C.Stebbens	(DAQMG (M))
Lt. R.Bradley USNR	(Pet.Sec.)	Major F.C.Wade	(DADL Civil)
Mr. P.A.Macdonnell	(WSA.NA.)	Capt. W.P.Addison	(Tn.Am.)
Capt. Kalloch	(WSA.NA.)	Capt. Hutchings	(Tn.Br.)
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The Minutes of Meeting No.15 of November 27th. were reviewed.

No. 93. GERMAN HOSPITAL SHIP.

Reverting to Min.84, the Chairman advised that a reply had been received, with a certain delay owing to incorrect address, from F.H.W.S. with regard to this vessel, to the effect that the status of the "GRADISCA" depended on whether she was to be considered as "detained" within the meaning of the Convention.

9729

No. 94. NORTH AFRICAN CEREALS PROGRAMME.

The Chairman advised that the "HOPERANGE", which had been delayed at the Azores, had now proceeded on her way, and should not be far behind the convoy. He also confirmed that the "FORT ASPIN", "SIBLEY PARK" and "LA SALLE PARK" were in UGS 62, and that NAJEH were contacting the French with regard to destinations required.

No. 95. TURNROUND OF VESSELS.

Comdr. Garrard brought up the question of the present unsatisfactory rate of discharge of colliers, and advised that the matter was being taken up in detail through the Port Committees. He also cited the case of the "FORT GASPEREAU" which arrived at Algiers at 0830 on November 27 [illegible]

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No. 97. "HARPIST DUMAS".

Mr. Macdonnell advised that this vessel, after discharge at Tunis/Bizerta, was due at Algiers to load for Marseilles via Oran, and agreed to advise Major Stebbens what space might be available.

Mr. Macdonnell.

No. 98. "HERON II".

Cdr. Gerrard advised that this vessel had sailed with Naval Stores as scheduled.

No. 99. BUNKERING REQUIREMENTS AT ORAN.

Lt. Bradley reported that many ships were arriving at Oran requiring bunkers, causing congestion and loss of time, whereas these requirements might be easily obtained at base ports of origin. The Chairman said that since convoys were formed at Oran the difficulty was understandable, but as the position had been pointed out to Ref. Sec., the various ports would probably be asked to bunker vessels whenever destinations are known.

No. 100. SAILING ORDERS FOR FRENCH VESSELS.

Major Stebbens emphasised the difficulties which are being experienced with personnel details owing to lack of information with regard to sailing times for French vessels. He cited the case of "H.M.S. LURCHER" and the "CANADA" - as regards this latter, no information whatever had been received as to personnel to be embarked. Lt. Calcutt advised that at the N.C.W.R. Meetings he might be able to watch the question. Cdr. Gerrard agreed to enquire into this and advise if anything could be done to improve the present procedure.

Cdr. Gerrard

No. 101. P.S. PLANKINGS.

Major Stebbens reported that various quantities of planking were to be stockpiled for eventual shipment, one of the ports suggested being Djidjelli, where there would eventually be great difficulty in loading and transport. Major Stebbens was requested to get further information from the P.A.F. as to the actual location of the planking and whether it was all in bundles.

Major Stebbens

No. 102. PORT WAREHOUSE ACCOMMODATION.

Lt. Col. Triffitt referred to the necessity of limiting the transportation area as soon as possible, owing to the lack of sufficient military guards. Cdr. Gerrard reported that it had already been agreed to give up Quai Bordeaux, but Lt. Col. Triffitt stated that it was proposed to make still further restrictions, even going so far as to close all except the Grand Mole area, leaving the rest of the port under French Police Control. It was agreed that the recommendations of the Port Committee should be considered by this body on the return of Lt. Col.

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

No. 98. "LEVEE II".

Cmdr. Gerrard advised that this vessel had sailed with Naval Stores as scheduled.

No. 99. UNLOADING REQUIREMENTS AT ORAN.

Lt. Bradley reported that many ships were arriving at Oran requiring bunkers, causing congestion and loss of time, therein these requirements might be easily fulfilled at some ports of origin. The Chairman said that since convoys were formed at Oran the difficulty was understandable, but as the position had been pointed out to Sec., the various ports would probably be asked to bunker vessels wherever restrictions are known.

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Cmdr. Gerrard

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No. 103. LABOUR SITUATION.

Major Wade raised the question of the shortage of labour in the port for coal manipulation, frequently leading to delay in the turnround of colliers. A.F.H.Q. do not favour calls being made on military labour at this juncture, and it is considered indviseable to call upon the French Government. The Chairman said that discharge was largely in the hands of the French Contractors and that a part solution might be found in the institution of scale discharge. Major Wade reported that as an added inducement, an extra ration of bread to regular gangs was going to be offered, and suggested that this question, together with that of releasing Crane Drivers, should be taken up with the French Local Government. In the meantime, the Chairman agreed to discuss the matter of civilian labour with Mr. Scriven and report later.

Mr. Henderson.

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No. 105. "FORTUNATA".

In answer to Mr. Macdonnell's question re the French crew of this vessel (at present at Bizerta), to be relieved by an Italian crew, the Chairman reported that the Italian Liaison Officer was getting the men together and that all necessary arrangements would be made to carry out the transfer without hitch.

The Next Meeting of the Committee will be held at 1100 Hours on Monday, 11th. December 1944.

2340

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

MEDBO SHIPPING DIVISION

DATE:- 11TH DECE

SECRET

N. AFRICA, SICILY, GREEK PORTS DATE.

"OCEAN GOING" Store Ships	CASA.	ORAN	ALGIERS	DOUZ	SYRACUSE CATANIA	PALERMO	GREEK PORTS
A. No. of vessels waiting to discharge.	NIL	2	NIL	NIL	NIL	NIL	3
B. No. of vessels discharging.	NIL	6	4	1	NIL	1	10
C. No. of vessels empty awaiting convoy or orders.	1	15	1	NIL	NIL	NIL	1
D. No. of vessels waiting to load.	NIL	2	NIL	NIL	NIL	NIL	NIL
E. No. of vessels loading.	1	11	3	2	2	NIL	NIL
F. No. of vessels loaded awaiting convoy or orders.	2	2	NIL	NIL	NIL	NIL	NIL
TOTAL	4	38	8	3	2	1	14

NASAB 693 despatched accordingly.

2341

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

MEDBO SHIPPING DIV[illegible]. :- 11TH DECEMBER, 1944.

N. AFRICA, SICILY, GREEK PORTS T/TE.

"ING" Store Ships	CASA.	ORAN	ALGIERS	BONE	SYRACUSE CATANIA	PALERMO	GREEK PORTS	TOTAL
ssels waiting to c.	NIL	2	NIL	NIL	NIL	NIL	3	5
ssels discharging.	NIL	6	4	1	NIL	1	10	22
ssels empty awaiting r orders.	1	15	1	NIL	NIL	NIL	1	18
ssels waiting to	NIL	2	NIL	NIL	NIL	NIL	NIL	2
ssels loading.	1	11	3	2	2	NIL	NIL	19
ssels loaded awaiting r orders.	2	2	NIL	NIL	NIL	NIL	NIL	4
TOTAL	4	38	8	3	2	1	14	70

NASAB 693 despatched accordingly.

2347

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

S E C R E T.

MEDDO SHIPPING DIVERSIONS ROOM.

ITALIAN AND SOUTH FRANCE PORT STATE.

DATE:- 11TH DECE

"OCEAN GOING" Store Ships	LEGHORN	NAPLES	TARANTO	BRINDISI	BARI	ANCONA	SO
A. No. of vessels waiting to discharge.	1	2	5	1	NIL	1	
B. No. of vessels discharging.	17	25	11	5	10	4	
C. No. of vessels empty awaiting convoy or orders.	1	1	2	NIL	1	NIL	
D. No. of vessels waiting to load.	NIL	1	NIL	NIL	NIL	NIL	
E. No. of vessels loading.	1	4	1	NIL	1	NIL	
F. No. of vessels loaded awaiting convoy or orders.	NIL	10	NIL	1	NIL	NIL	
TOTAL	20	43	19	7	12	5	

NASAF 693 despatched accordingly.

2343

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

MEDIO SHIPPING DIVERSIONS ROOM. DATE:- 11TH DECEMBER, 1944.

ITALIAN AND SOUTH FRANCE PORT STATE.

"GOING" Store Ships	LEGHORN	NAPLES	TARANTO	BRINDISI	BARI	ANCONA	SOUTHERN FRANCE	TOTAL
Vessels waiting to .	1	2	5	1	NIL	1	2	12
Vessels discharging.	17	25	11	5	10	4	24	96
Vessels empty awaiting orders.	1	1	2	NIL	1	NIL	3	8
Vessels waiting to	NIL	1	NIL	NIL	NIL	NIL	NIL	
Vessels loading.	1	4	1	NIL	1	NIL	NIL	7
Vessels loaded awaiting orders.	NIL	10	NIL	1	NIL	NIL	NIL	1
TOTAL	20	43	19	7	12	5	29	15

NLS/D 693 despatched accordingly.

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MEDITERRANEAN THEATRE — SECRET

MINUTES OF MEETING No./, held at H.Q., 3 CCRES, at 1500 hours on the 6th December, 1944.

PRESENT:

Mr.F.E.G.Pretham.	Chairman.	S.E.A.C.T.F.
Cdr.A.F.Simpson, R.N.V.R.		F.A.S.T.O. Greece
Capt.A.A.Sachs, R.N.R.	"	M.M.H. & Mercantile Marine
Col.H.J.Davidson	"	Col.'Q'
Col.C.W.Mehaffey	"	C.E.
Major K.M.Cramer	"	A.D.Greece
Lt.....Beauville	"	H.Q.A.
C ...dington	"	Pol.Sec.
Mr.K.F.Miller	Secretary	

MINUTES OF MEETING No.6 were agreed.

TUGS FOR SALONIKA. Chairman reported a signal had been received in respect of the 2 Tango Tugs that had been allocated from the Gulf and were to be shipped direct and offloaded there by the crane ship "ICELAND". The signal stated that the "ICELAND" was not suitable to discharge the tugs and requested information as to the practicability of them being offloaded at Piraeus, with the 100 ton crane, and then allowed to proceed to Salonika under their own power. It was decided that this could be arranged and an agreed signal should be sent confirming this.

Col.Davidson

TANKERS AND WATER BOATS. A signal had been received by S.E.A.C.Greece from C.in C.Med. requesting a report as to whether any tankers and waterboats suitable for inter-Mediterranean service had been found in Greek waters. Chairman remarked that no confirmation had yet been received respecting the presence of an enemy vessel - believed to be a Hungarian tanker - in the Piraeus area, which was reported at a previous meeting. It was agreed that Capt.Sachs and Captain Simpson should pursue the matter further and obtain the required information.

Capt.Sachs
Capt.Simpson

FINNISH VESSEL "EGE". It was reported that this vessel had been replaced by the s.s."KOMA" and after a short discussion it was agreed that under the circumstances prevailing a signal should be sent to endeavour to stop her sailing as it was not possible to escort the latter tonnage at the present time.

Col.Davidson

SALVAGE AND COMPLETING OF VESSELS IN PIRAEUS etc.. Chairman stated he had passed to S.E.A.C.Greece the plans of a small triple screw vessel nearing completion and a report on two craft which were lying unfinished at Perama, and was advised by S.E.A.C.Greece that the Greek G.H.Q. had appointed a Senior Officer to enquire into the question of putting all such vessels into service.

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Capt.A.A.Dobbs. R.N.R.	Sec.	R.N.R. & Mercantile Marine
Col.H.J.Davidson	-	Col. 'Q'
Col.C.W.Hamilton	-	A.D.
Major R.H.Cooper	Army	A.D.Greece
Mr.....Scantlebury	Navy	A.A.
C [illegible]	-	Pol.Sec.
Mr.R.E.W.Barr	Secretary	

MINUTES OF MEETING No.6 were agreed.

TUGS FOR SALONIKA. Chairman reported a signal had been received in respect of the 2 Twin-c Tugs that had been allocation from the Suez Can were to be shipped direct and offloaded there by the steamer MV. "Dollard". The signal stated that the "ICELAND" was not suitable to discharge her cargo and requested information as to the practicability of them being off-loaded alongside with the 10% ton crane, and then allowed to proceed to Salonika under their own power. It was decided that this could be arranged and an appropriate signal should be sent confirming this.

Col.Davidson

TANKERS AND WATER BOATS. A signal has been received by S.B.N.O.Greece from C.in C.Med. requesting a report as to whether any tankers and waterboats suitable for inter-Mediterranean service have been found in Greek waters. Chairman remarked that no confirmation had yet been received respecting the presence of an enemy vessel - believed to be a Hungarian tanker - in the Piraeus area, which was reported at a previous meeting. It was agreed that Capt.Dobbs and Captain Simpson should pursue the matter further and obtain the required information.

Capt.Dobbs
Capt.Simpson

TURKISH VESSEL "EGE". It was reported that this vessel had been replaced by the s.s."HONA" and after short discussion it was agreed that under the circumstances prevailing a signal should be sent to endeavour to stop her sailing as it was not possible to escort the ship tonnage at the present time.

Col.Davidson

SAVAGE AND DISPOSAL OF Vessels In Piraeus etc.. Chairman stated he had passed to S.B.N.O.Greece the plans of Spanish Tanker now nearing completion and a report on two Caiques which were lying unfinished at Perama, and was advised by S.B.N.O.Greece that the Greek C.in C. had appointed a Senior Officer to enquire into the question of putting all such vessels into service.

STEVEDORING. Chairman reported that a paper had been prepared by the sub-Committee formed but not yet discussed with Mr.Barr who had suggested the first step was to approach the Minister of Labour for advice on position, but owing to the political situation no meeting could be arranged.

3726

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(5c)

H.E.M.S. POSITION. Col.Davidson informed the meeting the position as regards shipping which had been brought about by the general strike on which were the subject of special signals sent to .../H.E. Forces. Broadly speaking it had been suggested that under prevailing conditions vessels should not be sailed for Piraeus or Kalamata as the collier and tanker-petrol carrier should be diverted. Also it had been suggested that the "S.S.Hardwick" and "Samos" at Piraeus, although not quite completely discharged, should be sailed. A reply to the suggestions was awaited. The policy to be followed during this period was to divert vessels to ports at which they could be discharged, and in this connection it was suggested that representatives of all services concerned should meet before any diversions were ordered.

PORT CAPACITY - SALONIKA. Col.Davidson stated he had received a firm demand for the capacity of Salonika to be built up to a figure capable of handling 34,341 tons per month, including 18,000 tons per month to go forward to Yugoslavia but exclusive of bulk oil.

This 18,000 tons per month would not come till the road to the border was open. Col.McMullen indicated that this would not be the case till mid-late spring at the earliest.

Accordingly it was agreed that to cover 34,341 tons per month discharge must average 2,000 tons per day.

To do this facilities must be provided as follows:

(a) 75 x 50 ton lighters or equivalent
(b) 5 Town Type tugs
(c) 2,600 ft. of lighter wharf.
(d) 500 ft. of deepwater alongside quay
(e) Approximately 750 stevedores and 1500 shore labourers.
(f) Approximately 100 M.T. to clear east mole and deepwater berths.
(g) A reserved transportation area approximately 800 x 350 ft. in the rear of the new deepwater berth for marking and stacking cargo cleared from ship side.

Of these requirements:-

(a) Can be met from resources likely to be available by March,
(b) Can probably be obtained in the time the capacity is required,
(c) Is being provided now by the work going on each side and end of the East Mole, and with what exists at the Town Hall,
(d) Work has started at the New Quay and should be completed in March,
(e) This quantity of labour should be available, but may need some preliminary organising.
(f) This is subject to depot storing, as all transit sheds will probably be cleared to depot.
(g) The area is available and is already hard surfaced, requires only clearing up and wiring in.

If bulk oil installations are made available as planned for March, the bulk oil tonnages would be additional to the above quantities.

The Committee is of the opinion that no further increase at the port at present except to provide for what is necessary without and to review the position at the end of March.

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period was to divert vessels to ports [illegible]. In this connection it was suggested that representatives of the Services concerned should meet before any diversions were made.

FOOD ALLOTMENT - S.E.L.C. Col.Davidson stated he had received a firm demand for the quantity of foodstuffs to be built up to a regular capacity of handling 54,941 tons per month, including 18,000 tons per month to go forward to Yugoslavia but exclusive of bulk oil.

This 18,000 tons per month would not be made till the road to the border was open. Col.Scallon indicated that this would not be the case till the late spring at the earliest.

Accordingly it was decided that to deliver 54,941 tons per month discharge must average 2,600 tons per day.

To do this facilities must be provided as follows:

(a) 75 x 50 ton lighters or equivalent
(b) 5 Tonne Type tugs
(c) 2,600 ft. of lighter wharf.
(d) 500 ft. of deepwater alongside quay
(e) Approximately 750 stevedores and 150 shore labourers.
(f) Approximately 100 M.T. to clear cart roads and deepwater berths.
(g) A reserved transportation area approximately 800 x 350 ft. in the rear of the new deepwater berth for sorting and stacking cargo cleared from ship side.

Of these requirements:-

(a) Can be met from resources likely to be available by March,
(b) Can probably be obtained in the time the quantity is required,
(c) Is being provided now by the Port [illegible] on each side and one of the East mole, one with what exists at the Fish Mill,
(d) Work has started at the New Quay and ought to be completed in March,
(e) This quantity of labour should be available, but may need some preliminary organising.
(f) This is subject to depot storing, as all tonnages will probably be cleared to depot.
(g) The area is available and is already hard surfaced, requires only clearing up and wiring in.

If bulk oil installations are not available as planned for March, the bulk oil tonnages would be additional to capacity quoted above.

The Committee is of the opinion that [illegible] at the port at present except to [illegible] and to review the position at the end of January.

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Col.Scallon reported that [illegible] experienced in obtaining flat bottomed [illegible] Col.Scallon and [illegible] would take the matter up through S.E.L.C. Salonika [illegible] attention.

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PORTS

VOLOS. Col.Scallon reported that the quay there was a depth of water of 9 ft. and this could be dredged to 24 ft. near berth. Respecting the making of an alongside berth suitable to take a Liberty type vessel, he thought it would be possible to make such a berth, provided with a depth of water of 23 ft. on the east side of the Town Pier. Apparent difficulty would be experienced mooring alongside owing to a wreck that was sunk in the basin. The shifting of the wreck he thought would involve a great deal of work. Cdr.Sumpton said he was visiting this port as soon as possible and it was agreed that he should investigate the possibility of securing a ship alongside under the existing conditions, or whether the wreck would have to be removed before this could be done. He also to consider the difficulties involved in making a suitable berth that the work could be carried out.

Cdr.Sumpton

K.L.M.F. In the report on the possibility of getting an alongside berth at this port, Col.Scallon thought it was possible with grabbing to get a depth of 22 ft. alongside up to 500 ft. of quay frontage. It was decided after some discussion to request the Navy to carry out the under-water work of removing the sunken concrete blocks etc. and then to make a further survey. There were two very large craters on this quay and Col.Scallon thought these could be filled in by Sappers.

Obstruction in the quay by the damaged grain elevator and it was considered advisable that a request ought to be sent to the Port Commandant to obtain local permission to have this removed, as it was considered to be a danger to ships berthing alongside. The Chairman agreed to write the Port Commandant on this consideration.

Chairman

PIRAEUS. Col.Scallon reported that the work on the quays was finished at the two new berths in the Inner Basin, but the dredging was not yet completed.

The next meeting will be held at 1500 hours on the 13th December, 1944.

A. F. Scott

SECRETARY.

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BEST COPY POSSIBLE

GREEK PORTS COMMITTEE.

MINUTES OF MEETING NO. 8, held at H.Q. 3 CORPS, at 1500 hours on 13th December, 1944. SECRET

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PRESENT:	Mr. F.J.O. Graham	Chairman.	D.M.W.T.R.
	Cdr. R.W. Sumpton, R.N.R.		B.S.S.T.O. Greece
	Capt. [illegible] Bachas, R.H.N.	Rep.	R.H.N. & Mercantile Marine
	Col. H.J. Davidson		Col. 'Q'
	Major M.M. Crarer	Rep.	M.L. Greece
	Capt. C. Simpson	Rep.	Pet. Sec.
	Mr. K.F. Walker	Secretary.	

MINUTES OF MEETING NO. 7. These were approved.

DESPATCH OF VESSELS. Chairman read an extract from the Minutes of the MEDEO Meeti of 28th November, respecting the despatch of vessels, and it was agreed the attention of S.B.N.O.G. should be drawn to the matter. It was pointed out that the subject of delays to vessels had been discussed at our Meeting held on the 29th November. It was suggested that should a vessel be held for any reason B.S.S.T.O.G. should be advised and also the Sea Transport Officer at the port concerned. The Chairman undertook to write to S.B.N.O.G. accordingly. Capt. Simpson instanced the delay which had taken place in the sailing of the tanker "ARCOSTOCK" from Piraeus.

Chairman

COASTER TONNAGE. The Chairman quoted a further passage from the MEDEO Minutes of the 28th November stating that a monthly bid for coastwise tonnage for relief distribution in Greece should come from the M.E. As it was understood that all requests for coastwise tonnage were to be made direct to A.F.H.Q. it was considered desirable to have the position clarified, and the Chairman agreed to take the matter up.

Chairman

SEIZING OF ENEMY VESSELS. It was reported a letter had been received from the [illegible] Caserta approving the methods agreed with S.B.N.O.G. for the seizing of vessels adding that any vessels seized were to fly the Greek flag but were to work under Allied control.

MILITARY MAINTENANCE. Col. Davidson informed the Meeting that in connection with discharge of Military maintenance under present conditions that 1000 tons per day could be handled at Piraeus, 400 tons per day at Salonika and 100 tons per day at other ports.

DISCHARGE OF RELIEF CARGOES. Col. Davidson said that a directive would be issued by the Corps Commander stating that relief cargoes could be discharged except at the ports of Piraeus and Salonika, but only on condition that the work was carried out by local civilian labour. The directive would also contain instructions that no District Commander should stop the discharge of relief cargoes without reference to H.Q. 3 Corps to whom he would have to state his reasons for such instructions in order that a decision might be given.

TUGS AND LIGHTERS AT SALONIKA. Chairman informed the Meeting that a report had been received from this port in connection with the shortage of tugs and lighters and that the full number as programmed had not yet been received. Col. Davidson agreed to look into this as it was considered that although the tonnage planned was being handled a great deal of reliance was being placed on purely military facilities.

372 Col. Davidson.

PILOTS. In connection with the depth of water available at the wheat and coal berths it was considered desirable that the dredging should be carried out as soon as

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DESPATCH OF VESSELS. Chairman read an extract from the Minutes of the MEDEO Meeting of 20th November, respecting the despatch of vessels, and it was agreed the attention of S.B.N.O.G. should be drawn to the matter. It was pointed out that the subject of delays to vessels had been discussed at our Meeting held on the 29th November. It was suggested that should a vessel be held for any reason B.S.S.F.O.G. should be advised and also the Sea Transport Officer at the port concerned. The Chairman undertook to write to S.B.N.O.G. accordingly. Capt. Simpson instanced the delay which had taken place in the sailing of the tanker "AROOSTOOK" from Piraeus.

Chairman

COASTER TONNAGE. The Chairman quoted a further passage from the MEDEO Minutes of the 28th November stating that a monthly bid for coastwise tonnage for relief distribution in Greece should come from the M.E. As it was understood that all requests for coastwise tonnage were to be made direct to A.F.H.Q. it was considered desirable to have the position clarified, and the Chairman agreed to take the matter up.

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Col. Davidson.

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PILOTS. In connection with the depth of water available at the wheat and coal berths it was considered desirable that the dredging should be carried out as soon as conditions permit, and Chairman agreed to advise the Chairman of the Piraeus Port Control Committee accordingly that the wheat berth should be dredged immediately on completion of the work at the coal berth.

Chairman

The next Meeting will be held at 1500 hours on the 20th December, 1944.

(Sgd) K.F. WALKER.
SECRETARY.

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MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

The following amendment is made to the Minutes of Meeting No. 5 of 2nd December, 1944:-

LA GOULETTE. Ref. 33. First sentence to read:
"Dredging between La Goulette and the breakwater was said to be necessary to a depth of 9 metres, to enable vessels with a draft of 27 feet to enter to the Djerissa Iron Ore quay and the Coal quay."

No. 91.

MEDITERRANEAN SHIPPING BOARD.

MINUTES OF MEETING HELD AT 1100 HOURS ON 12TH DECEMBER, 1944.

(4)

	Mr. J. Gibson Graham	Chairman.
Members:	Captain F.M.D. Byron R.N.	N.C.S.O. Med.
	Captain W.E. Erskine U.S.N.	U.S. Navy.
	Captain F.W. Williams R.N.R.	Acting P.S.T.O. Med.
	Commander D.M. Maclean R.N.R.	S.O.S. to C in C Med.
	Lt.Cmdr. G.B. Sturt R.N.V.R.	S.C.O. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.T. Dunaher U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel J.F.M. Leese	Tn. (Br.).
	Lt.Col. G. Ackerley	G-4 Mov & Tn. (Br.).
	Lt.Col. M.G. Lassek U.S. Army	Petroleum Section.
	Major J. Riddell	Q.M. Coal Section.
	Captain J.C. Martin Jr., U.S. Army	D.D.O.H.C. W. Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Mr. W.D. Jermine	M.W.T. Liaison.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

On behalf of the Board the Chairman welcomed Captain F.W. Williams, R.N.R. acting P.S.T.O. Med. and Lt.Col. Ackerley who would be attending future Meetings.

Mr. W.D. Jermine, M.W.T. Liaison Officer between Chief Representative, N.W. Europe and M.W.T.R. Med. was introduced to the Board by the Chairman and a welcome extended to him.

1569. The Minutes of Meeting No. 90 dated 5th December, 1944 were approved.

1570. GRAIN SHIPS. Ref. 1543. A report from D.M.W.T.R. Athens had been received stating that the sheer legs at Salonika had insufficient reach and were therefore of no use.

1571. "MARSHALL". Ref. 1544. Mr. Hogarth stated that before this vessel could be put into service after drydocking the grain elevator plant would once more have to be erected on deck which would take about ten days.

1572. "BOMA". Ref. 1548. Captain Williams considered the expense of converting this vessel to a small troop carrier could not be justified at the moment. He felt she could be well used as a base hospital ship on inter island service. It was said that F.O.L.E.M. would like the use of this vessel for carriage of minesweeping stores to the forward areas, but Brigadier Philipe anticipated an Army requirement for her would arise within a few months and whilst he saw no objection to "BOMA" being temporarily allotted to the Navy he could not agree on behalf of G-4 to a permanent allocation.

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1573. SUPPLIES FOR YUGOSLAVIA. Ref. 1560. A telegram stating that the Yugoslav

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	Lt.Col. R.S. Hasek U.S. Army	Petroleum Section.
	Major J. Ridhell	Q.M. Coal Section.
	Captain J.C. Martin Jr., U.S. Army	D.D.O.H.C. W. Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Mr. W.D. Jermine	M.W.T. Liaison.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

On behalf of the Board the Chairman welcomed Captain F.W. Williams, R.N.R. acting P.S.T.O. Med. and Lt.Col. Ackerley who would be attending future Meetings.

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1569. The Minutes of Meeting No. 90 dated 5th December, 1944 were approved.

1570. CRANE SHIPS. Ref. 1543. A report from D.M.W.T.R. Athens had been received stating that the sheer legs at Salonika had insufficient reach and were therefore of no use.

1571. "MARNIA". Ref. 1544. Mr. Hogarth stated that before this vessel could be put into service after dry docking the grain elevator plant would once more have to be erected on deck which would take about ten days.

1572. "BONN". Ref. 1548. Captain Williams considered the expense of converting this vessel to a small troop carrier could not be justified at the moment. He felt she could be well used as a base hospital ship on inter island service. It was said that F.O.L.E.M. would like the use of this vessel for carriage of minesweeping stores to the forward areas, but Brigadier Philipe anticipated an Army requirement for her would arise within a few months and whilst he saw no objection to "BONN" being temporarily allotted to the Navy he could not agree on behalf of G-4 to a permanent allocation.

3722

1573. SUPPLIES FOR YUGOSLAVIA. Ref. 1560. A telegram stating that the Yugoslav Embassy advised that 5,000 tons relief goods were ready for shipment and requesting that this be arranged within the theatre shipping allocation in a Yugoslav vessel, was quoted by Brigadier Philipe. The Chairman stated that the proposal to use a Yugoslav vessel was contrary to advice received that the nationality of a vessel was not to be a governing factor in its allocation. It was agreed that no action could be taken as it appeared up to C.C.A.C. and C.C.O.S. to fulfil programmes if they were agreed.

A signal stating that five ships loaded with supplies for the Balkans had sailed from the United States for Alexandria was quoted by Mr. Nicol.

1574. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1549. Item 2 on Agenda. A signal had been received from SOLOC (ref. Minute 327) stating that discharge/

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/discharge of coal was 900 tons per day between two ships and Major Riddell stated that no more coal had been requested.

Minute 330. Brigadier Philips reported that the position was more satisfactory and asked whether consumption were controlled in any way, to which Major Riddell replied that none was placed on a 2½ hour basis per day and that stock piling was taking place in order to increase this to a 9 hour basis.

Attention was drawn to Appendix "E", "HENRY G. TUCKER" by Mr. Nicol who stated this vessel, due to discharge in Greece, had a 29 ft. draft. It was decided that this matter should be referred back to the Coal Sub-Committee. Major Riddell.

It was reported that a collier had been accepted at No. 18 Berth at Naples, Lt.Col. Anderson stating that 600 t.p.d. were being discharged.

1575. PETROL SUB-COMMITTEE. Ref. 1550. Item 3 on Agenda. Referring to Minute 870, the Chairman reported that the Marseilles Port Control Committee had been requested to reconsider the question of a repair berth for "KOUTOUBIA".

1576. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1551. Item 4 on Agenda. With reference to Minute 8 of French Report, the Chairman stated that N.A.T.O.U.M. had agreed that 1000 tons of oil might be shipped to South France in the "THEMISTES" a French "B" list ship.

1577. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1552. Item 5 on Agenda. Lt.Cmdr. Sturt reported that discharge of "SAMCONAN" had been expedited and she was due to sail shortly.

The question of civil supplies in general with particular reference to shipments to S. France was discussed by the Board. The Chairman stated that MEDIC should control the employment, in relation to port capacity, of all shipping within the area and he considered the time had now come when a request be made to Washington and London to ensure that this was, in fact, so. He stated that some confusion seemed to exist in relation to shipments of civil supplies to S. France for although it had been agreed that the French should be given port capacity they were not being permitted to ship the goods in "B" list vessels because London, Washington and Paris said that no programme had been approved. The Chairman considered that a supreme authority for the approval of civil supply programmes might have to be constituted in the near future in order to obtain a greater measure of co-ordination, from a shipping point of view, than existed at present.

1578. TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1525. Item 6 on Agenda. The Board noted that for the period 27th December, 1944 to 5th January, 1945 bids made would have to be reduced by 13,000 tons, and Mr. Heard stated that the cut had been made almost entirely on phosphates.

1579. HARBOUR CRAFT. Ref. 1554. Item 7 on Agenda. Berthing tugs presently at Bari Captain Williams said were old and out of date and that bids from Port Commandant and N.O.I.C. had not yet been met. Colonel Dannher stated that there was only one tug at Leghorn and requested that others be supplied. The provision of berthing tugs, Mr. Hughes said was a Naval responsibility and he therefore suggested the matter be taken up with them. Capt. Williams.

A letter from A.C. stating that the owner of sunken barges would raise them if guaranteed against requisition was quoted by the Chairman, who considered further investigations should be made before a decision were reached. Lt.Col. Ackerley understood the barges were at Portigliono and had been sunk to avoid their destruction by the Germans. The Chairman said he would pursue the matter further with A.C. Chairman.

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Lt.Col. Anderson stating that 500 t.p.d. were being discharged.

1575. REPAIR SUB-COMMITTEE. Ref. 1550. Item 3 on Agenda. Referring to Minute 870, the Chairman reported that the Marseilles Port Control Committee had been requested to reconsider the question of a repair berth for "KOUTOUBIA".

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1580. TANKER COMMITTEE. Ref. 1555. Item 8 on Agenda. Noted.

1581. PORT STATE. Ref. 1556. Item 10 on Agenda. It had been pointed out in MASAB 691 that Oran was the forming point of G.U.S. convoys, which fact accounted for the large number of vessels shown under heading "C" and were ships leaving the area.

1582. GREEK PORTS COMMITTEE. Ref. 1559. Item 11 on Agenda. Brigadier Philipe stated that the situation in Greece was such that it must now be considered "operational"

1583. SHIPPING POSITION IN THE AREA. Ref. 1558. In reply to a signal stating that it was believed the rapid discharge of all vessels was an important factor in the ability to accept five additional Army ships in the U.G.S. convoys, Colonel Dunbar had answered that all vessels in convoys U.G.S. 63-68 inclusive would be promptly berthed and discharged on arrival. To do so meant accepting at Naples/

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/Naples ships for Leghorn in excess of the 14 that could normally be taken there. It was felt generally that this was a policy that might lead to delays and waste of transport as an additional strain would be placed on railways and motor vehicles, as also on coastwise shipping, in order to carry cargoes to their real destinations. It was also felt that by accepting at Naples vessels bound for Leghorn, grain ships and colliers might be shut out thus causing delays to those programmes. In this connection, Lt.Cmdr. Sturt read a signal from D. of S.T. stating that in view of the critical shipping situation which might last 2-3 months requirements should be reconsidered with a view to cuts being made. Colonel Dunbar did not, however, feel that any reductions in the shipments could be made for he stated all cargoes were urgently required. The Board agreed that a NASAB signal be drafted asking that MEDBO be allowed some latitude in interpreting the Directive and the following signal was despatched later:-

"NASAB 692. Careful consideration has been given to WX 74985 09 December by the Mediterranean Shipping Board. Delays to Merchant Ships and the relation of programmes to Port Capacity are continually under observation by the Board and its component members. It was felt that considerable achievements in this respect have been effected in this Theatre. See NASAB 691.

2. The Board request that latitude in the interpretation of the Directive issued in WX 74985 be given to the Board otherwise these instructions if literally applied may create a consequent waste of Shipping and Transport through cargoes urgently needed in the Theatre being discharged at a port other than the port at which the cargo is required."

1584. ALLIED COMMISSION. Colonel Dunbar put forward a paper containing suggestions and advice for the benefit of Transportation Sub-Commission A.C. which he requested MEDBO should bring to their attention. Brigadier Philipe preferred the matter should be left in abeyance until Transportation Sub-Commission themselves should be in a position to instigate new procedure. The Chairman concurred in this view but as Colonel Dunbar felt the paper might be of assistance meanwhile it was agreed that Brigadier Philipe should forward it to the Chief of the Transportation Sub-Commission for his comments. Brig. Philipe.

1585. STEVEDORES. Major Riddell said a letter had been received from A.C. stating that the stevedores at Reggio had received no payments since August. It was reported that these men used to be paid through Sea Transport, Sicily and Lt.Cmdr. Sturt agreed to look into the matter. Lt.Cmdr. Sturt.

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AGENDA.

A NINETY FIRST MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 12TH DECEMBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 90 DATED 5TH DECEMBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

Minutes of Meeting No. 39 dated 6th December, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 55 dated 8th December, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 37 dated 7th December, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 8th December, 1944.

6. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 8 dated 3rd December, 1944.

7. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 34. Nothing to report.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 9th December, 1944.

~~9. NORTH AFRICAN PORTS SUB-COMMITTEE.~~

~~Minutes of Meeting No. 16 dated 4th December, 1944.~~

10. PORT STATE.

"N. African, Greece, Augusta, Malta Port State" and "Italian & S. France Port State" for 1st December 1944 on which NASAB 691 has been despatched.

GREEK PORTS COMMITTEE.

Minutes of Meeting No. 6 dated 2nd December, 1944.

MISCELLANEOUS.

Margaret Ritchie

(Margaret M. Ritchie)

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3. LIBAU SUB-COMMITTEE.

Minutes of Meeting No. 55 dated 6th December, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 37 dated 7th December, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 8th December, 1944.

6. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 6 dated 3rd December, 1944.

7. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 34. Nothing to report.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 9th December, 1944.

~~9. NORTH AFRICAN PORTS SUB-COMMITTEE.~~

~~Minutes of Meeting No. 16 dated 4th December, 1944.~~

10. PORT STATE.

"N. African, Greece, Augusta, Malta Port State" and "Italian & S. France Port State" for 1st December 1944 on which NASAB 691 has been despatched.

GREEK PORTS COMMITTEE.

Minutes of Meeting No. 6 dated 2nd December, 1944.

MISCELLANEOUS.

Margaret Michie

(Margaret M. Michie)
Assistant Secretary,
MEDBO.

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S/13

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SECRET

ALLIED FORCE HEADQUARTERS

Subject:- MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

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

7 Dec 44.

Tel: FREEDOM 832.

Minutes of Coal Meeting No.39 held at 1000 hrs 6 DEC 44 in G-4(Mov & Tn) Conference Room

In the Chair :	Lt. Col. M.J. SIEFF	G-4(Mov & Tn)
Present :	Lt. (E) A. PRODSHAM, RN	A/F.E.O.
	Col. J.T. DANAHER	Tn (A) Operations.
	Maj. V. KING	G-4(Mov & Tn)
	Maj. G.A. PLEWS	G-4(Mov & Tn)
	Maj. J. RIDDELL	Gy(Coal Sec)
	Lt. Col. K. ANDERSON	MWT Rep.
	Mr. R. NICOL	WSA Rep.
	Mr. J. LYNCH	WSA Rep.
	J.Comd M.E. GRIEBEL	Secretary.

325. COAL BERTH CIVITAVECCHIA (See Minute 320)

(a) This coal berth was visited on 4 Dec by reps of Tn(A) Operations and G-4(Mov & Tn) who, in a report submitted to the Committee, recommended the following :-

(i) that a mooring line be firmly secured to the wreck on to which the pier was constructed, and threaded through a float in order to secure the stern lines.

(ii) that a 3 plank walk with safety railing be constructed on the sea side of the trestle, and that a railing be provided for the shore side walk.

(iii) that planking be provided between the tiers, as the trestle, was constructed either over a lagoon or a bomb crater for most of its length, and planking was required to eliminate the possibility of personnel slipping between the sleepers.

(iv) that electric light bulbs be provided as the quay has already been wired for electricity.

It was agreed that extracts from the report be forwarded to AIBCOM for action regarding the above recommendations.

ACTION : G-4(MOV & TN)

(b) WSA rep pointed out that in bad weather large vessels would have to be taken off berth ; this was accepted by shipping authorities.

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In the Chair :	Lt. Col. M.J. SIEVY	G-4(Mov & Tn)
Present :	Lt. (E) A. BRODSHAW, RN	A/T.E.O.
	Col. J.T. DANAHER	Tn (A) Operations.
	Maj. V. KING	G-4(Mov & Tn)
	Maj. C.A. PLEWS	G-4(Mov & Tn)
	Maj. J. RIDDELL	QM(Coal Sec)
	Lt. Col. K. ANDERSON	MWT Rep.
	Mr. R. NICOL	WSA Rep.
	Mr. J. LYNCH	WSA Rep.
	J.Comd M.E. GRIBBLE	Secretary.

325. COAL BERTH CIVITAVECCHIA (See Minute 320)

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(iv) that electric light bulbs be provided as the quay has already been wired for electricity.

It was agreed that extracts from the report be forwarded to AFLCOM for action regarding the above recommendations.

ACTION : G-4(MOV & TN)

(b) WSA rep pointed out that in bad weather large vessels would have to be taken off berth ; this was accepted by shipping authorities.

(c) WSA had instructed their rep at CIVITAVECCHIA in conjunction with the Port Control Committee to conclude a contract on the basis of payments on a percentage basis of total tonnage discharged. This should ensure a quicker turn-round of vessels.

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(d) It was agreed that Sardinian colliers should go to CIVITAVECCHIA and ocean-going colliers to BAGNOLI. This principle might be varied in exceptional circumstances at the request of Q.M.

/Contd.... sheet 2....

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326. GAETA TO FIUMICINO

ALCOA had notified a cleared channel, draft 2½ metres, at FIUMICINO, and it was agreed that they should be asked to confirm urgently whether the wreck had yet been removed. Schooners could be used at this draft and would be routed to this port as early as possible.

ACTION : G-4(MOV & TN)

327. COAL FOR S. FRANCE.

NOSRA was expected at MARSEILLES with Sardinian coal. SHAEF has signalled stating that 4500 tons are still necessary to complete Nov requirement. Q.M. would send an agreed signal to SOLCO stating that no further assistance could be given until the position regarding colliers in UGS 62 was clarified, and pointing out that the estimated discharge figures given by MARSEILLES were well below those assured by SOLCO and colliers were apparently being unduly delayed.

ACTION : QM

328. NAPLES POSITION.

The discharge rate had improved and more rail wagons were becoming available.

329. COLLIERS DUE

(a) It was agreed that the following colliers, not at present required for GREECE, be diverted as shown below :-

DIAMANTIS	6021 tons	MIDEAST
FORT WALSH	3045 "	HEEL - ANCONA
TEMPLE ARCH	7813 "	"

ACTION : G-4(MOV & TN)

(b) An agreed signal had been sent to PETROL requesting clarification of colliers scheduled in UGS 62 as vessels advised in Port Director Norfolk's sailing wire did not agree with those notified by TROOPERS.

330. COAL FOR ROME

QM stated that the coal posn in ROME was unsatisfactory as requirements had increased and there were no reserves.

It was agreed that QM should submit to G-4(Mov & Tn) a proposal for building up a 15 days reserve together with immediate requirements and that a firm bid be made on the assumption that discharge capacity could be increased owing to the use of LEGHORN and CIVITAVECCHIA. It was emphasised that the unloading of wagons in ROME would have to be maintained currently. QM agreed that this could be done and arrangements were made for the rapid turn-round of wagons [illegible] of this ever-increasing requirement.

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has signalled stating that 4500 tons are still necessary to complete Nov requirement. Q.M. would send an agreed signal to SCLOC stating that no further assistance could be given until the position regarding colliers in UGS 62 was clarified, and pointing out that the estimated discharge figures given by MARSEILLES were well below those assured by SCLOC and colliers were apparently being unduly delayed.

ACTION : QM

328. NAPLES POSITION.

The discharge rate had improved and more rail wagons were becoming available.

329. COLLIERS DUE

(a) It was agreed that the following colliers, not at present required for GREECE, be diverted as shown below :-

DIAMANTIS	6021 tons	MIDEAST
FORT WALSH	8045 "	HEEL - ANCONA
TEMPLE ARCH	7813 "	"

ACTION : G-4(MOV & TN)

(b) An agreed signal had been sent to PD [illegible] requesting clarification of colliers scheduled in UGS 6[illegible] as vessels advised in Port Director Norfolk's sailing wire did not agree with those notified by TROOPERS.

330. COAL FOR ROME

QM stated that the coal posn in ROME was unsatisfactory as requirements had increased and there were no reserves.

It was agreed that QM should submit to G-4(Mov & Tn) a proposal for building up a 15 days reserve together with immediate requirements and that a firm bid be made on the assumption that discharge capacity could be increased owing to the use of LEGHORN and CIVITAVECCHIA. It was emphasised that the unloading of wagons in ROME would have to be maintained currently. QM agreed that this could be done and arrangements were made for the rapid turn-round of wagons in view of this ever-increasing requirement.

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

MEC/DMC

Distribution: As for MEDRO Minutes PLUS :

D. of Stores, Admiralty, LONDON
Under Secretary of State for War,
War Office (Attention DF Mov Q(M)9)
Mov HQ AAI (3)
GHQ, MEF
COT

MA District (MAMOV 2) (2)
Allied Commission.
Mov East ITALY
Mov West ITALY
Mov SICILY
DDMG (Mov & Tn)
Mov 3 G-4(Mov & TN) AFHQ.

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 29 NOV 44.

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN
EMPIRE GLORY (Planet)		U.S.	UGS 60	28 Nov		MWT	8500	8500	
OCEAN VAGRANT (Deckload vessels)		"	UGS 60	27 Nov		MWT	8500		8500
ARK ST. ELTOS		U.K.	KMS 70	3 Dec		Army	7014	7014	
JOHN M. BROCKS (1st discharge)		U.K.	KMS 70	2 Dec		Army	7399		3399
JOHN M. BROCKS (2nd discharge)		ORAN		11 Dec		"			

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SHIPPING BOARD
MEDITERRANEAN

SECRET

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 29 NOV 44.

APPENDIX "A"

	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZERTA	BONE	CORSICA
anes)		U.S.	UGS 60	28 Nov		MVT	8500	8500				
ls)		"	UGS 60	27 Nov		MVT	8500		8500			
		U.K.	KMS 70	3 Dec		Army	7014	7014				
1st discharge)		U.K.	KMS 70	2 Dec		Army	7399		3399			
2nd discharge)		ORAN		11 Dec		"					4000	

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COLLIERS DISCHARGING OF DUE ITALY AND SICILY AS AT 7 DEC 42.

SHIP	DRAFT	FROM	CONVOY	ARRIVED or DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CATANIA	CIVITA VECCHIA	GALLI POLI	LEG HOR
VAN OSTADE		SARD		6 Nov	SARD	Army	3700						
OMEGA		SARD		25 Nov	"	"	4800				4800		
LORDAS		SARD		29 "	"	"	3600					3600	
HERCULES		SARD		2 Dec	"	"	4000				4000		
FORT ROUILLE	20'0"	CATANIA		2 "	H.Vol	"	7180						
DUKE OF SPARTA	20'0"	CATANIA		3 "	RCM	"	3943	3943					
ANTONIO		U.K.		6 "		MWT	2000		2000				
FORT BOURBON	20'0"	ANCONA	HA.82	6 "	RCM	Army	786			786			
WISLA		SARD	HA.82	7 "	SARD	"	4200					4200	
ACE VENARA		SARD		7 "	SARD	"	3000						
RATINGO													
HADJIPATERAS		SARD		9 "	SARD	"	5000		5000				
SCHAEFINO		SARD		10 "	SARD	"	4200						To Lighter
PORT HUDSON HOPE		USA	UGS 61	11 "		MWT	7551	AUGUSTA (Tankers)					
ARET VAN DER MEER	26'6"	US.	UGS 61	12 "	Loco	Army	3904						
SAGOLL		USA	UGS 61	12 "	H. Vol	"	4306		4306 (1st Discharge)				
PLAYSTOR	26'8"	S.AFRICA		12 "	Loco	"	9120						
ALNESFORD		SARD		13 "	SARD	"	3900			3900+			
SAMLOYAL		USA	UGS 61	13 "	H. Vol	"	6525						
OMEGA		SARD		14 "	SARD	"	5000				5000		
TEMPLE ARCH	25'6"	S.AFRICA		20 "	Loco	"	7613						
FORT WALSH	27'	S.AFRICA		20 "	Loco	"	8045			8045			
SAGALL		USA	HA.86	20 "	H. Vol	"	3731	3731 (2nd Discharge)					
ARET VAN DER MEER	32'	PALERMO		22 Dec	H. Vol	"	4000						4,00

NOTE:- + Subject to later confirmation.

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

SECRET
APPENDIX 'E'

ITALY AND SICILY AS AT 7 DEC 43

FROM	CONVOY	ARRIVED or DUE DEST	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	CATANIA	CIVITA VECCHIA	GALLI POLI	LEG-HORN	NAPLES	PALERMO	POZZUOLI EMED OGLE	TARANTO
SARD		6 Nov	SARD	Army	3700							3700			
SARD		25 Nov	"	"	1800				1800						
SARD		29 "	"	"	3300					3600					
SARD		29 "	"	"	1000				1000					7180	
SARD		2 Dec	"	"	7180									NAPOLI	
CATANIA		2 "	H.Vol												
CATANIA		3 "	ROM	"	3943	3943									
U.K.		6 "		MT	2000		2000								
ANCONA	M.82	6 "	ROM	Army	786			786							
SARD	M.82	7 "	SARD	"	1200					4200					
SARD		7 "	SARD	"	3000							3000			
SARD		9 "	SARD	"	5000		5000								
SARD		10 "	SARD	"	1400								1400+		
SARD		11 "		MT	7551	AUGUSTA (Bunkers)									
USA	JGS 61	11 "			3901									3901 (1st discharge)	
USA	JGS 61	12 "	Loco	Army	1306			1306 (1st Discharge)							
USA	JGS 61	12 "	H. Vol	"	9120							9120			
SARDINIA		12 "	Loco	"	3000			3000+							
SARD		15 "	SARD	"	8025							8025			
USA	JGS 61	12 "	H. Vol	"	5000				5000						7813
SARD		21 "	SARD	"	7813										
SARDINIA		20 "	Loco	"	8045			8045							
SARDINIA		20 "	Loco	"	3731		3731 (2nd Discharge)								
BARI	M.86	20 "	H. Vol	"	4000							4000 (2nd Discharge)			
PALERMO		22 Dec	H. Vol												

NOTE:- + Subject to later confirmation.

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SHIP	CONVOY	CARGO	LOADING PORT	DESTIN
TYELA.	-	Sardinian Coal	SAN ANTIOCO	LEGHORN
CLIO.	At sea for ORAN for dry docking.			
HERMEL	-	2500 M.T. to load at TARANTO for discharge at BA		
AMSTEL	-	After discharge at ANCONA, sails to TARANTO for		
STAD ARNHEM	Operational orders C.S. 15 - Nov at GREECE.			
COLCHESTER	-	2500 Welsh	ALGIERS	At NAPL
EMPIRE GABETH	Operational orders C.S. 15 - Nov at GREECE.			
STAL	KX. 16	3197 Welsh	U.K.	MARSEIL
EMPIRE CAXTON	KMS 70	3500 M.T.	U.K.	ALGIERS

Advised future sailings but not yet confirmed :- P.L.M. 21 - KMS 71 - 7000 Welsh
P de TROYON KMS 71 - 6600 M.T.

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APPENDIX 'C'

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
-	Sardinian Coal	SAN ANTIOCO	LEGHORN & NAPLES	C in C
At sea for ORAN for dry docking.				
-	2500 N.C. to load at TARANTO for discharge at BARI			C in C
-	After discharge at ANCONA, sails to TARANTO for docking.			C in C
Operational orders C.S. 15 - Now at GREECE.				
-	2500 Welsh	ALGIERS	At NAPLES Discharging	C in C
Operational orders C.S. 15 - Now at GREECE.				
FX. 16	3197 Welsh	U.K.	MARSEILLES (Army)	MWT
KRS 79	3500 N.C.	U.K.	ALGIERS to discharge	MWT

To sailings but not yet confirmed :- P.L.M. 21 - KRS 71 - 7000 Welsh
F de TROYON KRS 71 - 6600 N.C.

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NOVEMBER ARRIVALS

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE AUGUST	TYPE OF COAL	TONNAGE	
TAXIARCHIS		U.K.			Elec	5850	
STAR OF CAIRO		S.AFRICA				6334	BALKANS

DECEMBER ARRIVALS

HENRY G TUCKER		S.AFRICA		17 Dec	Loco	86	BALKANS
CAROLE LOMBARD	27' 10"	U.S.	UGS 62	21 Dec			ITALY
CLYDE L SEAVEY	28' 0"	"	"	21 "			"
E.F. PECHAM	27' 2"	"	"	21 "			"
ST BERNARD	24' 6"	"	"	21 "	ROM & Loco	7552	"
WILLIAM P PESSENDEN	27' 0"	"	"	21 "			"
FORT BUFFALO (Vchr)	25' 11"	"	"	21 "		7921	REPORT for SICILY
ENCARNA		"			Elec	5600	ITALY
DIAMANTIS		S.AFRICA				6021	MIDEAST
FORT ACTON	26' 0"	U.S.A.	UGS 62				ORAN or ALGIERS
RIDGEWOOD		U.K.			Pitch	2450	BONE
					Coal	4650	
JUGO TOPIC		"				6751	ALGIERS
LEONIDAS		"				5700	LA GOULETTE & TU
TORRISTON		"				6500	" "
JOHN S SAIK-RAFF		"				8077	CASABLANCA
VIN RIVER		"				5023	BONE
HARTLEPOOL		"				7150	ORAN & ALGIERS
JOSHUA THOMAS		"				8535	ORAN
STAR OF EGYPT		S.AFRICA				5006	BALKANS

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APPENDIX 'D'

NOVEMBER ARRIVALS

	DRAFT	FROM	CONVOY	DUE ARGUEL	TYPE OF COAL	TONNAGE	REMARKS
		U.K.			Elec	5850	
		S.AFRICA				6334	BALKANS

APPENDIX 'E'

DECEMBER ARRIVALS

		S.AFRICA		17 Dec	Lcoo	16	BALKANS
	27' 10"	U.S...	UGS 62	21 Dec			PALLY
	28' 0"	"	"	21 "			"
	27' 2"	"	"	21 "			"
	28' 6"	"	"	21 "	RCM & Lcoo	7252	"
	27' 3"	"	"	21 "			"
	25' 11"	"	"	21 "		7921	BIZERTA for SICILY
		"			Elec	1600	ITALY
		S.AFRICA				6021	MIDEAST
	26' 0"	U.S...	UGS 62				ORAN or ALGIERS
		U.K.			Pitch	2450	BONE
		"			Coal	4659	
		"				6751	ALGIERS
		"				5700	LA GOULETTE & TUNIS
		"				6500	" " "
		"				8077	CASABLANCA
		"				5928	BONE
		"				7430	ORAN & ALGIERS
		"				8235	ORAN
		S.AFRICA				5008	BALKANS

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JANUARY ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
SVERRE		U.K.				
HILDEGARD		"				4700
COLETTO		"				5295
LYRAS		"				6200
ISLLAROS		"				7600
					Pitch	3650
BLAIRSK					Coal	1300
NANCEE						4400
ELIZABETH MASSEY						3800
LEONIDAS H CONDYUS						6300
RILEY						5050
NORBURN						4800
ROBERT TOOMBS						4750
LOUIS HENNEPIN		U.S.A.				
BEN HALLIDAY		"				
THOMAS REID		"				
WILLIAM DONALDSON		"				
VILLAVICENCIO		"				
DALLAS CITY		U.K.				
JESSIE COTTRELL		S. AFRICA				8783
AUGUSTINE HEARD		"				8500
TIDEN CITY		"				8500

S. FRANCE

WALKER TAYLOR	F 25' A 27'10"	S. AFRICA	Indep			8820
EDERA						7000
THOMAS DONALDSON (locos)	26' 3"	U.S.A.	GS 60	2 Dec	High Vol	8165
WAR HAWK		U.K.				7556
FIRE QUEEN		U.K.	GS 72			6300
LE		U.K.	KUS or 71			5200
HELEN THOMAS		U.K.	KUS or 76			7500
STAL		U.K.				3197

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APPENDIX 'F'

JANUARY ARRIVALS

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
	U.K.				4700	ALGIERS
	"				5295	CASABLANCA
	"				6200	LA GOULETTE & TUNIS
	"				7600	ALGIERS
				Pitch	3650	
				Coal	1300	ORAN
					4400	ORAN & ALGIERS
					3800	BONE
					6300	LA GOULETTE & TUNIS
					5050	BONE & BIZERTA
					1800	ALGIERS via ITALY
					4750	ORAN via ITALY
	U.S.A.					ITALY
	"					"
	"					"
	"					"
	"					"
	U.K.				6783	"
	S. AFRICA				8500	"
	"				8500	"
	"				8500	"
	"					

APPENDIX 'G'

S. FRANCE

	F 25' A 27'10"	S. AFRICA	Indep			8820	MARSEILLES 27 Nov
						7000	S. FRANCE ET. 15 Dec
	26' 3"	U.S.A.	BS 60	2 Dec	High Vol	8765	S. FRANCE
		U.K.				7656	S. FRANCE 13 Dec
		U.K.	BS 72			6300	"
		U.K.	BS or 75			5200	"
		U.K.	BS 75 or 76			7500	"
		U.K.				3197	"

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 55.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 8TH DECEMBER, 1944.

Present: Mr. J. Gibson Graham — Chairman.
Commodore Powell, R.N.
Constructor Captain Smithers R.C.N.C.
Commander M.L. Hardie R.N.
Lieut. Commander E. Blair R.N.R.
Capitaine du Corvette Bailvaire.
Major Filo della Torre R.I.N.
Mr. A.C. Hogarth.
Mr. J.R. Smith.
Mr. Davison.
Mr. G.W. Simmons.
Captain B.D. Bate.
Miss M.M. Michie — Assistant Secretary.

ACTION BY:-

The Chairman welcomed Commodore Powell, C.S. Taranto to the Meeting.

869. "ST. ANDREW". Ref. 853. Mr. Smith reported that this vessel had undergone a four hour sea trial and was found satisfactory at 15 knots: there was, however, still some risk attached to her being put on regular service. Lt.Cmdr. Blair said that Mr. Dainton was reporting in detail to D. of S.T. and further advices were awaited.

870. REPAIRS AT MARSEILLES. Ref. 854. After his visit to Marseilles, Mr. Smith reported that there was ample labour and that power facilities were good as also those for building vessels. He considered that either barges or tugs up to 1000 h.p. could be built for which there was a certain amount of material but shortage of plates; diesel engines would have to be supplied though he considered steam ones might be manufactured there.

The Chairman stated that "PROVIDENCE" and "KOUTOUBIA" (vide Minute 852) were both at Marseilles, were passenger vessels which would shortly be in great demand and considered that the Port Control Committee should be urged to accept both these vessels for repairs. There were now five berths available for repairs, one of which was allotted for short term jobs and although "KOUTOUBIA" had once been rejected by reason of her occupying a berth for six months the Chairman stressed that these vessels would be required after that length of time and felt both should be regarded as high priority long term jobs. He undertook to put this view before the Marseilles Port Control Committee. — Chairman.

871. REPAIR MATERIALS. Ref. 866. The Chairman referred to the fact that indents for repair materials for Merchant ships had been made through Royal Navy and as it would appear that there was a shortage of plates in Marseilles asked whether any could be made available from Gibraltar and Malta, where he understood there were stocks but Captain Smithers said those at Malta were required for specific jobs. Capitaine Bailvaire understood that only electrodes were needed at Marseilles and said he would look into the matter. — Capt. Bailvaire

872. CASABLANCA. Commander Hardie reported that repairs to No. 1 dock should be finished by 15th December when a French Warship would go in followed by "SAN

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Mr. J.R. Smith.
Mr. Davison.
Mr. G.W. Simmons.
Captain B.D. Bate.
Miss M.M. Michie Assistant Secretary.

ACTION BY:-

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Capt. Beilvai

872. CASABLANCA. Commander Hardie reported that repairs to No. 1 dock should be finished by 15th December when a French Warship would go in followed by "SAN CLAUDIO" on about 22nd December. No. 2 dock was occupied by local craft.

873. GIBRALTAR. Higher priority vessels had been accepted for drydocking at this port and Commander Hardie stated that no information could now be given as to when "FULCON" might be accepted. Nos. 1, 2 and 3 docks were taken up by H.M. Ships and Dockyard Craft were programmed for No. 4 dock. "EDGAR C..." had docked.

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874. ORAN. Information from this port was not quite clear, but Commander Hardie said that French Warship in No. 1 dock was due to complete on 15th, to be followed by "CANADA" and then "G.W. MACKNIGHT". Mr. Davison reported that "JOHNS HOPKINS" would be ready for towing from Marseilles about 15th December, she would need 2 weeks in drydock and a further 6 weeks for other repairs. It was agreed that she should go into No. 1 dock after "G.W. MACKNIGHT" and was added to the list accordingly.

If "CAP FALCON" had arrived in Oran, Commander Hardie said she would be in dock. "LIDO", "CEVENNES", "ASTRA", "ESPIGUETTE" were programmed to follow in that/

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/that order.

No. 3 dock would be used for U.S. Warships.

It was decided that "EZILDA CROCE" a new Italian bid would obtain a quicker docking at Algiers and she was therefore transferred to that programme.

875. ALGIERS. "VILLE D'AJACCIO" and "ACER" had both docked, Commander Hardie said that "VILLE DE DJIDJELLI" was then in No. 1 dock. "SCHLAFTINO FRERES" was to in next followed by "EMPIRE GLORY", a new bid, after which "GRAND QUEVILLY", "CORCREST", "EZILDA CROCE", "CANTACUT", the latter being transferred from BERRYVILLE list, would follow in that order.

French Warship in No. 2 dock should undock about 18th December, when Local Craft would go in.

"EMPIRE LASS" was due to be relieved by "WELSH COAST" but as there was no firm date concerning her readiness it was decided to allocate this vessel to a dock later.

The Chairman pointed out that Algiers was admirably suited for dockings of small coasters and suggested this type of vessel be sent to that port rather than elsewhere.

876. BERRYVILLE. There was a French Warship in No. 1 dock and Commander Hardie reported that "ELORN" in No. 2 dock and H.M. Ship in No. 4 dock would both complete soon, after which vacancies would occur. Plague restrictions were still in force at Berryville and the Chairman said no reply had yet been received from Flag Officer, Tunisia, but he would approach him once more on the question of accommodation for crews.

Chairman.

877. TARANTO AND BRINDISI. Commodore Powell reported that the position regarding dockings for cleaning and painting was much easier but that there was still a large programme for repairs. Break in the power would cause delays to some vessels but dockings had not ceased entirely.

H.M. Ships and Italian Warships would come out of No. 1 dock about the 14th December to be followed by "EMSE JARL", "NETTUNO" and H.M. Ship. "SALTCREEK" was in No. 2 dock and Commander Hardie said that "OCEAN GYPSY" would come out of No. 13 dock about 9th December. On completion of H.M. Ships in No. 12 dock "WORCESTERSHIRE" was programmed to go in. It was decided to ask U.S. Navy whether they could accept "SALFAITHFUL" at Palermo rathern than "STANHILL", the latter being transferred to the Taranto/Brindisi list. Captain Bate stated that "EMPIRE DAMSEL" was required in Greece and requested a quick docking for this vessel on completion of boiler cleaning and repairs presently being undertaken.

Priorities for last week would remain the same with the addition of "EMPIRE DAMSEL" and "STANHILL".

878. BIZERTE. "SALTEUCH" was in No. 1 dock and due out on 15th December though this date might be extended; "TARVISEO" would then go in for 7/10 days. Commander Hardie stated that "SUTHERLAND" was in No. 2 dock until about 15th December and would be followed by "GENEPESCA" for 3 days. It was decided that Admiralty collier "CORCHESTER" newly bid, for which a quick docking was requested, should then go in as no advantage would be obtained in sending her to N. Africa. "ULIX" "TRITON MARIS", "CAPO MELE" would then follow each other after her. Both No. 3 dock and Floating Dock were taken up with H.M. Ships. It was decided that "ITU" might be programmed for Naples, the Chairman saying she was a useful vessel and suggesting she go in No. 3 dock.

879. LEGHORN. Commander Hardie stated that "WELSH COAST" was in dock and would come out about 12th December, when local craft would go in being followed by "CHRISTINE

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Priorities for last week would remain the same with the addition of "EMPI DAMSEL" and "STANHILL".

878. BIZERTE. "SAMFEUGH" was in No. 1 dock and due out on 15th December though this date might be extended; "TARVISEO" would then go in for 7/10 days. Commander Hardie stated that "SUTHERLAND" was in No. 2 dock until about 15th December and would be followed by "CENEPESCA" for 3 days. It was decided that Admiralty collier "CORCHESTER" newly bid, for which a quick docking was requested, should then go in as no advantage would be obtained in sending her to N. Africa. "ULLS "TRITON MARIS", "CAPO MELE" would then follow each other after her. Both No. 3 dock and Floating Dock were taken up with H.M. Ships. It was decided that "ITU might be programmed for Naples, the Chairman saying she was a useful vessel and suggesting she go in No. 3 dock.

879. LEGHORN. Commander Hardie stated that "WELSH COAST" was in dock and would come out about 12th December, when local craft would go in being followed by "CHRISTINE

880. PALERMO. A reply had been received from U.S. Navy that "SAMTLEFF" could be taken at this port but in future paint would have to be supplied, and Mr. Smith said he would look into the matter. Mr. Smith.

As "SAMFAITHFUL" was not now to sail to Greece, Lt.Cmdr. Blair preferred she be programmed for Palermo rather than "STANHILL" and it was decided to ask whether she could be accepted. Cmdr. Hardie

881. LA CIOTAT. Ref. 880. Mr. Smith stated that "MORLALTA" and "COTTON VALLEY", both in South France, needed repairing. The former was a small coaster, had been torpedoed and would need considerable stiffening before proceeding to ultimate repair port, while the latter was a tanker of which only half remained, but could be used as a water vessel or white or black oil harbour fueller. As La Ciotat should be ready by the middle of January the Chairman proposed that both these/

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/these vessels be taken there as it appeared unlikely that they could be accepted any earlier within the area. Commander Hardie said he would signal FONAF suggesting "MORIALTA" be accepted as soon as the dock were ready. Cmdr. Hardie.

882. "[illegible]". Ref. 850. The Chairman reported that C in C Med. had been unable to accede to the request that repairs to this vessel be undertaken at Gibraltar, but said that the matter had been referred to the Admiralty by C in C Med.

883. "[illegible]". Captain Pope stated that this vessel would need docking on release and enquired to what port she should be routed. As it appeared facilities would be used to capacity until mid January the Chairman suggested she be sent to the Middle East.

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SECRET

DRYDOCKING LIST

8TH DE

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMAR
CASABLANCA.	SAN CLAUDIO	At Gibraltar	ready	Sept. 1943	Tanker. Cleaning & painting & e shaft.
GIBRALTAR.	FULGOR	At Gibraltar	ready		Ital. Tanker. Requires new ste and prop.
ORAN.	CARA	DOCKED			
	CAP FALCON	At sea for Ajaccio		Mar. 1944	Cleaning & pa
	LIDO	At Marseilles for Oran	on arrival	May 1944	Speed reduced from 8½-6k. Damag
	CEVENNES	At Oran	ready	June 1944	Cleaning & painting. Exam. of ru repairs.
	ASTRA	ldg. Heel for Algiers	end Dec.	Feb. 1944	Italian. Reduced
	ESPIGUETTE	At sea for Oran	9th Dec.	Nov. 1944	Foul. Speed reduced from 8-5½k.
	EZILDA CROCE	At Taranto	12th Dec.		Italian. Hull re
	G.W. MACKNIGHT	At Oran	ready		Tempo
ALGIERS.	VILLE D'AJACCIO	DOCKED			
	AGEN	DOCKED			
	VILLE DE DJIDJELLI	IN DOCK			
	SCHIAFFINO FRERES	At Algiers	ready	Nov. 1944	To re-dock for completion of ster
	GRAND QUEVILLY	Naples/Algiers			
	CORCREST	At Naples	14th Dec.	Mar. 1944	Speed reduced from 9½-7k. Hul
	EMPIRE LASS	In S. France	on relief	Apr. 1944	Tanker. Damaged prop. Been as
	EMPIRE GLORY	At Algiers	ready		Repairs to rud
BIZERTA.	CANTAKEIT	At Monopoli	24th Dec.	Feb. 1944	Maltese. Speed reduced from 8
TARANTO & BRINDISI For cleaning & Painting.	SALT CREEK	IN DOCK			
	OCEAN GYPSY	IN DOCK			
	WORCESTERSHIRE	Taranto/Greece Ferry	14th Dec.		Personnel ship. Reduced
	LUBLIN	In Greece	uncertain		Reduced
	NARWHAL	At Brindisi	ready		Grain elevator ship. Reduced
	EMPIRE CANDIDA	At Bari	ready		Crane ship. Reduce
	AMSTEL	At Ancona for Taranto	mid Dec.	Sept. 1943	Reduce
	CHERCA	At Algiers for Taranto		Dec. 1943	Cleaning & painting. (Awaiting
	SAMFAITHFUL	Taranto/Greece Ferry	20th Dec.	Apr. 1944	Speed reduced from 11-9k.
	EMPIRE DAMSEL	At Taranto	ready	May 1944	Reduced speed. (Presently r

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

8TH DECEMBER 1944.

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
AUDIO	At Gibraltar	ready	Sept. 1943	Tanker. Cleaning & painting & exam. of tail end shaft. (MWTR BID)
	At Gibraltar	ready		Ital. Tanker. Requires new stern tube, tail end and prop. (MWTR BID)
	DOCKED			
ECON	At sea for Ajaccio		Mar. 1944	Cleaning & painting (FRENCH BID)
	At Marseilles for Oran	on arrival	May 1944	Speed reduced from 8½-6k. Damaged prop. (PSTO BID)
ES	At Oran	ready	June 1944	Cleaning & painting. Exam. of rudder & minor repairs. (FRENCH BID)
	ldg. Heel for Algiers	end Dec.	Feb. 1944	Italian. Reduced speed. (PSTO BID)
ETTE	At sea for Oran	9th Dec.	Nov. 1944	Foul. Speed reduced from 8-5½k. "
CROCE	At Taranto	12th Dec.		Italian. Hull repairs. "
CKNIGHT	At Oran	ready		Temporary repairs. (WSA BID)
T AJACCIO	DOCKED			
	DOCKED			
E DJIDJELLI	IN DOCK			
ND FRERES	At Algiers	ready	Nov. 1944	To re-dock for completion of stern bush repairs. (FRENCH BID)((WSA BID)
UEVILLY	Naples/Algiers			
T	At Naples	14th Dec.	Mar. 1944	Speed reduced from 9½-7k. Hull defects (PSTO BID)
LASS	In S. France	on relief	Apr. 1944	Tanker. Damaged prop. Been ashore (MWTR BID)
GLORY	At Algiers	ready		Repairs to rudder "
EIT	At Monopoli	24th Dec.	Feb. 1944	Maltese. Speed reduced from 8-6½k. (PSTO BID)
REEK	IN DOCK			
YPSY	IN DOCK			
TERSHIRE	Taranto/Greece Ferry	14th Dec.		Personnel ship. Reduced speed. (PSTO BID)
	In Greece	uncertain		Reduced speed. "
L	At Brindisi	ready		Grain elevator ship. Reduced speed. (MWTR BID)
CANDIDA	At Bari	ready		Crane ship. Reduced speed. (PSTO BID)
	At Ancona for Taranto	mid Dec.	Sept. 1943	Reduced speed (MWTR/FTO BID)
	At Algiers for Taranto		Dec. 1943	Cleaning & painting. (Awaiting repairs) Ital. (MWTR BID)
THFUL	Taranto/Greece Ferry	20th Dec.	Apr. 1944	Speed reduced from 11-9k. (PSTO BID)
DAMSEL	At Taranto	ready	May 1944	Reduced speed. (Presently repairing) (MWTR BID)

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8TH DECEMBER

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TARANTO & BRINDISI For repairs	NETTUNO	At Taranto	ready	Nov. 1944	To re-dock for refitting repaired
	BRUSE JARL	At Taranto	ready	Sep. 1943	Damaged.
	TURIDU	At Taranto			Italian. Alignment of shaft
	ASSUNZIONE	At Taranto			Ital. Repairs to rudder & stern p
	ORLETTA	At Brindisi for Greece	end Dec.		Italian. Leaking stern glands.
	TERESA SCHIAFFINO	At Molfetta for Bari/ Ancona.			Ital. Removal of propellor shaft
NAPLES.	TUNISINO	DOCKED			
	SAMFEUGH	IN DOCK			
	SUTHERLAND	IN DOCK			
	TARVISEO	AFT. IN DOCK			
	GENEPESCA	At Naples	ready	May 1942	Ital. Speed reduced from 12 - 8k.
	ULISSE	At Naples	ready		Ital. Cl. & painting & false keel
	TRITON MARIS	At Naples		Dec. 1943	Ital. Cl. & painting & draw shaft
	CAPO MELE	At Naples		Aug. 1942	Ital. Sp. reduced from 10½-6½k. &
	PALLADE	At Naples	ready	Nov. 1944	Sp. reduced from 7½-4½k. & exam o
	CORCHESTER	At Naples	13th Dec.	May. 1944	Adm. collier. Sp. reduced from 9
	FANNY BRUNNER	Ldg. at Naples for Bastia	early Dec.	Apr. 1944	Ital. Sp. reduced from 10½-7k.
	ANDREA CONTARINI	Ldg. at Bastia for Naples	mid Dec.	May. 1944	Ital. Cleaning & painting.
	EMPIRE LORENZO	At Marseilles for Naples	on arrival		Crane ship. Hull damage.
LEGHORN	WELSH COAST	IN DOCK			
PALERMO	SAMFLEET	At Patras for Palermo	on arrival		Sp. reduced from 13½-9k. Very fo
	STANHILL	At Taranto	mid Dec.	May 1944	Sp. reduced from 10½-8½k.
For allocation to a port.	ITU	Trading Reggio/Catania/ Syracuse			Italian. Hull repairs

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8TH DECEMBER 1944

	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
	At Taranto	ready	Nov. 1944	To re-dock for refitting repaired parts	(MWTR BID)
RL	At Taranto	ready	Sep. 1943	Damaged.	(MWTR BID)
	At Taranto			Italian. Alignment of shaft	(MWTR BID)
E	At Taranto			Ital. Repairs to rudder & stern post	(MWTR BID)
	At Brindisi for Greece	end Dec.		Italian. Leaking stern glands.	(RASC BID)
CHIAFFINO	At Molfetta for Bari/ Ancona.			Ital. Removal of propeller shaft	(MWTR BID)
	DOCKED				
	IN DOCK				
ND	IN DOCK				
	ABT. IN DOCK				
A	At Naples	ready	May 1942	Ital. Speed reduced from 12 - 0k.	(MWTR BID)
	At Naples	ready		Ital. Cl. & painting & false keel to fit	(MWTR BID)
ARIS	At Naples		Dec. 1943	Ital. Cl. & painting & driw shaft	(MWTR BID)
E	At Naples		Aug. 1942	Ital. Sp. reduced from 10½-6½k. & repairs	(MWTR BID)
	At Naples	ready	Nov. 1944	Sp. reduced from 7½-4½k. & exam of hull	(PSTO BID)
ER	At Naples	13th Dec.	May. 1944	Adm. collier. Sp. reduced from 9 -6½k.	(MWTR/FEO BID
INNER	Ldg. at Naples for Bastia	early Dec.	Apr. 1944	Ital. Sp. reduced from 10½-7k.	(PSTO BID)
NTARINI	Ldg. at Bastia for Naples	mid Dec.	May. 1944	Ital. Cleaning & painting.	(PSTO BID)
RENZO	At Marseilles for Naples	on arrival		Crane ship. Hull damage.	(PSTO BID)
AST	IN DOCK				
	At Patras for Palermo	on arrival		Sp. reduced from 13½-9k. Very foul	(PSTO BID)
	At Taranto	mid Dec.	May 1944	Sp. reduced from 10½-8½k.	(PSTO BID)
	Trading Reggio/Catania/ Syracuse			Italian. Hull repairs	(MWTR BID)

SECRET.

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DOCKING PROGRAMME.

8TH DECEMBER, 1944.

CASABLANCA.

No. 1 Dock

Repairs (complete abt. 15th Dec.)
French Warship (until abt. 22nd Dec.)
SAN CLAUDIO

No. 2 Dock

Local Craft

GIBRALTAR.

No. 1 Dock

H.M. Ships

No. 2 Dock

H.M. Ships (completion uncertain)

No. 3 Dock

H.M. Ships

No. 4 Dock

Dockyard Craft

ORAN.

No. 1 Dock

French Warship (out abt. 15th Dec.)
CANADA
G.W. MACKNIGHT
JOHN S. ROBBINS (2 weeks)

No. 2 Dock

CAP FALCON (2 days)
LIDO (4 days)
CEVENNES (6/7 days)
ASTRA (2 days)
ESPIGUETTE (2 days)

No. 3 Dock

U.S. Warships

ALGIERS.

No. 1 Dock

VILLE DE DJIDJELLI (out abt. 9th Dec.)
SCHLAFFING FRERES
EMPIRE GLORY (3/4 days)
GRAID QUENTELLY
CORCREST
EZILDA CROCE
CANTAKEIT (2 days)

No. 2 Dock

French Warship (out abt. 18th Dec.)
Local Craft

FERRYVILLE.

No. 1 Dock

French Warship (out abt. 15th Dec.)

No. 2 Dock

ELORN

No. 4 Dock

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GIBRALTAR.

No. 1 Dock

H.M. Ships

No. 3 Dock

H.M. Ships

No. 2 Dock

H.M. Ships (completion uncertain)

No. 4 Dock

Dockyard Craft

ORAN.

No. 1 Dock

French Warship (out abt. 15th Dec.)
CANADA
G.W. MACKNIGHT
JOHN S. HOPKINS (2 weeks)

No. 2 Dock

CAP FALCON (2 days)
LIDO (4 days)
CEVENNES (6/7 days)
ASTRA (2 days)
ESPIGUETTE (2 days)

No. 3 Dock

U.S. Warships

ALGIERS.

No. 1 Dock

VILLE DE DJIDJELLI (out abt. 9th Dec.)
SCHLAFFING FRERES
EMPIRE GLORY (3/4 days)
CRAIG QUENTLEY
CORCREST
EZILDA CROCE
CANDAKEIT (2 days)

No. 2 Dock

French Warship (out abt. 18th Dec.)
Local Craft

FERRYVILLE.

No. 1 Dock

French Warship (out abt. 15th Dec.)

No. 2 Dock

ELORN

No. 4 Dock

H.M. Ships

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TARANTO/

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T A R A N T O.

No. 1 Dock

H.M. Ships & Italian Warships (out abt. 14th Dec.)
BRUSE JARL, NETTUNO & H.M. Ship

No. 12 Dock

H.M. Ships
WORCESTERSHIRE

No. 10 Dock

Warship

No. 2 Dock

SALT CREEK & Italian Warship
Italian Warship

No. 13 Dock

OCEAN GYPSY (out abt. 9th Dec.)
H.M. Ship

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

LUBLIN (cleaning & painting)
NARWHAL (cleaning & painting)
EMPIRE CANDIDA (cleaning & painting)
AMSTEL (cleaning & painting)
EMPIRE DAMSEL (cleaning & painting)
STANHILL (cleaning & painting)
CHERCA (cleaning & painting)
TURIDDU
ASSUNZIONE

N A P L E S.

No. 1 Dock

SAMFEUGH (due out 15th Dec.)
TAIVISEO (7/10 days)

No. 3 Dock

H.M. Ship

No. 2 Dock

SUTHERLAND (out abt. 15th Dec.)
GENEPESCA (3 days)
CORCHESTER (2 days)
ULISSE (3 days)
TRITON MARIS
CAPO MELE (10/12 days)

Floating Dock

H.M. Ships

L E G H O R N.

WELSH COAST & H.M. Ship (out abt. 12th Dec.)
Local Craft
CHRISTINE (3 weeks)

P A L E R M O.

U.S. Warships
SAMTLENT (2 days)
SAMTATHFUL (if accepted) (2 days)

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No. 10 Dock

Warship

No. 25 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

LUBLIN (cleaning & painting)
NARWHAL (cleaning & painting)
EMPIRE CANDIDA (cleaning & painting)
AMSTEL (cleaning & painting)
EMPIRE DANSEL (cleaning & painting)
STANHILL (cleaning & painting)
CHERCA (cleaning & painting)
TURIDDU
ASSUNZIONE

N A P L E S.

No. 1 Dock

SAMFEUGH (due out 15th Dec.)
TARVISEO (7/10 days)

No. 3 Dock

H.M. Ship

No. 2 Dock

SUTHERLAND (out abt. 15th Dec.)
GENEPESCA (3 days)
COLCHESTER (2 days)
ULISSE (3 days)
TRITON MARIS
CAPO MELE (10/12 days)

Floating Dock

H.M. Ships

L E G H O R N.

WELSH COAST & H.M. Ship (out abt. 12th Dec.)
Local Craft
CHRISTINE (3 weeks)

P A L E R M O.

U.S. Warships
SAMFLEET (2 days)
SAMFAITHFUL (if accepted) (2 days)

M E S S I N A.

H.M. Ships

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REPORT OF MERCHANT SHIP REPAIR POSITION FOR MEETING AT 1600 HRS ON 8th DECEMBER 1944

SIGNAL KEY

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. Own power	In tow
Vessel	Initial Dates	Main Defects		Final Dates	Remarks	

GIBRALTAR - 4/12/44

TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E 12/12	Dockyard work stopped owing labour shortage.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	E 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.
ASHBURY	A 7/11	Main condenser to retube.	E Not stated	Awaiting tubes from U.K.
MORAY COAST	A) B) 24/11 C)	Routine D/D & minor repairs.	D) E) 28/11	Completed.
TEUCER	A) B) 24/11	Cracked boiler end plate to weld.	E 26/11	Completed.
NICOLAS MICHALOS	A 23/11 B 24/11	Broken steering engine shaft to renew & store room door to repair.	E 29/11	Completed.

Minor repairs since 20/11/44. (Minor repairs since 27/11, No information).

FORT SALEESH	ALBION STAR	PENHALE	DUNOTTAR CASTLE.
ALEX	EMPIRE PEACOCK	SOUTHGATE	
RAJAHSTAN	LEDAAL	EMPIRE MORN	

MALTA - 4/12/44.

ALBERT P. RYDER (U.S.)	A) B) 2/12	Steering gear defect.	E 5/12	

LECH: THOMITOR; BALTIC: GIAMPACLO - Minor repairs since 27/11/44.

BONE - 5/12/44.

No Major Repairs reported.

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A Vessel	B Initial Dates	C Main Defects	D Final Dates	E Remarks
GIBRALTAR - 4/12/44				
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E 12/12	Dockyard work stopped owing labour shortage.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	E 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.
ASHBURY	A 7/11	Main condenser to retube.	E Not stated	Awaiting tubes from U.K.
MORAY COAST	A) B) 24/11 C)	Routine D/D & minor repairs.	D) E) 28/11	Completed.
TEUCER	A) B) 24/11	Cracked boiler end plate to weld.	E 26/11	Completed.
NICOLAS MICHALOS	A 23/11 B 24/11	Broken steering engine shaft to renew & store room door to repair.	E 29/11	Completed.

Minor repairs since 20/11/44. (Minor repairs since 27/11, No information).

FORT SALEESH	ALBION STAR	PENHALE	DUNOTTAR CASTLE.
ALEX	EMPIRE PEACOCK	SOUTHGATE	
RAJAHSTAN	LEDAAL	EMPIRE MORN	

MALTA - 4/12/44.

ALBERT P. RYDER (U.S.) A) B) 2/12 Steering gear defect. E 5/12

LECH: THOMITOR; BALTIC: GLASPACLO - Minor repairs since 27/11/44.

BONE - 5/12/44.

No Major Repairs reported.

BALANCELLE, OCEAN VULCAN, ST. VINCENTE } Minor repairs since 28/11/44.

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PHILIPEVILLE & BOUGIE - Nothing to report.

AUGUSTA 28/11/44 (Delayed report).

No Major repairs reported.

TITUS (Dut.), BELGIAN TRADER, DUKE OF SPARTA, EMPIRE NOBLE, SAMUAL V. SHREVE, ANTONIA } Minor repairs since 21/11/44.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
BIZERTE - 5/12/44.				
AGATHA	A) B) 18/11 C 21/11	Routine D/D. Inspection boiler mountings, safety valves & tail end shaft.	D 29/11 E 10/12	Drydock work completed, unnecessary withdraw tail shaft. All boiler mountings not opened up. Ships engrs carrying out repairs & overhauls as Ch. Engr, Perryville has been instructed not to carry out repairs other than those which can be completed with D/D period.
TORE JARL	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting seaworthiness.	D 5/12 E 19/12	
BAREN-DRECHT	A 2/12 B 31/11	Defects not stated.	E 6/12	
Minor repairs since 28/11/44 - Nil.				
ALGIERS - 4/12/44.				
ARUNDEL CASTLE	A 2/12 B 1/12	Fumigated throughout.	E 4/12 completed.	
EMPIRE EMERALD	A) B) 30/11	Boiler cleaning & repairs; machinery repairs.	E Not stated.	Anticipate ready to load 10/12/44.
Minor repairs since 27/11/44.				
BARON INCHCAPE	FORT MARIN	OCEAN WAYFARER	SAMSTEEL	
CHERTSEY	FORT GASPEREAU	ORIENT CITY	FORT LENNOX	
DALLINGTON COURT	FORT STAGER	ORKLA	FORT STURGEON	
EMPIRE GLORY	FORT CARLTON	SAGGLORY	KIRAL	
TARANTO - 5 /12/44				
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 3/12 E 6/12	Final D/D for wartime and semi-permanent repairs (hull).
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 15/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory.

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				overhauls as Ch. Engr, Perryville has been instructed not to carry out repairs other than those which can be completed with D/D period.
TCRE JARL	A 25/11 B 20/11 C 28/11	Routine D/D. Numerous machinery & boiler defects affecting seaworthiness.	D 5/12 E 19/12	
BAREN- DRECHT	A 2/12 B 31/11	Defects not stated.	E 6/12	

Minor repairs since 28/11/44 - Nil.

ALGIERS - 4/12/44.

ARUNDEL CASTLE	A 2/12 B 1/12	Fumigated throughout.	E 4/12	Completed.
EMPIRE EMERALD	A) B) 30/11	Boiler cleaning & repairs; machinery repairs.	E Not stated.	Anticipate ready to load 10/12/44.

Minor repairs since 27/11/44.

BARON INCHCAPE	FORT MARIN	OCEAN WAYFARER	SAINTEEL
CHERTSEY	FORT GASPEREAU	ORIENT CITY	FORT LENNOX
DALLINGTON COURT	FORT STAGER	OKLA	FORT STURGEON
EMPIRE GLORY	FORT CARLTON	SAINGLORY	KOOL

TARANTO - 5/12/44

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, skeeg broken.	D 8/7 D 3/12 E 6/12	Final D/D for wartime and semi-permanent repairs (hull).
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E15/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SFINGE	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.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
EMPIRE CATO	A 22/9 B 24/9 C 19/10	Repairs to rudder.	D 3/11 E 9/12	Rudder stock fitted.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 F 6/12	Dock trials P. & S. engines to half-speed satisfactory.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage, Rudder stock sheered and rudder missing.	D 23/11 E 30/11	Completed.
TERESA SCHLAFFINO	B 20/10	Repairs to boilers etc.	E Ind.	Repairs delayed awaiting repair berth. Drydocking requested.
PERTUSOLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 20/12	
GIUSEPPE MESSINA	C 11/11	- do -	D 23/11 E 20/12	
NETTUNO	A 13/11 B 14/11 C 17/12	Routine D/D. Port stern bush requires remoding. Rudder pintles to renew.	D 28/12 E 30/12	Repairing afloat as far as possible. 2nd docking to arrange.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 5/12 E 15/12	
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler-cleaning & routine repairs.	E Ind.	
BRUCE JARL	A 28/11 B 30/11 C 17/12	Fractured stern frame and rudder damage.	D 27/12 E 30/12	Completion date estimate on present knowledge.
OCEAN GIPSY	A 22/11 B 30/11 C 5/12	Routine D/D etc.	D 10/12 E 12/12	
SALT CREEK (T)	A 22/11 B 27/11 C 6/12	- do -	D 11/12 E 12/12	
EMPIRE DAMSEL	A 29/11	Defects not stated.	E 20/12	
EMPIRE FAIN	A 28/11 B 30/11	- do -	E 28/12	

Minor repairs since 28/11/44.

TARANTO: TOSCANA OCEAN VIGOUR SAMSPERRIN PARK HOLLAND

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JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered and rudder missing.	D 25/11 E 30/11	Completed.
TERESA SCHLAFFINO	B 20/10	Repairs to boilers etc.	E Ind.	Repairs delayed awaiting repair berth. Drydocking requested.
PERTUSOLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 20/12	
GIUSEPPE MESSINA	C 11/11	- do -	D 23/11 E 20/12	
NETTUNO	A 13/11 B 14/11 C 17/12	Routine D/D. Port stern bush requires renewing. Rudder pintles to renew.	D 28/12 E 30/12	Repairing afloat as far as possible. 2nd docking to arrange.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 5/12 E 15/12	
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler-cleaning & engine repairs.	E Ind.	
BRUCE JARL	A 28/11 B 30/11 C 17/12	Fractured stern frame and rudder damage.	D 27/12 E 30/12	Completion date estimate on present knowledge.
OCEAN GIPSY	A 22/11 B 30/11 C 5/12	Routine D/D etc.	D 10/12 E 12/12	
SALT CREEK (T)	A 22/11 B 27/11 C 6/12	- do -	D 11/12 E 12/12	
EMPIRE DAMSEL	A 29/11	Defects not stated.	E 20/12	
EMPIRE FAUN	A 28/11 B 30/11	- do -	E 28/12	

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Minor repairs since 28/11/44.

TARANTO:	TOSCANA	OCEAN VIGOUR	SAMSPERRIN	PARK HOLLAND
	EMPIRE RAVEN	FORT KULLYSPELL	SAMFAITHFUL	STUANIA
	ORMONDE	SWITZERLAND	PALEHLEH	DUNSTER GRANGE
	CLYDEBANK	SAMCLYDE	OCEAN GIPSY	
BARI:	NARWAL	EMPIRE DEED	CEDRUN	
	EMPIRE CANDID.	FORT KOOTENAY	ALGENAB	
	EMPIRE CORBETT	LYMINGE	SEÑORA DE LARRINAGA.	
BRINDISI:	No report received.			

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
NAPLES - 6/12/44.				
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Rewooding stern tube. Hull repairs.	D 8/11 E 6/12	Further boiler tube trouble. Diesel engine generator re-built.
AUDUN	A - B 16/11 C 16/11	Towed from Bastia. Stern frame fractured. Rudder stock bent. Fairing and welding frame. Routine D/D.	D) E) 5/12	Completed.
SUTHERLAND	A 14/11 B) C) 1/12	Change propeller. Hull damage. General D/D work. Boiler cleaning.	D) E) 13/12	
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 29/11 E 9/12	Rudder & stern frame faired & refitted.
ORPHEUS	A 28/11 B 24/11	General repairs & boiler cleaning.	E 8/12	
LE TRAIT	A 27/11 B 28/11	Boiler cleaning.	E 1/12	Completed.
CARA	A 27/11 B 25/11	Boiler clean & general repairs.	E 3/12	Completed.
BERKEL	A) B) 26/11	Renewing 60% hold ceiling and extensive general repairs.	E 8/12	Renewal of hold ceiling completed.
EMPIRE GRENADIER	A 28/11	Twisted rudder stock.		Now at Palermo drydock.
SAMEUGH	B 6/12 C 5/12	Rudder examination. General D/D work and repairs.	D 13/12	

Minor repairs since 29/11/44.

EMPIRE HARMONY	FORT MICHIPICOTEN	IONION
FORT CAPOT RIVER	FORT RUPERT	FORT BILOXI
P.L.M. 14	SAMOIS	OUSEL
VILLE D'ORAN	FAR	FORT LIARD
MARY CLAIRE	SAMPAN	SAMSRULE
ALRESFORD	LAURENT MEEUS	SAMSTRICK
P.L.M. 13	EMPIRE BALLAD	EMPIRE MIST
EMPIRE ROSALIND	SIDI BRAHIM	FORT FREDERICK
COLCHESTER	SAMSPRING	SAMAVON.

REPORT RECEIVED FROM W.S.A. AS OF 7/12/44

CASABLANCA

HOWARD GIBSON	Collision and fire damage. Badly damaged bow and	Complete December 20th.

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AUDUN	A - B 16/11 C 16/11	Towed from Malta. Stern frame fractured. Rudder stock bent. Fairing and welding frame. Routine D/D.	D) E) 5/12	Completed.
SUTHERLAND	A 14/11 B) C) 1/12	Change propeller. Hull damage. General D/D work. Boiler cleaning.	D) E) 13/12	
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 29/11 E 9/12	Rudder & stern frame raised & refitted.
ORPHEUS	A 26/11 B 24/11	General repairs & boiler cleaning.	E 8/12	
LE TRALT	A 27/11 B 26/11	Boiler cleaning.	E 1/12	Completed.
CARA	A 27/11 B 25/11	Boiler clean & general repairs.	E 3/12	Completed.
BERKEL	A) B) 26/11	Renewing 60% hold ceiling and extensive general repairs.	E 8/12	Renewal of hold ceiling completed.
EMPIRE GRENADIER	A 28/11	Twisted rudder stock.		Now at Palermo drydock.
SAKEEUGH	B 6/12 C 5/12	Rudder examination. General D/D work and repairs.	D 13/12	

Minor repairs since 29/11/44.

EMPIRE HARMONY	FORT MICHIPICOTEN	IONION	
FORT CAPOT RIVER	FORT RUPERT	FORT BILOXI	
P.L.M. 14	SAMOIS	OUSEL	
VILLE D'ORAN	F.R.	FORT LIARD	
MARY CLAIRE	SAUPAN	SAMSIRULE	
ALRESFORD	LAURENT MEEUS	SAMETRICK	
P.L.M. 13	EMPIRE BALLAD	EMPIRE MIST	
EMPIRE ROSALIND	SIDI EBAHIM	FORT FREDERICK	
CORCHESTER	SAMSPRING	SAMAVON.	

REPORT RECEIVED FROM W.S.A. AS OF 7/12/44.

CASABLANCA

HOWARD GIBSON	Collision and fire damage. Badly damaged bow and No.1 Hold.	Complete December 20th.

NAPLES

Minor repairs ending December 6th.

ALEXANDER R. SHEPHARD	JOHN MORTON	FORT DE DOULMONT	ROBT. HILL
PETER FINLEY DUNNE	SYLVESTER GARDINER	GIDEON WELLS	WM. DAY
HENRY BALDWIN	W.C. LATTA	JOHN JAY	THEODORE BLAND

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

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U.S.A. REPORT (Continued)

LEGHORN:

Minor repairs ending December 3rd.

JOHN GATES — MIRABEAU LAMAR
JOHN BROWN — JOSIAH BARTLETT
DAVID FERRAGUT — BENJAMIN HUNTINGTON.
JOHN MASON

TARANTO:

JONATHAN WORTH - Completed and sailed December 1st.

MARSEILLE:

ELINOR WILDE — Work progressing satisfactory. Est. Complete Dec. 23rd.

JOHN HOPKINS — Ready for tow to Oran, approx. Dec. 15th.

CLIFFORD MALLORY — Damaged at Sete. Extended visible damage. Rudder stock twisted 30 degrees. Pinion gear damaged. Arranging tow to Marseille in about 2 weeks. Divers survey on arrival.

JEAN RIBAULT — Bow damages due to collision. Est. complete December 6th.

Minor repairs ending December 6th.

ASA GRAY — ROBERT RANDALL
ALFRED MOORE — GEORGE HANDLEY
JOHN SULLIVAN — JON HARVAEN

Minor repairs ending December 6th (Supplement).

NICHOLAS GILMAN — WM. D. GILES — MARTIN VAN BUREN — JOHN BLAIR
ALEXANDER WILSON — FILIPE DE NEVE — EDWARD ROWLAND SILL, — ALEXANDER WILSON
ISSAC COLES — ABRAHAM ROLENBERG — PIERRE LA CLEDE — LOUISA M. ALCOTT
JAMES BARBOUR — ORLAND LOOMIS — JAMES FANNING — JAMES SULLIVAN
JOHN HOOD — SAMUEL ASHE — HORACE WILLIAMS — SEMINOLE
PONCE DE LEON — JOSEPH EMERY — JOSEPH WARREN
EDWARD RUTLEDGE — EZRA CORNELL — THOMAS PINCKNEY
DANIEL LOWNSDALE — PETER MINUIT — JONATHAN TRUMBULL
JOHN DICKINSON — POLISH VICTORY — JOAN GARRETS

ORAN:

DANIEL WEBSTER — L.A.S.F.
JOHN COPLEY — Work proceeding on schedule. Anticipate completion 4 to 5 weeks.

Minor repairs ending December 5th

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DAVID FERRAGUT — BENJAMIN HUNTINGTON.
JOHN MASON

TARANTO:

JONATHAN WORTH - Completed and sailed December 1st.

MARSEILLE:

ELINOR WILIE — Work progressing satisfactory. Est. Complete Dec. 23rd.

JOHN HOPKINS — Ready for tow to Oran, approx. Dec. 15th.

CLIFFORD MALLORY — Damaged at Sete. Extended visible damage. Rudder stock twisted 30 degrees. Pinion gear damaged. Arranging tow to Marseille in about 2 weeks. Divers survey on arrival.

JEAN RIBAULT — Bow damages due to collision. Est. complete December 6th.

Minor repairs ending December 6th.

ASA GRAY	ROBERT FURDAIL
ALFRED MOORE	GEORGE HANDLEY
JOHN SULLIVAN	JON HARVAEN

Minor repairs ending December 6th (Supplement).

NICHOLAS GILMAN	WM. B. GILES	MARTIN VAN BUREN	JOHN BLAIR
ALEXANDER WILSON	PHILIPE DE NEVE	EDWARD ROWLAND SILL,	ALEXANDER WILSON
ISSAC COLES	ABRAHAM ROLENBERG	PIERRE LA CEDE	LOUISA M. ALCOTT
JAMES BARBOUR	ORLAND LOOMIS	JAMES FANNING	JAMES SULLIVAN
JOHN HOOD	SAMUEL ASHE	HORACE WILLIAMS	SEMINOLE
PONCE DE LEON	JOSEPH EMERY	JOSEPH WARREN	
EDWARD RUTLEDGE	EZRA CORNELL	THOMAS PINCKNEY	
DANIEL LOWNSDALE	PETER MINUIT	JONATHAN TRUMBULL	
JOHN DICKINSON	POLISH VICTORY	JOAN GARRETS	

ORAN:

DANIEL WEBSTER — L.A.S.F.
JOHN COPLEY — Work proceeding on schedule. Anticipate completion 4 to 5 weeks.

Minor repairs ending December 5th.

ROYAL COPELAND	PHILLIP BARBOUR
ZEUBLON PIKE	OLIVER WOLLCOTT
JOHN ROBINS	BENITO JUAREZ
JONATHAN ELMER	JAMES LOWELL
SESTRIERE	SIMON WILLARD
CORNELIUS GILLIAM	CASIMUIR PUTVSKI
EDWIN MOORE	ANDREW HAMILTON
GEORGE HANDLEY	JAMES BARBOUR

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2.3.68
Declassified E.O. 12356 Section 3.3/NND No. 785021

Vessel	Initial Dates	Main Dry-dock	Final Dates	Remarks
REPORT RECEIVED FRO[illegible]RECTION DE[illegible]E MARCHAND ET DES TRANSPORTS MARITIM[illegible] - 2/12/44.				
ALGER:				
CAP EL HAUK	B 11/10	General repairs.	E 15/12	
LES ISSERS	B 3/11	General repairs; maintenance work; repairs to bottom after running aground.	E 10/12	Replacement of stern tube.
SCHIAFFINO FRERES	B 18/11	Maintenance work. Dry[illegible]king.		
JANINE	B 20/11	Retubing boiler. General repairs.	1/1/45	
ORAN:				
CEVENNES		General repairs.	E End of December.	
CASABLANCA:				
ILE DE NOIRMOUTIER	B 23/10	General overhaul.	E Ind.	
BIZERTE:				
MEDIE II		Replacement of tube fasces. Maintenance work.	E 15/12	
FORT DE FRANCE		Maintenance work.		
VILLE DE TIPAZA		General repairs after refloating.		
MARSEILLES - 6/12/44.				
MORIALTA	A 25/9 B 23/9	Supposed mine damage starb'd side No.2 Hold.	F 24/12	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	F 17/12	
STAR	A 8/11 B 18/11	Renewal of bunker [illegible] head and middlebu[illegible]ating; tank top [illegible] engine room; scr[illegible]; other deck and [illegible]epairs.	E 28/12	
EMPIRE	A 27/11	Collision damage [illegible]	F 6/12	Anticipate drydocking

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LES ISSERS	B 3/11	General repairs; maintenance work; repairs to bottom after running aground.		stern tube.
SCHLAFFINO FRERES	B 18/11	Maintenance work. Dry[illegible]king.		
JANINE	B 20/11	Retubing boiler. General repairs.	1/1/45	

ORAN:

CEVENNES		General repairs.	E End of December.

CASABLANCA:

ILE DE NOIRMOUTIER	B 23/10	General overhaul.	E Ind.

BIZERTE:

MEDIE II		Replacement of tube fasces. Maintenance work.	E 15/12
FORT DE FRANCE		Maintenance work.	
VILLE DE TIPAZA		General repairs after refloating.	

MARSEILLES - 6/12/44.

MORIALTA	A 25/9 B 23/9	Supposed mine damage stard'd side No.2Hold.	F 24/12	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	F 17/12	
STAR	A 8/11 B 18/11	Renewal of bunker [illegible] head and middlebrace plating; tank top & engine [illegible] scr[illegible] plating; other deck and engine repairs.	E 28/12	
EMPIRE LORENZO	A 27/11 B 28/11	Collision damage [illegible] waterline.	F 6/12	Anticipate drydocking required.

SILVER OAK	SHUNA	ESPINGOLE	[illegible]NDRETTA	Minor repairs since 20/11/44.
HARLESDEN	SAMCONON	OCTAVE		
STAL	MANNINGTON	ODYSSEUS		

GIBRALTAR 4/12/44.

AMERICAN TRADER	SINGKEP	CRAGPOOL	TUDOR PRINCE	ALEX	Minor repairs since 27/11.
SOUTHGATE	NEA	LEDAAL	[illegible]LETTA		
GLAUCUS	MORAY COAST	RENE PAUL	EMPIRE PEACOCK		

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c/o. D.M.W.T.R. NORTH AFRICA.
ALGIERS.
8th. December 1944.

No. 37.
TO: CHAIRMAN ; MEDBC.
From French Liaison, D.M.W.T.R. N.A.

FRENCH SHIPPING ALLOCATION COMMITTEE.
7th. ecember 1944.

1-PROGRAM FOR COASTERS: List to be dealt herewith. Read and approved subject to reservations regarding future programme on South of France.

2-REPAIR COMMITTEE: List of drydock bids and repairs already sent to Naples.

3-RELATIONS WITH METROPOLITAN FRANCE: (See para.3. Report No.36.) M.STEPHAN informed the Committe that he had received advice from Cdt.Beilvaire that whilst it was agreed that the D.M.M. could agree a program of importations into France with SHAEF., it would still remain with the DMM. to arrange the transport side of the matter in accordance with the wishes and advice of MEDBC.

M.Stephan further drew attention to the urgency of an agreement as regards vessels of List "B" shown on Table 5. of the weekly list of voyages being approved of by MEDBC. as some of these had already arrived at the ports at which they were to load, their cargoes for France.

4-LIAISON CORSICA/MARSEILLE -"VILLE D'AJACCIO".: In princip le Paris have agreed that this vessel should make one trip a month CERSICA/MARSEILLES. and it is left to the Algiers Committee to fit this voyage in with the normal program.

5-"ARGONNE"- IMPORTATION OF 3.000 TONS OF SULPHUR EX SICILY TO FRANCE.

D.M.W.T.R. N.A. informed the Committee that a program for the importation of 3.000 tons of sulphur, shipment towards the end of December, and originally intended for F.N.A. had been agreed to with diversion to a French Metropolitan Port. The D.M.M. whilst agreeable, wish to obtain authority from the D.M.M. PARIS.

6-s.s."HOGGAR"- As it had been impossible to have this vessel demagnetised at Gibraltar during the current trip, the voyage to SETE proposed by the French cannot for the moment be undertaken. The question of length also is raised, this vessel being 123 metres long, and the maximum believed acceptable at SETE appears to be 100 m. Telegrams will be sent to SETE with regard to this matter, which is important also for other vessels which the French propose to send to the port.

7-PORT OF SETE: Further to the preceeding paragraph. U.S.A. also informed the Committee that an American vessel had suffered damage to keel and rudder in the above port though only drawing about 17 feet.

8-TRAFFIC ON FRANCE: M.STEPHAN read to the Committee the contents of a telegram received by him from D.M.M.Paris, which states that the Allied Aithorities have agreed to the use of the following ports by the French: TOULON, SETE & PORT ST.LOUIS DU RHONE, and certain parts of the ports of CARONTE and PORT DE BOUC, [illegible] MARSEILLES. D.M.M. ALGIERS are therefore asked to carry

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FRENCH SHIPPING ALLOCATION COMMITTEE.
7th. December 1944.

1-PROGRAM FOR COASTERS: Distributed herewith. Read and approved subject to reservations regarding future programs on South of France.

2-REPAIR COMMITTEE: List of drydock bids and repairs already sent to Nantes.

3-RELATIONS WITH METROPOLITAN FRANCE: (See para.3. Report No.36.) M.STEPHAN informed the Committe that he had received advice from Cdt.Boilvaire that whilst it was agreed that the D.M.M. could agree a program of importations into France with SHAEF., it would still remain with the DEM. to arrange the transport side of the matter in accordance with the wishes and advice of MEDBC.

M.Stephan further drew attention to the urgency of an agreement as regards vessels of List "B" shown on Table 5. of the weekly list of voyages being approved of by MEDBC. as some of these had already arrived at the ports at which they were to load their cargoes for France.

4-LIAISON CORSICA/MARSEILLE -"VILLE D'AJACCIO".: In principle Paris have agreed that this vessel should make one trip a month CORSICA/MARSEILLES. and it is left to the Algiers Committee to fit this voyage in with the normal program.

5-"ARGONNE"- IMPORTATION OF 3.000 TONS OF SULPHUR EX SICILY TO FRANCE.

D.M.W.T.R. N.A. informed the Committee that a program for the importation of 3.000 tons of sulphur, shipment towards the end of December, and originally intended for F.N.A. had been agreed to with diversion to a French Metropolitan Port. The D.M.M. whilst agreeable, wish to obtain authority from the D.M.M. PARIS.

6-s.s."HOGGAR"- As it had been impossible to have this vessel demagnetised at Gibraltar during the current trip, the voyage to SETE proposed by the French cannot for the moment be undertaken. The question of length also is raised, this vessel being 123 metres long, and the maximum believed acceptable at SETE appears to be 100 m. Telegrams will be sent to SETE with regard to this matter, which is important also for other vessels which the French propose to send to the port.

7-PORT OF SETE: Further to the preceeding paragraph. U.S.A. also informs the Committee that an American vessel had suffered damage to keel and rudder in the above port though only drawing about 17 feet.

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sgd.P.F.LE BARS.
French Liaison.
D.M.W.T.R. NORTH AFRICA.

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

SECRET

Subject : G-4 (Mov & Tn) Weekly Report to MEDME on Naval Supp.

ALLIED FORCE HEADQUARTERS

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

8 December 1944

Tel : FREEDOM 832

77. SEED POTATOES - BALKANS (see para 60)

(a) TROOPERS have been requested to supply seed potatoes for Jan arrival as shown below:-

DESTINATION	METRIC TONNAGE	TO BE SHIPPED TO
PIRAEUS	2140	PIRAEUS in one bottom
IRAKLION	400	
PATRAS	350	HACKLE for transhipment
SALONIKA	2110	SALONIKA in one bottom
	5000	

(b) Tonnages originally requested for shipment to the BALKANS were

GREECE	5000
YUGOSLAVIA	8000
DODECANESE	80
	13080

These tonnages were reduced to 5080 due to 8000 tons for YUGOSLAVIA being in abeyance - (this represents 5000 tons Jan allotment and 3000 tons out of 9000 tons scheduled for Feb).

The original DODECANESE tonnage for Dec and Jan has been reduced to 80 tons for all Spring needs, and MIDEAST will submit a requisition for 80 tons for Jan. arrival at these ports.

4000 tons original Dec allotment for GREECE is being called forward for early arrival Jan or Feb.

78. SUPER-PHOSPHATES - GREECE (See para 65)

Approval has been requested for the supply of 10000 tons rock phosphates, and as soon as this is received shipping will be set up.

79. CEREALS FOR FRENCH NORTH AFRICA

3706

Shown below is the import programme proposed by the French to meet civilian needs in the first six months 1945.

MONTHS	FROM	WHEAT	BARLEY	TOTAL WHEAT AND BARLEY
Jan	FRANCE	50,000	-	50,000

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77. SEED POTATOES - BALKANS (see para 60)

(a) TROOPERS have been requested to supply seed potatoes for Jan arrival as shown below:-

DESTINATION	METRIC TONNAGE	TO BE SHIPPED TO
PIRAEUS	2140	PIRAEUS in one bottom
ISCPLICN	400	
PATRAS	350	HACKLE for transhipment
SALONIKA	2110	SALONIKA in one bottom
	5000	

(b) Tonnages originally requested for shipment to the BALKANS were

GREECE	5000
YUGOSLAVIA	8000
DODECANESE	80
	13080

These tonnages were reduced to 5080 due to 8000 tons for YUGOSLAVIA being in abeyance - (this represents 5000 tons Jan allotment and 3000 tons out of 9000 tons scheduled for Feb).

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79. CEREALS FOR FRENCH NORTH AFRICA

3706

Shown below is the import programme proposed by the French to meet civilian needs in the first six months 1945.

MONTHS	FROM	WHEAT	BARLEY	TOTAL WHEAT AND BARLEY
Jan	FRANCE	50,000	-	50,000
Jan	SOURCES OTHER THAN FRANCE	50,000	28,320	78,320
Feb	"	36,800	27,820	64,620
Mar	"	36,800	27,820	64,620
Apr	"	36,800	26,420	63,220
May	"	36,800	20,720	57,520
Jun	"	16,400	4,500	20,900

..... 80.

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80. CEREALS - BALKANS (See para 59)

Information has been received that the quantity of wheat ordered by YUGO-SLAV authorities is 50,000 tons at BRAILA CONSTANTZ and ISMAIL, and BUCHAREST has been asked to confirm the position regarding

(a) Availability
(b) Loading facilities in Ports
(c) Willingness of RUSSIANS to provide pilots for Allied ships.

81. COFFEE FOR S. FRANCE (See para 70)

s.s. LYCAON has been nominated to load a full cargo of coffee from FRENCH W. AFRICA against Civil Affairs requirement for S.FRANCE and is expected to arrive end Jan.

82. CURRENT CEREAL SHIPS - ITALY

Statement is att. at Appx A.

MEC/hj.

V.[illegible], Major
For Brigadier,
D.Q.M.G.(Mov & Tn)

DISTRIBUTION.

As for MEDEO minutes PLUS

UNDER SECRETARY OF STATE (WAR OFFICE), LONDON (2) BY AIR
(attn DF MOV Q(M)9)
G-5 AFHQ
HQ MOV MAI (2)
GHQ MEF
HQ AC (MAIN)
DQMG (MOV & TN) (2)
MOV 1

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2406

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CEREAL SHIPS - ITALY, SICILY & SARDINIA : POSN AT 8 DEC.

APPE

SHIP	DRAFT	BULK WHEAT	BAG WHEAT	BAG BARLEY	CONVOY	FROM	DUE	PALERMO/ CATANI.	NAPLES	CASTELLAMMARE	BRINDISI	BARI	LEGHORN	CAGLIARI
[illegible]														5818
WHISTLEMAIR			5818		GUS 58	M.E.	22 Nov							7069
[illegible]EVERGE	27'			8162	GUS 58	IRAQ	24 Nov							
[illegible]NIAN	F23'2" A24'2"			7468		IRAQ	24 Nov			7468	To lighten to suitable draft for SALERNO			
[illegible]	29'2"		7764		UGS 59	USA	24 Nov		7764	To lighten to 24' for CIVITAVECCHIA				
[illegible]AISEY														
[illegible]			7290		Suila 18 Nov	M.E.	26 Nov				7290			
[illegible]DERICK			2237(F)		Ready ALEX 18 Nov	M.E.	2 Dec							
[illegible]DRO	27'7"		8383(F)		UGS 60	USA	3 Dec		8383					
[illegible]			7462		Ready ALEX 23 Nov.	M.E.	CROTON 8 Dec							
[illegible] US EJOTH														
[illegible]SKOOT	25'6"		7468(F)		Ready ALEX 22 Nov	AUST-RALIA	9 Dec							7468
[illegible]RODERIC [illegible]ND			297(F)		UGS 59	USA	9 Dec							297
[illegible]GUSTINE [illegible]AHL			3500(F)		Ready ALEX 26 Nov	AUST-RALIA	13 Dec							3500
[illegible]OUIS JOLIET	26'0"		8300		UGS 61	USA	13 Dec		8300					
[illegible] ST WRIGHT	29'0"		8000		UGS 62	"	23 Dec			8000				
[illegible]ELHI	23'6"	8000			UGS 62	"	23 Dec							
[illegible]TWOOD	27'9"		8000		UGS 62	"	23 Dec	To lighten at CATANIA for CAPUTA						8000
[illegible]. C. COSTIN	27'4"		7400(F)		UGS 62	"	23 Dec		7400					
[illegible]	23'5"		7300(F)		UGS 62	"	23 Dec					7300		
[illegible] LLEVITT	27'7"		8000		UGS 62	"	23 Dec	8000						

/Continue

2407

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

SICILY & SARDINIA : POSN AT 8 DEC. APPENDIX 'A' SECRET

MG MT	B.G BARLEY	CONVOY	FROM	DUE	PALERMO/ CATANIA	NAPLES	CASTELLAMMARE	BRINDISI	BARI	LEGHORN	CAGLIARI	REGGIO/ CROTONE	ANCONA	REMARKS
818		GUS 58	M.E.	22 Nov							5818			Disch'd MT at NAPLES
	8162	GUS 58	IRAQ	24 Nov							7069			1093 disch'd NAPLES
	7468		IRAQ	24 Nov			7468	To lighten to suitable draft for SALERNO						Also carries MT Now discharging CASTELLAMMARE
764		UGS 59	USA	24 Nov		7764	To lighten to 24' for CIVITAVECCHIA							7052 Wheat. 712 Flour. Now discharging
290		Sails 18 Nov	M.E.	26 Nov				7290						Also carries MT. Now discharging
237(F)		Ready ALEX 18 Nov	M.E.	2 Dec									2237	Top loaded Army stores - Now discharging.
383(F)		UGS 60	USA	3 Dec		8383								Now discharging
462		Ready ALEX 23 Nov.	M.E.	CROTONE 8 Dec								7462		Completed REGGIO discharge.
468(F)		Ready ALEX 22 Nov	MUSTARILA	9 Dec						7468				Awaiting call forward at PIOMBINO
297(F)		UGS 59	USA	9 Dec						297	Also carries 2901 tons Misc Civil Supp			Awaiting call forward at PIOMBINO
500(F)		Ready ALEX 26 Nov	MUSTARILA	13 Dec						3500				Transhipped in M.E. Discharging Army Stores NAPLES.
900		UGS 61	USA	13 Dec		8900								
000		UGS 62	"	23 Dec								8000		
		UGS 62	"	23 Dec			8000							Call GIBRALTAR to discharge lumber
000		UGS 62	"	23 Dec	To lighten at CATANIA for SARDINIA						8000			
400(F)		UGS 62	"	23 Dec		7400								
300(F)		UGS 62	"	23 Dec					7300					
000		UGS 62	"	23 Dec	8000									

/Continued ..... SKAGERAK.

2408

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

CEREAL SHIPS - ITALY, SICILY & SARDINIA : P[illegible] AT 8 DEC. [illegible]

SHIP	DRAFT	BULK WHEAT	BAG WHEAT	BAG BARLEY	CONVOY	RETURN	DUE	PALERMO/ CATANIA	NAPLES	CASTELLAMMARE	BRINDISI	BARI	LEGHORN	CAGLIARI	PALMAROLA
SKAGERAK			7598		Due ADEN 14 Dec	AUSTRALIA						7598 (BRINDISI)			
BARTHOLOMEW COSMOLD	26'0"		750		UGS 62	USA	23 Dec		750						
PENGUIN WHITE	26'0"		750		UGS 62	USA	23 Dec		750						
SAMUEL [illegible] DARLING	26'8"		1250		UGS 62	USA	23 Dec								
RUFUS H. FOSTER	27'		500		UGS 62	USA	23 Dec		500						
E. A. EGEDEN			4200		UGS 63	USA	31 Dec								
PORT MENG II			8000		UGS 63	USA	3 Jan								
CRYSTAL PARK			8000		UGS 63	USA	3 Jan								
[illegible] CONWAY			8000		UGS 63	USA	3 Jan								
[illegible] DIGERSOLL			500		UGS 63	USA	3 Jan		500						
PORT ALEXANDER			4450		UGS 63	USA	4 Jan								
MARSDALE				8000	Maint period 27 Dec - 5 Jan	IRAQ									

2409

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B.G WHEAT	B.G BARLEY	CONVOY	FROM	DUE	PALERMO/ CATANIA	NAPLES	CASTELLAMMARE	BRINDISI	BARI	LEGHORN	CAGLIARI	PEZZIO/ CROTONE	ANCONA	REMARKS
7598		Due ADEN 14 Dec	AUSTRALIA						7598 (BRINDISI)					
750		UGS 62	USA	23 Dec		750								
750		UGS 62	USA	23 Dec		750								
1250		UGS 62	USA	23 Dec										For MESSINA
500		UGS 62	USA	23 Dec		500								
4200		UGS 63	USA	31 Dec										For MALTA
8000		UGS 63	USA	3 Jan										At present routed to GIBRALTAR for orders.
8000		UGS 63	USA	3 Jan										
8000		UGS 63	USA	3 Jan										
500		UGS 63	USA	3 Jan		500								
4150		UGS 63	USA	4 Jan									4250	
	8000	Maint period 27 Dec - 5 Jan	ENG											

2410

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

SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 46

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 27 DEC 44 - 5 JAN 45.

TO		FROM: B.E.	ORAN	ALGIERS	BONE	PEEL	EIBAR	MALTA	SICILY	CORSICA	SARDINIA	CASABLANCA	FRANCE
EIBAR	BR	5513	775	6012	528	3000 (A)		5	5280		12000	1300	
"	USA		3550			(A)				350			200
HEBEL	USA		1029							310			
"	BR	3353		9368	2812	1920 (C)		40	410		2500		
ARZEW	BR	2491		1072	100	2258							
"	USA		3000			775		2000			2000		
BIZERTE	BR							328					
"	USA		800								201		
NORTH AFRICA	BR	294				1333		134	10	5			
"	USA		835										
BELFAST	BR			273		346		150	5				
"	USA		550			(B) 60		150				3000	
SICILY	BR			30		912				500			
CORSICA	BR			2				2422					
"	USA							2					
SARDINIA	BR			35				500					
"	USA									8			
ALGIERS	BR			21		28		2					
HUSTLER	BR			111									
CASABLANCA	BR							2					
FRANCE	BR			9				377				6000	
"	USA		5600			50		5485			1029		
GREECE	BR	5271		564		15165							
"	USA					50							
TOTALS		21325	30539	17200	3762	31937		15189	60	6203	6660	23500	1300	200

GRAND TOTAL BID FOR

(A) Ex CROTONE

(B) SPAX/BONE

(C) Ex MINDERTSDONIA.

(D) Incl 25 for MEDIA

2411

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

MOVEMENTS MEETING NO. 46

SECRET

SUMMARY OF ALLIED SHIPPING TONNAGES DID FOR PERIOD 27 DEC 44 - 5 JAN 45.

	FROM												TOTAL
TO	GRAN	ALGIERS	BONE	BEL	BIZERTA	SICILY	CORSICA	SARDINIA	CASABLANCA	FRANCE	SFAX	LEGHORN	
													30402
	775	6012	528	5000		5	5280		12000	1300			4190
	3550			(A)				350			200		13522
	10429							340					
		9766	2842	1850							5000(B)		23913
				(C)		10	410		2500				13227
		1076	400	9250									12775
	8000			775	2000			2000					3828
					3828								1001
	800							201					1776
				1573	134	10	5						835
	835												771
		271		246	150	5							150
	550			(D)220	150								6072
		30		942					3020		5000(E)		502
							352						2572
		2			2122							150	12
					3								300
		35			300								60
				28			8						111
		21			3								2
		111											6386
					2								12239
		9			277				6000				25700
	5600			50	5405			1020				75	50
		594		15165									
				50									
	30539	17200	5762	31997	15189	30	6203	6680	23500	1300	200	6000	225

GRAND TOTAL SHIPPED FOR SHIPMENT = 161,180

(A) Ex MEDITERRANIA

(B) Incl 25 for INDIA

24121

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

(4)

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE
AS AT 12.00 HOURS DECEMBER 9th. 1942.

37963

	CLEAN		DIRTY		Ne
	No. of Vessels	Cargo Cap. bbls.	No. of Vessels	Cargo Cap. bbls.	
A. ON OCEAN SERVICE					
1. With Cargo	14	1364,000	4	207,000	
2. In Ballast	8	844,000	1	58,000	
3. Dry-Docking or Repairing	2	209,000	-	- -	
B. ON COASTAL SERVICE (incl. Shuttle and lightening duties but excluding C.D.E.					
1. Working	18	366,000	1	61,000	
2. Dry-Dock or Repairing	12	120,000	5	226,000	
C. WATER CARRIERS	22	157,000	-	- -	
D. HARBOUR FUELLERS	2 (+)	70,000	13	346,000	
E. ON OPERATIONAL SERVICE (incl. R.F.A.)	8	166,000	3	150,000	

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

SECRET

ALLIED FORCE HEADQUARTERS
Petroleum Section

2413

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

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN WATERS
AS AT 12.00 HOURS DECEMBER 9th. 1944.

3393

SECRET

	CLEAN		DIRTY		TOTAL	
	No. of Vessels	Cargo Cap. bbls.	No. of Vessels	Cargo Cap. bbls.	No. of Vessels	Cargo Cap. bbls.
	14	1364,000	4	207,000	18	1571,000
	8	844,000	1	58,000	9	902,000
Repairing	2	209,000	-	- -	2	209,000
ghtening C.D.E.	18	366,000	1	61,000	19	427,000
pairing	12	120,000	5	226,000	17	346,000
	22	157,000	-	- -	22	157,000
	2 (+)	70,000	13	346,000	15	416,000
VICE	8	166,000	3	150,000	11	316,000

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

ALLIED FORCE HEADQUARTERS
Petroleum Section

SECRET

2414

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

(4)

MEDDO SHIPPING DIVERSION ROOM.

DATE:- 1ST DEC

ITALY & SOUTHERN FRANCE PORT STATE.

"OCEAN GOING" Store Ships.	NAPLES	LEGHORN	TARANTO	BRINDISI	BARI	ANCONA
A. No. of vessels waiting to discharge.	7	1	1	1	1	NIL
B. No. of vessels discharging.	24	18	7	3	9	6
C. No. of vessels empty awaiting convoy or orders.	5	NIL	NIL	NIL	1	NIL
D. No. of vessels waiting to load.	NIL	NIL	2	NIL	NIL	NIL
E. No. of vessels loading.	8	1	4	NIL	1	NIL
F. No. of vessels loded awaiting convoy or orders.	8	NIL	3	NIL	NIL	NIL
TOTAL	52	20	17	4	12	6

M.S.B 691 despatched accordingly.

2415

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

MEDDO SHIPPING DIVERSION ROOM.

DATE:- 1ST DECEMBER, 1944.

ITALY & SOUTHERN FRANCE PORT STATE.

"DING" Store Ships.	NAPLES	LEGHORN	TARANTO	BRINDISI	BARI	ANCONA	SOUTHERN FRANCE	TOTAL
ls waiting to	7	1	1	1	1	NIL	2	13
ls discharging.	24	18	7	3	9	6	23	90
ls empty awaiting rders.	5	NIL	NIL	NIL	1	NIL	6	12
ls waiting to	NIL	NIL	2	NIL	NIL	NIL	NIL	2
ls loading.	8	1	4	NIL	1	NIL	NIL	14
ls loaded awaiting orders.	8	NIL	3	NIL	NIL	NIL	1	12
Tal	52	20	17	4	12	6	32	143

N.S.B 691 despatched accordingly.

2416

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

MEDIO SHIPPING DIVERSION ROOM. DATE:- 1ST DECEMBER

N. AFRICA, GREECE, AUGUSTA, MALTA PORT STATE.

"OCEAN GATE" Store Ships.	ORAN.	ORAN	ALGIERS	BONE	AUGUSTA	MALTA	GREEK PORTS
A. No. of vessels waiting to discharge.	NIL	NIL	NIL	NIL	NIL	NIL	NIL
B. No. of vessels discharging.	3	2	4	NIL	NIL	2	10
C. No. of vessels empty awaiting convoy or orders.	1	56	NIL	NIL	1	NIL	NIL
D. No. of vessels waiting to load.	NIL	1	1	NIL	NIL	NIL	NIL
E. No. of vessels loading.	5	11	7	1	NIL	NIL	NIL
F. No. of vessels loaded awaiting convoy or orders.	2	2	1	NIL	5	NIL	NIL
TOTAL	11	72	13	1	6	2	10

NASAB 691 despatched accordingly.

2417

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

MEDBO SHIPPING DIVERSION ROOM. DATE:- 1ST DECEMBER, 1[illegible].

N. AFRICA, GREECE, AUGUSTA, MALTA PORT STATE.

"C" Store Ships.	CASA.	ORAN	ALGIERS	BONE	AUGUSTA	MALTA	GREEK PORTS	TOTAL
aiting to	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
lscharging.	3	2	4	NIL	NIL	2	10	21
mpty awaiting	1	56	NIL	NIL	1	NIL	NIL	58
iting to	NIL	1	1	NIL	NIL	NIL	NIL	2
ading.	5	11	7	1	NIL	NIL	NIL	24
aded awaiting	2	2	1	NIL	5	NIL	NIL	10
AL	11	72	13	1	6	2	10	115

NASAB 691 despatched accordingly.

MEDITERRANEAN SHIPPING BOARD.

No. (4)

MINUTES OF MEETING HELD AT 1100 HOURS ON 5TH DECEMBER, 1944.

	Mr. J. Gibson Graham	Chairman
Members:	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.
	Lt.Cmdr. G.B. Sturt R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel D.... Greenhill	G-4 Mov & Tn. (Dr.).
	Colonel J.T. Dunmher U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. P.R. Evans	Q.M. Coal Section.
	Major J. Riddell	Q.M. Coal Section.
	Major A.A.A. Launder	Petroleum Section.
	Captain J.C. Martin, Jr., U.S. Army	D.D.O.H.C., W.Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Commander J.S. Sharp R.N.R.	N.C.S.O. (N.A., Med.).
	Mr. C.C. Crooks	A.C. Trans. Sub-Commission.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

1542. The Minutes of Meeting No. 39 dated 28th November were approved with the following amendments:-

GREEK PORTS COMMITTEE. 3rd paragraph. For "M.E." read "Greece". "BONY". For "base" read "uses".

1543. CRANE SHIPS. Ref. 1517. Colonel Greenhill reported that no information had yet been received about the use of the sheer legs at Salonika.

1544. "KENMAL". Ref. 1518. This vessel was shortly due to drydock for two days after which Mr. Hogarth reported she would be ready for use and the Board agreed that she be sent to Greece.
M.W.T.

1545. ITALIAN SCHOONER POSITION. Ref. 1530. The fact that the smaller schooners were allocated to lift civil supplies was once more mentioned, Mr. Crooks stating that they became weatherbound and that voyages took a considerable time. He felt the position could be greatly improved if larger vessels were made available, and could be placed on regular routes to lift specific cargoes. A document showing these suggested shipping lines and the cargoes to be carried was handed to the Chairman who said he would take up the matter, but also said that the Tonnage Allocation Sub-Committee were to produce a statement of the services that were already running between certain ports which he felt might be of assistance to A.C.
Chairman.

1546. PORT EQUIPMENT. Ref. 1531. Brigadier Philipe felt that definite orders for port equipment should now be placed and stated that when considering Genoa it should be borne in mind that the Army would provide practically no gear and that A.C. had been advised to plan accordingly. The general situation had been explained to Washington by Mr. Nicol who had stressed the importance of the matter and had suggested that ships with civil supplies arriving in the area should have sufficient gear on board to enable cargoes to be discharged

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	Major A.B.A. Launder	Petroleum Section.
	Captain J.C. Martin, Jr., U.S. Army	D.E.D.H.C., W.Med.
	Mr. P. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Commander J.S. Sharp R.N.R.	N.C.S.O. (N.A., Med.).
	Mr. C.C. Crooks	A.C. Trans. Sub-Commission.
	Mr. A.C. Hegarth	D.M.W.T.R.
	Lt.Col. R. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. E. Hughes	D.C.H.C. Representative.
	Miss M.M. Ritchie	Assistant Secretary.

ACTION BY:-

1542. The Minutes of Meeting No. 69 dated 28th November were approved with the following amendments:-
GREEK PORTS COMMITTEE. 3rd paragraph. For "H.E." read "Greece". "BONN". For"base" read "uses".

1543. CRANE SHIPS. Ref. 1517. Colonel Greenhill reported that no information had yet been received about the use of the sheer legs at Salonika.

1544. "MARVAL". Ref. 1518. This vessel was shortly due to drydock for two days after which Mr. Hegarth reported she would be ready for use and the Board agreed that she be sent to Greece. M.W.T.

1545. ITALIAN SCHOONER POSITION. Ref. 1530. The fact that the smaller schooners were allocated to lift civil supplies was once more mentioned, Mr. Crooks stating that they became weatherbound and that voyages took a considerable time. He felt the position would be greatly improved if larger vessels were made available and could be placed on regular routes to lift specific cargoes. A document showing these suggested shipping lines and the cargoes to be carried was handed to the Chairman who said he would take up the matter, but also said that the Tonnage Allocation Sub-Committee were to produce a statement of the services that were already running between certain ports which he felt might be of assistance to A.C. Chairman.

1546. PORT EQUIPMENT. Ref. 1531. Brigadier Phillips felt that definite orders for port equipment should now beplaced and stated that when considering Genoa it should be borne in mind that the Army would provide practically no gear and that A.C. had been advised to plan accordingly. The general situation had been explained to Washington by Mr. Nicol who had stressed the importance of the matter and had suggested that ships with civil supplies arriving in the area should have sufficient gear on board to enable cargoes to be discharged.

The Chairman mentioned that rope slings and canvas centres belonging to Italians had been removed with military equipment from Civita Vecchia on the departure of the Army and Colonel Dannher said the matter would be investigated if a list of the gear were provided.

Provision of port equipment in Italy was on a different basis from that to Greece where, Colonel Greenhill explained, the gear supplied was part of the Balkan stockpile and would not therefore be removed when the Army left the ports.

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1547. BLACK SEA PORTS. Ref. 153 Commander MacLean reported that it was hoped the entrance to the Dardanelles would be clear by the 1st January, 1945.

1548. "FREIBURG" & "BONN". Ref. 1479 and 1539. A signal from F.O.T.A.L.I. saying that as there appeared to be no immediate requirement for either of these ex German hospital carriers he requested ship carriers be provided to release the Prize crews who had been on board over a month, was quoted by Colonel Grochhill. He stated that both vessels were needed and their employment had already been asked for. As regards "FREIBURG", Sea Transport had asked M.W.T. for a crew and the Chairman reported that officers and engineers were being flown out while a local crew was being provided to take the vessel to the U.K. where she was to re-fit and drydock. When it was known in west waters "BONN" was to sail a crew for her would also be supplied. Lt.Cmdr. Sturt felt the latter vessel could not be used as a hospital carrier as there would be insufficient accommodation if she were fitted to normal standards and she could only sail in sheltered waters.

1549. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1520. Item 2 on Agenda. After visiting Civita Vecchia, Colonel Deather reported that the pier was thought to be safe except during bad weather and that a heavy ship could discharge there. He felt that A.C. should look into the safety precautions and said that although the quay was wired for electricity there was nobody to work the plant and consequently no light.

Coal Minute 323 (c). A recent improvement in the rail waggon position was reported by Brigadier Philipe and from this it appeared that the coal programme could be accepted.

Minute 324. The Chairman pointed out that "ZENIO" was an Italian vessel allocated to the Italian Government for the tobacco and salt programme and therefore could not be used to lift Sardinian coal.

It was reported that colliers at Marseilles were not being discharged according to estimate and Major Riddell said he would look into the matter. Major Riddell

1550. REPAIR SUB-COMMITTEE. Ref. 1522. Item 3 on Agenda. Noted.

FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1523. Item 4 on Agenda. After some discussion the Board agreed that the French civil and military programme from [illegible] might be authorised and provided the French would put forward their proposed lifts, agree to abide by the decisions of MEDIO regarding port clearance etc., that Sete might be used to capacity. The Chairman pointed out, however, that the French must use "B" list vessels and that no call could be made on inter-mal Mediterranean sailings without consulting CSAB or SHAEF through MEDIO.

It was stated, however, that "DJEBEL AURES" was required to lift wheat and could not therefore be allocated for the French programme.

1552. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1524. Item 5 on Agenda. Referring to Minute 69, Brigadier Philipe said he understood the shipments were to be accepted.

Minute 70. The Chairman reported that "LYCAON" had been allocated to lift the green coffee for S. France but stated that discharge port should be indicated before her arrival at Gibraltar.

The case of "SAMDONAN" which would take 16/17 days to discharge was mentioned by Lt.Cmdr. Sturt who felt that the discharge of grain ships was slowing down at Marseilles.

A letter from D.I.W.T.R., Naples was quoted by the Chairman which set out the risks of discharging grain ships at Castellamare and suggested that if a sufficient priority were granted the Port Commandant, Naples would allocate berths for the vessels. As berths were said to be available at Naples the Board felt that storm-to discharge at Castellamare could no longer be considered an operational necessity, in which event, the Chairman said that M.W.T. and W.S.A. could no longer accept the risks involved. It was therefore agreed to request that grain ships be [illegible] at Naples for discharge or lightened there first before proceeding to the

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to Naples at Wards and she could only sail in sheltered waters.

1549. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1520. Item 2 on Agenda. After visiting Civita Vecchia, Colonel Daugher reported that the pier was thought to be safe except during bad weather and that a heavy ship could discharge there. It was felt that A.C. should look into the safety precautions and said that although the quay was wired for electricity there was nobody to work the plant and consequently no light.

Coal Minute 343 (c). A recent improvement in the rail waggon position was reported by Brigadier Philipe and from this it appeared that the coal programme could be accepted.

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It was stated, however, that "DJEBEL AURES" was required to lift sheep and could not therefore be allocated for the French programme.

1552. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1524. Item 5 on Agenda. Referring to Minute 69, Brigadier Philipe said he understood the shipments were to be accepted.

Minute 70. The Chairman reported that "LYCAON" had been allocated to lift the green coffee for S. France but stated that discharge port should be indicated before her arrival at Gibraltar.

The case of "SAGONAN" which would take 16/17 days to discharge was mentioned by Lt.Cmdr. Sturt who felt that the discharge of grain ships was slowing down at Marseilles.

A letter from D.M.W.T.R., Naples was quoted by the Chairman which set out the risks of discharging grain ships at Castellamare and suggested that if a sufficient priority were granted the Port Commandant, Naples would allocate berths for the vessels. As berths were said to be available at Naples the Board felt that storm-to discharge at Castellamare could no longer be considered an operational necessity, in which event, the Chairman said that M.W.T. and W.S.A. could no longer accept the risks involved. It was therefore agreed to request that grain ships be accepted at Naples for discharge or lightened there first before proceeding to the grain elevator berth at Castellamare for final discharge. Chairman.

1553. COASTER POSITION. Ref. 1479. Item 6 on Agenda. Of the 33 store coasters listed in the report, Lt.Cmdr. Sturt reported that 8 of them were immobilised for repairs and drydocking during November and that 46,000 tons were lifted as opposed to the 74,500 tons shown available. He also drew attention to the longer time taken to repair the Italian vessels.

A signal from D. of S.T. was referred to by Lt.Cmdr. Sturt in which 4 store carriers for carriage of minesweeping stores to forward areas were requested but it was felt that this demand should be forwarded through the usual channels. The Chairman emphasised that all coasters in the area were fully employed and that this allocation, if granted, would divert vessels from other programmes; Brigadier Philipe suggested the matter be examined on a tonnage basis.

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1554. HARBOUR CRAFT. Ref. 1526. Item 7 on Agenda. Mr. Hughes stated that civilian lighterage requirements were also included in the estimate.

1555. TANKER COMMITTEE. Ref. 1527. Item 8 on Agenda. It was reported that Mediterranean imports of petrol were to be received in fast tankers which Major Lounder said would sail independently from the United States every other day. In this way slow tankers would be released for other theatres.

Estimated figures for the carriage of petrol had been based upon the shipping available, which however was now reduced by the release of 2 fitted carriers to the Far East. Major Lounder stated that should an emergency demand arise it had been agreed that Sea Transport would request another vessel for the purpose. The Chairman felt that all such cases should first be considered and examined and if approved a suitable vessel would be provided.

1556. DREDGING COMMITTEE. Item 9 on Agenda. Dredging Minute 42. It was felt that neither the members of the Dredging Committee nor MEDBO itself were in a position to approve a Directive extending the control of the Dredging Committee to those areas outside the jurisdiction of MEDBO, it being considered that the Dredging Co-ordinating Committee was the only body with sufficient powers for such action. The Board therefore agreed that the Dredging Committee should be asked to submit a detailed statement of all dredgers in the area, their position and present and future dredging projects which would be forwarded to the Co-ordinating Committee at the same time as the draft Directive for approval. Secretary.

1557. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1528. Item 10 on Agenda. Noted.

1558. PORT STATE. Ref. 1503. Item 11 on Agenda. Attention was drawn to the fact that Oran is now an assembly port and that the 46 vessels shown were awaiting convoy.

The Board noted the Port State was for 21st November and felt that the Shipping Diversion Room should be requested to issue the Port State as soon after the 1st, 11th and 21st of each month as possible for they felt little benefit was obtained in discussing a position so far in retrospect. Secretary.

1559. GREEK PORTS COMMITTEE. Ref. 1529. Item 12 on Agenda. A signal stating that the General Strike was still in progress was quoted by Colonel Greenhill but it was felt further developments should be awaited before diversions to shipping were ordered.

In reply to Colonel Greenhill who asked whether MEDBO had knowledge of the vessels which would appear to have been found in Greece, Mr. Hogarth said advice had been received from D.M.W.T.E. Athens that necessary forms were being forwarded but said they had not yet arrived.

Salonika. Lt.Cmdr. Sturt said that a reply had been sent.

A signal from S.N.O. Greece stating that no ships were to use KHALARON Bay as it was considered unsafe was noted by the Board.

1560. SUPPLIES FOR YUGOSLAVIA. Ref. 1491. Pending completion of diplomatic negotiations concerning supplies for Yugoslavia, Brigadier Phillips reported that 500 tons were to be sent in small vessels to Split.

1561. INTERNAL MEDITERRANEAN SAILINGS. Ref. 1478. The following extract of a signal from SOLOO was quoted by Colonel Dannhor:

"Allocation of 5 ships for each 10 day January convoy was requested for movement of military cargo from North Africa and Italy to LEGS, in cable LX 14060. Amount allocated for December NOT known here. Port Marseilles can accept more than the 5 ships each 10 day period of intra-Mediterranean shipping, [illegible] for additional military cargo during months of December and

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been agreed that Sea Transport would request and act upon [illegible] The Chairman felt that all such cases should first be considered and examined and if approved a suitable vessel would be provided.

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1558. PORT STATE. Ref. 1505. Item 11 on Agenda. Attention was drawn to the fact that Oran is now an assembly port and that the 46 vessels shown were awaiting convoy.

The Board noted the Port State was for 21st November and felt that the Shipping Diversion Room should be requested to issue the Port State as soon after the 1st, 11th and 21st of each month as possible for they felt little benefit was obtained in discussing a position so far in retrospect. Secretary.

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1560. SUPPLIES FOR YUGOSLAVIA. Ref. 1481. Pending completion of diplomatic negotiations concerning supplies for Yugoslavia, Brigadier Philipe reported that 500 tons were to be sent in small vessels to Split.

1561. INTERNAL MEDITERRANEAN SAILINGS. Ref. 1478. The following extract of a signal from SOLOC was quoted by Colonel Dambier:

"Allocation of 5 ships for each 10 day January convoy was requested for movement of military cargo from North Africa and Italy to LEGS, in cable IX 14869. Amount allocated for December NOT known here. Port Marseilles can accept more than the 5 ships each 10 day period of intra-Mediterranean shipping, and need exists for additional military cargo during months of December and January.

In view of above, request shipments to LEGS be expedited all possible and that MTOUSA arrange with MEDBO for shipping required".

Brigadier Philipe pointed out that C.C.S. had reduced the amount of internal Mediterranean sailings to 166 and felt that if this demand increased that number of sailings, it could not be met unless considered an operational necessity, and agreed with the Chairman that the question should be considered in this light.

1562. ITALIAN MERCHANT SHIPPING. Ref. 1424. Mr. Crooks stated that several requests had been received from owners of sunken vessels that they be salved at their own expense and operated by CO.GE.NA. The owners also asked that these vessels should carry their own goods subject to A.C. approval, and said they would pay/

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legal freight. Colonel Dunbar suggested that a statement giving the names, position and tonnages of these vessels be submitted before the matter were considered further. Mr. Cypoks.

1563. DELAYS TO MERCHANT SHIPPING. Resulting from recent delays to shipping occasioned by the fact that ships have been taken off berth with small amounts of cargo still on board and kept awaiting berth to complete, the Chairman read the attached Memorandum in which he proposed measures to be taken to avoid such occurrences. This was approved by the Board who agreed that it should be distributed to the authorities concerned.

1564. RUSSIAN VESSELS. A signal in which it was requested that Russians in Greece be repatriated through the Dardanelles was mentioned by Brigadier Philipe who pointed out that Russian ships might soon be sailing in the area.

1565. "EMPIRE DACE". The loss of this vessel off Patras was reported by Lt.Cmdr. Sturt.

1566. CUSTOMS DUTIES. An Executive Memorandum No. 83 which was not acceptable to MEDEC had been put out by A.C. on this subject and the Chairman reported a signal had been sent to A.C. to that effect.

1567. STORES FOR MERCHANT SHIPS. M.W.T. do not store ships coming into the area for more than 2 months, the Chairman saying that in some cases vessels were retained by Sea Transport for some time, but that M.W.T. could not provide stores for six months. He suggested the matter be examined between Sea Transport and M.W.T. and proposed that vessels that had been in the area several months should be released, which Lt.Cmdr. Sturt said was already in hand.

1568. SCHOONERS FOR GREECE. A signal from FOLEM requesting the allocation of three schooners now in Cyprus and no longer required by Force "A" was quoted by Commander MacLean who said they were to be used for reconnaissance work round the Greek mainland. Lt.Cmdr. Sturt believed they were to be released to F.S.T.O. M.E. and it was felt that it was a matter for consideration between the latter and C in C Med.

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A.F.H.Q.

5th December, 1944.

(4)

MEMORANDUM

DELAYS TO MERCHANT SHIPPING.

The Mediterranean Shipping Board have been considering complaints regarding delays to Merchant Ships within the area, arising from vessels being ordered off discharge berth before discharge is finally completed.

It was reported at a recent Meeting that in one port 9 ships with a total of only 343 tons of cargo were waiting at anchorage for berth to complete. At another port a vessel was ordered off berth with only 17 tons on board and it was reported that the intention was to keep her waiting for two days for another berth to complete.

It should be obvious to all that this practice may and does result in the most serious delays where vessels may miss their proper convoys leaving the Mediterranean and it must be the duty of Port Committee to ensure that steps are taken to avoid a continuance of this practice which is against the express wishes of the Combined Shipping Adjustment Board.

Several reasons appear for vessels to be ordered off berths before completion of discharge such as

(1) incorrect advice as to the expected time of completion

(2) rigid rules to dock authorities as to times vessels will leave berth which under Naval or Military auspices, become a direct order and difficult to alter without reference to a higher authority.

(3) desire on the part of the port authorities to utilise berths to capacity and not waste time for small quantities of cargo.

In the case of (1) and (2), Port Committee should take steps to ensure that

(a) stricter supervision is given to vessels nearing completion and to accord the greatest care to the "expected time of completion" when reporting to port authorities.

(b) to consider the intelligent use of overtime including working through dinner hour in order that small quantities may be cleared and the berth not wasted.

(c) to consider the intelligent use of lighters.

In the case of (3) which is a more difficult and delicate problem, consideration should be given, in every case, as to whether the vessel should not sail to her next port wherever that may be. In the case of "common user" cargo, it would not appear that ships should lose days of valuable time for such small quantities as are instanced.

W.S.A. and M.W.T. representatives and Sea Transport Officer are [illegible] to assist Port Commandant in every respect in this matter and it is [illegible] the matter of maintaining

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total of only 343 tons of cargo were [illegible] complete. At another port a vessel was ordered off berth with only 17 tons on board and it was reported that the intention was to keep her waiting for two days for another berth to complete.

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W.S.A. and M.W.T. representatives and Sea Transport Officer are requested to assist Port Commandant in every respect in this matter and it is suggested that the use of intelligent agents in the matter of maintaining reports on the state of vessels discharging might be closely examined.

3699

(sgd) J. GIBSON GRAHAM
CHAIRMAN,
MEDBO.

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GREEK PORTS COMMITTEE

SECRET

MINUTES OF MEETING No.6, held at H.Q., 3 CORPS, at 1500 hours, on the 2nd December, 1944.

PRESENT:

Mr.E.J.O.Graham.	Chairman.	D.M.W.T.R.
Capt.J.O.Campbell	Rep.	S.B.N.O.Greece
Cdr.R.W.Sturdon, R.N.R.	-	B.S.S.T.O. "
Capt.A.Leeks, R.H.N.	Rep.	R.H.N. & Mercantile Marine
Col.H.J.Davidson	-	Col."Q"
Major K.R.Crewe	Rep.	M.L.Greece
Mr.A.E.Wakeville	Rep.	W.S.A.
Mr.K.E.Walker	Secretary.	

MINUTES OF MEETING No.5 were agreed.

MINUTES OF MEETING No.4. Capt.Leeks requested that amendment should be made respecting the manning of caiques, Page 2, Line 33 - "This could not be done owing to the shortage of R.H.N. personnel to man the caiques", to read: "This could not be done owing to technical difficulties in manning the caiques. Amendment agreed.

CAIQUES. The draft letter to the G.O.C. which the Chairman read at the previous meeting was further discussed and it was agreed that only that portion suggesting a meeting of those interested to appraise the position and advise as to necessity of substituting a fresh plan should be forwarded.

Chairman

The Chairman read a translation of an extract from a newspaper of the 2nd instant, which inter alia stated that there were between 600 and 700 schooners (95% powered) available in Greek waters, with an approximate lifting capacity of 40,000 tons, of which 25,000 tons were in good condition and ready for sea, and the remainder were in a state which could be repaired, with a varying degree of work needed on each.

The article stated that rather than requisition caiques a system of freight rates should be brought into force, but the sailings should be under some form of control.

TRANSHIPMENT OF RELIEF CARGOES. A general discussion took place concerning the suggestion that the Port of Piraeus should handle the transhipment of relief cargoes planned for Syros. Col.Davidson stated that the average caique voyage necessitated by such a change would be 2-5 times greater than that at present planned. In view of shortage of caiques it was considered inadvisable to effect the change suggested. Capt.Campbell thought that possibly Prevetza could be eliminated as a major port and more use made of Corfu. As S & R and Mov.& Tn.representatives both stated no material gain would be achieved it was decided to continue as at present. The use to be made of Kavalla was also discussed. Advised there is a possibility of considerable movement of export

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Lt.F.J.O.Graham.	Chairman.	D.N.W.T.R.
Capt.J.O.Campbell	Rep.	S.B.N.O.Greece
Cdr.E.Hampton, R.N.R.	-	B.S.S.T.O. "
Captain [illegible], R.H.N.	Rep.	R.H.N. & Mercantile Marine
Col.H.J.Davidson	-	Col."Q"
Major H.T.Cramer	Rep.	M.L.Greece
Mr.A.R.Glasgeville	Rep.	W.S.A.
Lt.A.F.Walker	Secretary.	

MINUTES OF MEETING No.5 were agreed.

MINUTES OF MEETING No.6. Capt.Bachra requested that amendment should be made respecting the manning of Caiques, Page 2, Line 33 - "This could not be done owing to the shortage of R.H.N. personnel to man the caiques", to read: "This could not be done owing to technical difficulties in manning the caiques. Amendment agreed.

CAIQUES. The draft letter to the G.O.C. which the Chairman read at the previous meeting was further discussed and it was agreed that only that portion suggesting a meeting of those interested to appraise the position and advise as to necessity of substituting a fresh plan should be forwarded.

Chairman

The Chairman read a translation of an extract from a newspaper of the 2nd instant, which inter alia stated that there were between 600 and 700 schooners (95% powered) available in Greek waters, with an approximate lifting capacity of 40,000 tons, of which 25,000 tons were in good condition and ready for sea, and the remainder were in a state which could be repaired, with a varying degree of work needed on each.

The article stated that rather than requisition caiques a system of freight rates should be brought into force, but the sailings should be under some form of control.

TRANSHIPMENT OF RELIEF CARGOES. A general discussion took place concerning the suggestion that the Port of Piraeus should handle the transhipment of relief cargoes planned for Epeiros. Col.Davidson stated that the average caique voyage necessitated by such a change would be 2-5 times greater than that at present planned. In view of shortage of caiques it was considered inadvisable to effect the change suggested. Capt.Campbell thought that possibly Prevetza could be eliminated as a major port and more use made of Corfu. As S & R and Mov.& Tn.representatives both stated no material gain would be achieved it was decided to continue as at present. The use to be made of Kavalla was also discussed. Advised there is a possibility of considerable movement of export cargo from Bulgaria through this port but in view of poor communications from the interior to the port considered desirable await additional information before giving matter further consideration.

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LIFTING OF SUNKEN VESSELS. Capt.Campbell handed the Chairman a letter which he had received from the Greek Mercantile Marine requesting aid from the Royal Navy to refloat sunken vessels. It was pointed out that this was a Greek Government responsibility and not one for the British Government unless a change of policy was decided on.

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ss."TASOS". The Chairman enquired whether any further action had been taken since the loading of empty drums on this vessel had been stopped. Capt.Bachas replied that she could be employed on relief work and agreed to ask the Greek N.O.I.C. if she was available to load relief cargo now. Cdr.Sumpton agreed to take the necessary action to utilise vessel and thought she could be used in No.1 district.

Capt.Bachas

SEIZING OF ENEMY VESSELS. Capt.Campbell reported that Corps Commander had the matter in hand regarding the two enemy vessels which were at Volos but that they were still in the control of E.L.A.N. Cdr.Sumpton would advise the S.T.O. there that as soon as these vessels were handed over to N.O.I.C. arrangements were to be made to despatch them to Piraeus with the least possible delay.

Cdr.Sumpton

P O R T S

KALAMATA. Cdr.Sumpton reported that during his visit to this port he had seen the underwater survey and after lifting a number of concrete blocks there would be 24 ft.of water available alongside approximately 500 ft.of quay. The caique which is sunk close to the quay is being removed. A further report is now awaited from Col.McMullen.

PIRAEUS - Water Boats. The Chairman asked if it were possible to send the water-boats to load at Poros and so ease the strain on the supply from the Marathon Dam. Approximately 16000 tons of water had been supplied during November and it was desirable if possible to restrict the drain on the dam as much as possible. Col.Davidson undertook to ascertain from the R.Es if installations at Poros were working but in view of limited number of craft and their continuous use it was considered that no change could be made for the present. It was advised that the "Hermes" which is being used as a water ship, had been ordered from Salonica to Piraeus.

Capt.Campbell reported that there were two dumb petrol lighters lying idle at Piraeus and he required one urgently in order to release a tanker, and requested that action should be taken in securing one. Capt.Bachas agreed to take the necessary action immediately.

Capt.Bachas

SALONICA. Col.Davidson advised that 18000 tons per month of cargo would be required to be handled at this port for Yugoslavia when transport could operate to that country. No date can as yet be given for this requirement.

The next meeting will be held at 1500 hours on
6th December, 1944.

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The next meeting will be held at 1500 hours on
6th December, 1944.

K.F.Hacker
SECRETARY.

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(4)

SECRET.

No. 91.

MEDITERRANEAN SHIPPING BOARD.

MINUTES OF MEETING HELD AT 1100 HOURS ON 12TH DECEMBER, 1944.

	Mr. J. Gibson Graham	Chairman.
Members:	Captain F.H.D. Byron R.N.	N.C.S.O. Med.
	Captain W.E. Erskine U.S.N.	U.S. Navy.
	Captain F.W. Williams R.N.R.	Acting P.S.T.O. Med.
	Commander D.M. Maclean R.N.R.	S.O.S. to C in C Med.
	Lt.Cmdr. G.B. Sturt R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.T. Dannher U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel J.F.M. Leese	Tn. (Br.).
	Lt.Col. G. Ackerley	G-4 Mov & Tn. (Br.).
	Lt.Col. M.C. Lassek U.S. Army	Petroleum Section.
	Major J. Riddell	Q.M. Coal Section.
	Captain J.C. Martin Jr., U.S. Army	D.D.O.H.C. W. Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Mr. W.D. Jermine	M.W.T. Liaison.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

On behalf of the Board the Chairman welcomed Captain F.W. Williams, R.N.R. acting P.S.T.O. Med. and Lt.Col. Ackerley who would be attending future Meetings.

Mr. W.D. Jermine, M.W.T. Liaison Officer between Chief Representative, N.W. Europe and M.W.T.R. Med. was introduced to the Board by the Chairman and a welcome extended to him.

1569. The Minutes of Meeting No. 90 dated 5th December, 1944 were approved.

1570. CRANE SHIPS. Ref. 1543. A report from D.M.W.T.R. Athens had been received stating that the sheer legs at Salonika had insufficient reach and were therefore of no use.

1571. "MARNEL". Ref. 1544. Mr. Hogarth stated that before this vessel could be put into service after drydocking the grain elevator plant would once more have to be erected on deck which would take about ten days.

1572. "BONN". Ref. 1548. Captain Williams considered the expense of converting this vessel to a small troop carrier could not be justified at the moment. He felt she could be well used as a base hospital ship on inter island service. It was said that F.O.L.E.M. would like the use of this vessel for carriage of minesweeping stores to the forward areas, but Brigadier Philipe anticipated an Army requirement for her would arise within a few months and whilst he saw no objection to "BONN" being temporarily allotted to the Navy he could not agree on behalf of G-4 to a permanent allocation.

	Lt.Cmdr. G.B. Beard R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Brigadier A.T. de Rhe Philipe	G-4 Mov & Tn. (Br.).
	Colonel J.T. Dannher U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel J.F.M. Leese	Tn. (Br.).
	Lt.Col. G. Ackerley	G-4 Mov & Tn. (Br.).
	Lt.Col. M.C. Lassek U.S. Army	Petroleum Section.
	Major J. Riddell	Q.M. Coal Section.
	Captain J.C. Martin Jr., U.S. Army	D.D.O.M.C. W. Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:	Mr. W.D. Jermine	M.W.T. Liaison.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.C.M.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

On behalf of the Board the Chairman welcomed Captain F.W. Williams, R.N.R. acting P.S.T.O. Med. and Lt.Col. Ackerley who would be attending future Meetings.

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1572. "BOHN". Ref. 1548. Captain Williams considered the expense of converting this vessel to a small troop carrier could not be justified at the moment. He felt she could be well used as a base hospital ship on inter island service. It was said that F.O.L.E.M. would like the use of this vessel for carriage of minesweeping stores to the forward areas, but Brigadier Philipe anticipated an Army requirement for her would arise within a few months and whilst he saw no objection to "BOHN" being temporarily allotted to the Navy he could not agree on behalf of G-4 to a permanent allocation.

1573. SUPPLIES FOR YUGOSLAVIA. Ref. 1560. A telegram stating that the Yugoslav Embassy advised that 5,000 tons relief goods were ready for shipment and requesting that this be arranged within the theatre shipping allocation in a Yugoslav vessel, was quoted by Brigadier Philipe. The Chairman stated that the proposal to use a Yugoslav vessel was contrary to advice received that the nationality of a vessel was not to be a governing factor in its allocation. It was agreed that no action could be taken as it appeared/ C.C.S.A.C. and C.C.O.S. to fulfil programmes if they were agreed.

A signal stating that five ships loaded with supplies for the Balkans had sailed from the United States for Alexandria was quoted by Mr. Nicol.

1574. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1549. Item 2 on Agenda. A signal had been received from SOLOC (ref. Minute 327) stating that discharge/

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/Discharge of coal was 500 tons per day between two ships and Major Riddell stated that no more coal had been requested.

Minute 330. Brigadier Philipe reported that the position was more satisfactory and asked whether consumption were controlled in any way, to which Major Riddell replied that none was placed on a 24 hour basis per day and that stock piling was taking place in order to increase this to a 9 hour basis.

Attention was drawn to Appendix "E", "HENRY G. TUCKER" by Mr. Nicol who stated this vessel, due to discharge in Greece, had a 29 ft. draft. It was decided that this matter should be referred back to the Coal Sub-Committee. Major Riddell.

It was reported that a collier had been accepted at No. 18 Berth at Naples, Lt.Col. Anderson stating that 600 t.p.d. were being discharged.

575. REPAIR SUB-COMMITTEE. Ref. 1550. Item 3 on Agenda. Referring to Minute 670, the Chairman reported that the Marseilles Port Control Committee had been requested to reconsider the question of a repair berth for "KOUROUBLA".

576. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1551. Item 4 on Agenda. With reference to Minute 8 of French Report, the Chairman stated that N.A.A.F.M. had agreed that 1000 tons of oil might be shipped to South France in the "FINISTERE" a French "B" list ship.

577. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1552. Item 5 on Agenda. Lt.Cmdr. Sturt reported that discharge of "SAMSONIAN" had been expedited and she was due to sail shortly.

The question of civil supplies in general with particular reference to shipments to S. France was discussed by the Board. The Chairman stated that MEDBO should control the employment, in relation to port capacity, of all shipping within the area and he considered the time had now come when a request be made to Washington and London to ensure that this was, in fact, so. He stated that some confusion seemed to exist in relation to shipments of civil supplies to S. France for although it had been agreed that the French should be given port capacity they were not being permitted to ship the goods in "B" list vessels because London, Washington and Paris said that no programme had been approved. The Chairman considered that a supreme authority for the approval of civil supply programmes might have to be constituted in the near future in order to obtain a greater measure of co-ordination, from a shipping point of view, than existed at present.

1578. TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1525. Item 6 on Agenda. The Board noted that for the period 27th December, 1944 to 5th January, 1945 bids made would have to be reduced by 13,000 tons, and Mr. Heard stated that the cut had been made almost entirely on phosphates.

1579. HARBOUR CRAFT. Ref. 1554. Item 7 on Agenda. Berthing tugs presently at Bari Captain Will[illegible] said were old and out of date and that bids from Port Commandant and N.O.I.C. had not yet been met. Colonel Dunbar stated that there was only one tug at Leghorn and requested that others be supplied. The provision of berthing tugs, Mr. Philips said was a Naval responsibility and he therefore suggested the matter be taken up with them. Capt. Williams.

A letter from A.C. stating that the owner of sunken barges would raise them if guaranteed against requisition was quoted by the Chairman, who considered further investigations should be made before a decision were reached. Lt.Col. Ackerley understood the barges were at Portiglione and had been sunk to avoid the destruction by the Germans. The Chairman said he would pursue the matter further with A.C. Chairman.

1580. TANKER COMMITTEE. Ref. 1555. Item 8 on Agenda. Noted.

It had been pointed out by NASAF

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1575. MARSEILLES SUB-COMMITTEE. Ref. 1550. Item 3 on Agenda. Referring to Minute 870, the Chairman reported that the Marseilles Port Control Committee had been requested to reconsider the question of a repair berth for "KOUTOUBIA".

1576. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1551. Item 4 on Agenda. With reference to Minute 8 of French Request, the Chairman stated that N.A.J.S.M. had agreed that 1000 tons of oil might be shipped to South France in the "FINISTERE" a French "B" list ship.

77. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1552. Item 5 on Agenda. Lt.Cmdr. Sturt reported that discharge of "SAMOONAN" had been expedited and she was due to sail shortly.

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1578. TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1525. Item 6 on Agenda. The Board noted that for the period 27th December, 1944 to 5th January, 1945 bids made would have to be reduced by 35,000 tons, and Mr. Heard stated that the cut had been made almost entirely on phosphates.

1579. HARBOUR CRAFT. Ref. 1554. Item 7 on Agenda. Berthing tugs presently at Bari, Capt. Williams said were old and out of date and that bids from Port Commandant and N.O.I.C. had not yet been met. Colonel Dunbar stated that there was only one tug at Leghorn and requested that others be supplied. The provision of berthing tugs, Mr. Hughes said was a Naval responsibility and he therefore suggested the matter be taken up with them. Capt. Williams.

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1580. TANKER COMMITTEE. Ref. 1555. Item 8 on Agenda. Noted.

1581. PORT STATE. Ref. 1556. Item 10 on Agenda. It had been pointed out in NASAB 391 that Oran was the forming point of G.U.S. convoys, which fact accounted for the large number of vessels shown under heading "C" and were ships leaving the area.

1582. GREEK PORTS COMMITTEE. Ref. 1559. Item 11 on Agenda. Brigadier Philipe stated that the situation in Greece was such that it must now be considered "operational".

1583. SHIPPING POSITION IN THE AREA. Ref. 1398. In reply to a signal stating that it was believed the rapid discharge of all vessels was an important factor in the ability to accept five additional Army ships in the U.G.S. convoys, Colonel Dunbar had answered that all vessels in convoys U.G.S. 63-68 inclusive would be promptly berthed and discharged on arrival. To do so meant accepting at Naples/

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/Naples ships for Leghorn in excess of the 14 that could normally be taken there. It was felt generally that this was a policy that might lead to delays and waste of transport as an additional strain would be placed on railways and motor vehicles, as also on coastwise shipping, in order to carry cargoes to their real destinations. It was also felt that by accepting at Naples vessels bound for Leghorn, grain ships and colliers might be shut out thus causing delays to those programmes. In this connection, Lt.Cmdr. Sturt read a signal from D. of S.T. stating that in view of the critical shipping situation which might last 2-3 months requirements should be reconsidered with a view to cuts being made. Colonel Dannher did not, however, feel that any reductions in the shipments could be made for he stated all cargoes were urgently required. The Board agreed that a NASAB signal be drafted asking that MEDBO be allowed some latitude in interpreting the Directive and the following signal was despatched later:-

"NASAB 692. Careful consideration has been given to WX 74985 09 December by the Mediterranean Shipping Board. Delays to Merchant Ships and the relation of programmes to Port Capacity are continually under observation by the Board and its component members. It was felt that considerable achievements in this respect have been effected in this Theatre. See NASAB 691.

2. The Board request that latitude in the interpretation of the Directive issued in WX 74985 be given to the Board otherwise these instructions if literally applied may create a consequent waste of Shipping and Transport through cargoes urgently needed in the Theatre being discharged at a port other than the port at which the cargo is required."

1584. ALLIED COMMISSION. Colonel Dannher put forward a paper containing suggestions and advice for the benefit of Transportation Sub-Commission A.C. which he requested MEDBO should bring to their attention. Brigadier Philipe preferred the matter should be left in abeyance until Transportation Sub-Commission themselves should be in a position to instigate new procedure. The Chairman concurred in this view but as Colonel Dannher felt the paper might be of assistance meanwhile it was agreed that Brigadier Philipe should forward it to the Chief of the Transportation Sub-Commission for his comments. Brig. Philipe.

1585. STEVEDORES. Major Rundell said a letter had been received from A.C. stating that the stevedores at Reggio had received no payments since August. It was reported that these men used to be paid through Sea Transport, Sicily and Lt.Cmdr. Sturt agreed to look into the matter. Lt.Cmdr. Sturt.

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SECRET.

AGENDA.

NINETIETH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS 5TH DECEMBER, 1944.

1. APPROVAL OF MINUTES OF MEETING NO. 89 DATED 28TH NOVEMBER, 1944.

2. MEDITERRANEAN COAL PRODUCTION SUB-COMMITTEE.

Minutes of Meeting No. 38 dated 29th November, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 54 dated 1st December, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 36 dated 30th November, 1944.

5. MEDITERRANEAN CIVIL SUPPLIES.

Report of 2nd December, 1944.

6. COASTERS IN THE MEDITERRANEAN.

Report on working of coasters under P.S.T.O. Med. for November, 1944.

7. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 33 dated 3rd December, 1944.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 2nd December, 1944.

9. DREDGING COMMITTEE.

Minutes of 54th Meeting dated 2nd December, 1944.

10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 15 dated 27th November, 1944.

11. PORT STATE.

"N.AFRICAN, Malta & Sicily Port State" and "Italian, Greek & S. France Port State" for 21st November, 1944 on which NASAD 690 has been despatched.

3695

12. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 5 dated 29th November, 1944.

Minutes of Meeting No. 38 dated 29th November, 1944.

3. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 54 dated 1st December, 1944.

4. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 36 dated 30th November, 1944.

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Report of 2nd December, 1944.

6. COASTERS IN THE MEDITERRANEAN.

Report on working of coasters under P.S.T.O. Med. for November, 1944.

7. HARBOUR FACILITIES & SMALL CRAFT.

Report No. 33 dated 3rd December, 1944.

8. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 2nd December, 1944.

9. DREDGING COMMITTEE.

Minutes of 5th Meeting dated 2nd December, 1944.

10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 15 dated 27th November, 1944.

11. JOINT STATE.

"N.AFRICAN, Malta & Sicily Port State" and "Italian, Greek & S. France Port State" for 21st November, 1944 on which NAGAS 690 has been despatched.

3695

12. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 5 dated 29th November, 1944.

13. OTHER MATTERS.

Margaret Michie.

(Margaret Michie)
Assistant Secretary, MEDBO.

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SECRET (3)

ALLIED FORCE HEADQUARTERS

Subject : MEDITERRANEAN Shipping Board - Coal Reception Committee.

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

1 Dec 44

Tele : FREEDOM 832

Minutes of Coal Meeting No.38 held at 1000 hrs 29 Nov 44 in G-4(Mov & Tn) Conference Room

In the Chair :	Lt-Col. M.J. SIEFF	G-4(Mov & Tn)
Present :	Lt (E) A. FRODSHAM RN	A/FEO
	Col. J.F. DANAHAR	Tn(A) Operations
	Maj. J. WHITMAN	" "
	Maj. V. KING	G-4(Mov & Tn)
	Maj. G.A. PLEWS	G-4(Mov & Tn)
	Maj. J. RIDDELL	Q.M. (Coal Sec)
	Lt-Col K. ANDERSON	M.W.T. Rep
	Mr. R. NICOL	W.S.A. Rep
	Mr. J. LYNCH	W.S.A. Rep
	J. Comd. M.E. GRIBBLE	Secretary

320. COAL BERTH CIVITAVECCHIA (See Minute 314)

It was reported that the berth was lightly constructed and MWTR suggested it would not be possible to put large vessels alongside until it had been strengthened. Rep Tn(A) stated that he would request the Engineers to put this work in hand.

MWT Rep would find out the up to date position at this port from the MWT Rep who was due to visit ANZIO on 30 Nov. The slow rate of discharge was due to lab difficulties and WSA were calling a meeting which would be attended by MWTR CIVITAVECCHIA and a lab rep. It was agreed that a G-4(Mov & Tn) rep should also attend.

The question of berthing large vessels would be raised at MEDBO.

ACTION : M.W.T.R.

321. GAETA to FIUMICINO (See Minute 315)

Infm was given that the wreck had not yet been lifted.

322. COAL FOR S. FRANCE (See Minute 316)

(a) STAL had arrived at MARSEILLES. WALKER TAYLOR and THOMAS DONALDSON were awaiting calling forward. THOMAS DONALDSON was nominated in place of FORT ROUILLE which would lighten at CATANIA for completion at REGGIO.

3094

Thursday - PM Caserta Conf. Bldg. Tom / Alec

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

held at 1000 hrs 29 Nov 44 in
G-4(Mov & Tn) Conference Room

In the Chair	:	Lt-Col. M.J. SIEFF	G-4(Mov & Tn)
Present	:	Lt (E) A. FRODSHAM RN	A/FEO
		Col. J.T. DANAHAR	Tn(A) Operations
		Maj. J. WHITELAW	" "
		Maj. V. KING	G-4(Mov & Tn)
		Maj. G.A. PLEWS	G-4(Mov & Tn)
		Maj. J. RIDDELL	Q.M. (Coal Sec)
		Lt-Col K. ANDERSON	M.W.T. Rep
		Mr. P. NICOL	W.S.A. Rep
		Mr. J. LYNCH	W.S.A. Rep
		J. Comd. M.E. GRIBBLE	Secretary

320. COAL BERTH CIVITAVECCHIA (See Minute 314)

It was reported that the berth was lightly constructed and MWTR suggested it would not be possible to put large vessels alongside until it had been strengthened. Rep Tn(A) stated that he would request the Engineers to put this work in hand.

MWT Rep would find out the up to date position at this port from the MWT Rep who was due to visit AMMQ on 30 Nov. The slow rate of discharge was due to lab difficulties and WSA were calling a meeting which would be attended by HMWER CIVITAVECCHIA and a lab rep. It was agreed that a G-4(Mov & Tn) rep should also attend.

The question of berthing large vessels would be raised at MEDBO.

ACTION : M.W.T.R.

321. GAETA to FIUMICINO (See Minute 315)

Infm was given that the wreck had not yet been lifted.

322. COAL FOR S. FRANCE (See Minute 316)

(a) SEAL had arrived at MARSEILLES. WALKER TAYLOR and THOMAS DONALDSON were awaiting calling forward. THOMAS DONALDSON was nominated in place of FORT ROUILLE which would lighten at CATANIA for completion at REGGIO.

(b) It was agreed that the question of allocating vessels from U.K. to S. FRANCE would be raised at the next MEDBO, with an agreement that should "bunching" occur they would be diverted on a repayment basis.

(c) With regard to the requirement of 6,000 tons per month SARDINIAN Coal for S. FRANCE, it was agreed, subject to shipping being available, a 2 ship programme would be set up - alternatively one 6,000 ton vessel would be allotted.

This requirement would be phased with the SARDINIAN Coal loading programme and a supplementary P.C.M. bid submitted.

ACTION : Q.M.

Cont'd Sheet 2.

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

SECRET

307. NAPLES POSITION (See Minute 317)

(a) It had not been found possible to divert VAN OSTADE to SALERNO as rail wagons for this port were drawn from the same source as those for NAPLES and BACOLI - this collier would therefore discharge at NAPLES.

(b) The discharge position at NAPLES was not considered satisfactory and Sup Tn(A) agreed to investigate the reasons.

It was agreed that SARDINIAN Colliers should be put on Berth 18 NAPLES which has an estimated discharge of 500 tons per day, rather than being held in the bay awaiting berth at BACOLI. This could not be effected at present owing to the shortage of rail wagons.

(c) From examination of the figures which were taken out for the discharge of coal in ITALIAN ports during the last eight weeks, it was apparent that the main delay to colliers was due to the inadequate number of rail wagons available.

Unless the rail situation improved, the present coal discharges could not be cleared, and a revision of port acceptances would be necessary.

C-in-C(Mov & Tn) anticipated an improvement in the rail wagon position within the next 2 or 3 weeks as the rail breaks would have been repaired, consequently releasing loaded wagons which had been held until the line was open.

ACTION : TN(A)

308. COAL FOR R.N. A/C.

A/FEO stated that SENIO, an Italian vessel now at SARDINIA, had been accepted to run SARDINIAN Coal for R.N. a/c for Naval bases. This vessel should be able to lift the full monthly requirement of 5,000 tons of SARDINIAN coal, and her sailing advices would include Military H.Qs. concerned.

ACTION : F.E.O.

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

MEG/rbc.

DISTRIBUTION

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

...PIES which had an estimated discharge of ... being held in the bay awaiting berth at NAGHOLI. This could not be effected at present owing to the shortage of rail wagons.

(c) From examination of the figures which were taken out for the discharge of coal in TRIPOLITANIAN ports during the last eight weeks, it was apparent that the main delay to colliers was due to the inadequate number of rail wagons available.

Unless the rail situation improved, the present coal discharges could not be cleared, and a revision of port acceptances would be necessary.

G-4(Mov & Tn) anticipated an improvement in the rail wagon position within the next 4 or 5 weeks as the rail breaks would have been repaired, consequently releasing loaded wagons which had been held until the line was open.

ACTION : TN(A)

3. COAL FOR R.A.F. A/C.

A/FEO stated that SEMIO, an Italian vessel now at SARDINIA, had been accepted to run SARDINIAN Coal for R.A.F. a/c for Naval bases. This vessel should be able to lift the full monthly requirement of 5,000 tons of SARDINIAN coal, and her sailing advices would include Military H.Qs. concerned.

ACTION : F.E.O.

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

MES/roc.

DISTRIBUTION

... for MEDEO Minutes FLUS -

D. ... Times, Admiralty, LONDON
... Secretary of State for War, War Office
...ttention DF Mov C(.)9) (3)
Mov HQ MAI (4)
GHQ, MEF (2)
COS
MA District (Att:Mov 2)
Allied Commission
Mov East ITALY
Mov West ITALY
Mov SICILY
DQMG (Mov & Tn)
Mov 3 (C-in-C)(Mov & Tn)/ ...MG

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

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

MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 29 NOV 44.

SECRET

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZ
ANDREA COTTARINI		BARD		16 Nov	R.C.M.		1900			
EMPIRE GLORY (Planer)		U.S.	UGS 60	28 Nov		M/T	8500	8500		
OCEAN VAGRANT (Deckload [illegible])		"	UGS 60	27 Nov		M/T	8500		8500	
[illegible]		U.K.	KMS 70	3 Dec		[illegible]	7014	7014		
JOHN M. BROOKS (1st discharge)		U.K.	KMS 70	2 Dec		Army	7399		3399	
JOHN M. BROOKS (2nd discharge)		ORAN		11 Dec		"	[illegible]			

[illegible]

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

SECRET APPENDIX "A"

BOARD

FEC

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 29 NOV 44.

	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGES	ALGIERS	ORAN	BIZERTA	BONE	CORSICA
												1900
		SARD		16 Nov	R.C.M.		1900					
		U.S.	UGS 60	28 Nov		MAT	8500	8500				
		"	UGS 60	27 Nov		Army	8500		8500			
		U.K.	KMS 70	3 Dec		Army	7014	7014				
		U.K.	KMS 70	2 Dec		Army	7399		3399			
discharge)		ORAN		11 Dec		"					4000	
discharge)												

(3)

2445

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

COLLIERS DUE ITALY AND SICILY POSITION AS AT 29 NOV 44.

SECRET

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	PALERMO	CATANIA	PORT EMPED OCTE	CI VE
KATERINGO RADNIPATERAS		SARD		5 Nov	SARD	Army	4800			4800				
VAN OSTADE		"		6 Nov	SARD	"	3700			3700				
OMEGA		"		22 Nov	SARD	"								
JOSE BONIFACIO	F25'6" A28'0"	S.AFRICA	GUS 57	14 Nov	TRANS V 44	"	3514							
EDERA		SARD		10 Nov		"						7000		
PELEGOSA		"		19 Nov		"								
GOVERT FLINCK	26'6"	U.S.A.	UGS 58	14 Nov	High Vol	"								
OCEAN VIGOUR (Planes)		"	UGS 58	14 Nov		AWT	6392		8831					
FORT FREDERICK		"	UGS 58	19 Nov		Army	8469			8469				
BOREAS		SARD		20 Nov	SARD	"	3600							
FORT BOURBON	20'0"	BARI	AH 80	21 Nov	ROM	"	5340	5340						
BLUEGUN TRADER		SARD		24 Nov	SARD	"	5800							
EMPIRE THACKERAY		"		24 Nov	SARD	"	3600						3800	
FORT ROUILLE	27'6"	U.S.A.	UGS 59	25 Nov	High Vol	"	8460				3600			
ANTONIO		UK	KMS 69	28 Nov		AWT	6095 -UG- USTA					4000		
OMEGA		SARD		29 Nov	SARD	Army	5000			5000				
SCHLIEFFEN		"		30 Nov	SARD	"	4400				4400			
HERCULES		"		1 Dec	SARD	"	4000							
KATERINGO RADNIPATERAS		"		1 Dec	SARD	"	5000			5000				
FORT ROUILLE	20'0"	CASABL.		1 Dec	High Vol	"	4460							
DUKE OF SPARTA	20'0"	CASABL	AH 82	1 Dec	ROM	"	3943	3943						
ATLAS		SARD		3 Dec	SARD	"	4200							
GEN. VARNER.		SARD		3 Dec	SARD	Army	3000			3000				

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RS DUE ITALY AND SICILY POSITION AS AT 29 NOV 44. SECRET APPENDIX "B"

FROM	CONVOY	DUE DESTN	TYPE OF COAL	T/C	TONNAGE	ANCONA	BARI	NAPLES	PALERMO	CATANIA	PORT EMPEDOCLE	CIVITA VECCHIA	GALLIPOLI	TARANTO	REGGIO
SARD		3 Nov	SARD	Army	4800			4800							
"		6 Nov	SARD	"	3700			3700							
"		22 Nov	SARD	"	[illegible]							4000	RID 5 Dec		
S. AFRICA	GUS 57	14 Nov	HANS M. L.	"	3511		[illegible]								
SARD		10 Nov	[illegible]	"	[illegible]					7000					
"		19 Nov	SARD	"	[illegible]						800				
U. S. A.	UGS 58	14 Nov	High Vol	"	[illegible]									8450	
"	UGS 58	14 Nov		MT	8831		8831								
"	UGS 58	19 Nov		Army	8469			8469							
SARD		20 Nov	SARD	"	3600								3600		
EURI	AU 80	21 Nov	ROM	"	5340	5340									
SARD		24 Nov	SARD	"	3300						3800				
"		24 Nov	SARD	"	3600				3600						
U. S. A.	UGS 59	25 Nov	High Vol	"	8460					4000					
UK	KMS 69	28 Nov		MT	6095 AMG-USTA										
SARD		29 Nov	SARD	Army	5000			5000							
"		30 Nov	SARD	"	4400				4400						
"		1 Dec	SARD	"	4000							4000			
"		1 Dec	SARD	"	5000			5000							
TARL		1 Dec	High Vol	"	4460										4460
TARL	AH 82	1 Dec	ROM	"	3943	3943									
SARD		3 Dec	SARD	"	4200								4200		
SARD		3 Dec	SARD	Army	3000			3000							

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SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELL.	-	Sardinian Coal	SAN ANTIOCO	LEGHORN & NAPLES
CARL.	-	2500 Welsh	ORAN	NAPLES (Discharg
DEUCAL	-	-	-	NAPLES (for repa
ORSTEL	-	2500 W and N.C.	TARANTO	ANCONA
ALD ARDEN	Operational orders C.S.15 - Now at GREECE			
CORCHESTER	-	2500 Welsh	ALGIERS	NAPLES (awaiting
EMPIRE CAREW	Operational orders C.S.15 - Now at GREECE.			
ALNESFORD	KX. 16	3028 Welsh	U.K.	NAPLES (Discharg
STAL	KX. 16	3197 Welsh	U.K.	MARSEILLES (Army
THEOMITOR	KMS 68	4973 N.C.	U.K.	MALTA (Dischargi
MATHILDA	KMS 68	4631 N.C.	U.K.	GIBRALTAR (Disch
EMPIRE OXTON	KMS 70	3500 N.C.	U.K	ALGIERS (for dis

Advised future sailings but not yet confirmed - P.L.M. 21 in KMS 71 with 2500 Welsh.
F de TROYON KMS 71 with 6500 N.C.

C.S.S.

2448

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SECRET
APPENDIX "C"

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
-	Sardinian Coal	SAN ANTIOCO	LEGHORN & NAPLES	C in C Med
-	2500 Welsh	ORAN	NAPLES (Discharging)	C in C Med
-	-	-	NAPLES (for repairs)	C in C Med
-	2500 W and N.C.	TARANTO	ANCONA	C in C Med
Operational orders C.S.15 - Now at GREECE				
-	2500 Welsh	ALGIERS	NAPLES (awaiting orders)	C in C Med
Operational orders C.S.15 - Now at GREECE.				
KX. 15	3028 Welsh	U.K.	NAPLES (Discharging)	M.W.T.
KX. 16	3197 Welsh	U.K.	MARSEILLES (Army)	M.W.T.
KMS 66	4973 N.C.	U.K.	MALTA (Discharging)	M.W.T.
KMS 60	4631 N.C.	U.K.	GIBRALTAR (Discharging)	M.W.T.
KMS 70	3500 N.C.	U.K.	ALGIERS (for discharge)	M.W.T.

Sailings but not yet confirmed - P.L.M. 21 in KMS 71 with [illegible]00 Welsh.
F de TROYON KMS 71 with 6500 N.C.

26933

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NAME	DRAFT	FROM	CONVOY	DATE ARRIVED	TYPE OF COAL	TONNAGE
WALKER TAYLOR	F 25' A 27'10"	S. AFRICA	Indep	23 Nov		8820
TACHARCHUS		U.K.			Elec	5850
STAR OF CAIRO		S. AFRICA				6334

DECEMBER ARRIVALS

ARCO VAN DER LEER	28'6"	U.S.A.	UGS 61	11 Dec	Loco		7904
SAINT BERNARD		"	UGS 61	11 Dec	RCM & Loco		7552
TEMPLE ARCH	25'3"	S. AFRICA		ADEN 11 Dec	Loco		7813
FORT WALSH	27'	"		ADEN 5 Dec	Loco		8045
[illegible] G TRUCKER		"			Loco		9386
DIALYNOR	26'8"	"			Loco		9120
FORT DUMPLO		U.S.A.					7924
THOMAS DOBLDSON (Loco)	26'3"	"	UGS 60	1 Dec	High Vol		8165
BRIDGEPOOL		U.K.					4650
JUGO TOPIC		"				Coal	7250
						Coke	250
LEONIDAS		"					5700
LORGASTON		"					7500
JOHN S. SAUNDERS		"					8535
VIN RIVER		"					5100
HARTLEPOOL		"					7400
DELPHES		S. AFRICA					6021
STAR OF EGYPT		"					5008
JOSHUA THOMAS		U.K.					8532
PENCARROW		"			Elec	Coal	5600
STAGILIA		"	UGS 61	11 Dec	High Vol		6036
STLOYAL		"	"	11 Dec	" "		8025

JANUARY ARRIVALS

JESSE CONNELL		S. AFRICA					8500
ARGENTINE LAND		"					8500
DELOS CITY		"					8500
HOLLAI CITY		"					4700
STEEL		U.K.					5295
[illegible]S		"					6200
COLLTO		"					7600
LYLE		"				Coal	1300
[illegible]ROS		"				Pitch	3150

24501

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APPENDIX "D"

DRAFT	FROM	CONVOY	DATE ARRIVED	TYPE OF COAL	TONNAGE	REMARKS
25'	S. AFRICA	Indep	23 Nov		8820	MARSEILLES
27'10"						
	U.K.			Elec	5850	
	S. AFRICA				6394	BALKANS

DECEMBER ARRIVALS

APPENDIX "E"

26'6"	U.S.A.	UGS 61	11 Dec	Loco	7904	WEST ITALY
	"	UGS 61	11 Dec	RGH & Loco	7552	" "
25'6"	S. AFRICA		ADEN 11 Dec	Loco	7813	BALKANS
27'	"		ADEN 5 Dec	Loco	8045	BALKANS
	"			Loco	9386	BALKANS
26'6"	"			Loco	9120	BALKANS
					7924	SICILY
	U.S.A.				8165	S. FRANCE
26'3"	"	UGS 60	1 Dec	High Vol	4650	DONE
	U.K.				Coal 7250	ALGIERS
	"				Coke 250	
	"				5700	LA COULETTE & TUNIS
	"				5500	"
	"				8535	CASABLANCA
	"				5130	BONE
	"				7460	ORAN & ALGIERS
	S. AFRICA				6021	BALKANS 9 Dec
	"				5068	"
	U.K.				8535	ORAN
	"			Elec	Coal 5600	ITALY
	"	UGS 61	11 Dec	High Vol	8035	WEST ITALY
	"	"	11 Dec	" "	8025	WEST ITALY

JANUARY ARRIVALS

APPENDIX "F"

	S. AFRICA				8500	
	"				8500	
	"				8500	
	"				8500	
	U.K.				7700	ALGIERS
	"				5295	CASABLANCA
	"				6200	LA COULETTE & TUNIS
	"				7600	ALGIERS
	"				Coal 1300	ORAN
					High 3500	

MEDITERRANEAN SHIPPING BOARD.

No. 54

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 1ST DECEMBER, 1944.

(3)

Present: Mr. I.D. Campbell In the Chair
Constructor Captain Smithers R.C.N.C.
Commander M.L. Hardie R.N.
Lieut. Commander E. Blair R.N.R.
Capitaine du Corvette Beilvaire
Major Filo della Torre R.I.N.
Mr. R. Nicol
Mr. W.E.B. Dainton
Mr. J.R. Smith
Mr. Davieson
Mr. G.W. Simmons
Mr. G.S. Ramsdale
Captain B.D. Bate
Captain T.L. Kidwell
Miss M.M. Michie Assistant Secretary

ACTION BY:-

851. "GEORGE W. MCKNIGHT". Ref. 835. Mr. Dainton reported that a preliminary examination had been made and bid for her to drydock for temporary repairs to enable her to proceed to the United States where it was now wished that permanent repairs should be carried out.

852. "KOUTOUBIA". Ref. 836. A signal from M.W.T. Survey Marseilles was quoted by the Chairman which said that in present circumstances the Port Control Committee could not allocate a berth for repairs to this vessel which would take six months.

853. "ST. ANDREW". Ref. 848. In reply to Lt.Cmdr. Blair who enquired about the condition of this vessel, Mr. Dainton who had returned from Taranto, said that it was advisable her turbines be opened up before going into service. M.W.T. Survey felt that pending satisfactory trials she could proceed to a permanent repair port, but that they considered permanent repairs should be carried out before she were put into regular service.

854. REPAIRS AT MARSEILLES. Ref. 849. Capitaine Beilvaire stated that MEDBO had been informed of all French repairs carried out and that any programmes for S. France ports would be notified in advance. Mr. Davison said that the five repair berths in Marseilles had been allocated for M.W.T./U.S.A. use but were only for short term jobs. The "VILLE DE BASTIA", afloat but needing repairs, and the "PROVIDENCE" were both mentioned by Capitaine Beilvaire who considered that repairs to these vessels might be taken in hand at Marseilles. As Mr. Dainton, Mr. Smith and Mr. Davison were all to visit Marseilles shortly it was decided that they should examine the whole question of repair facilities at that port.

Reference was made to a signal from C.G. DELTABASE stating that there was no Lloyds Surveyor or Representative of American Bureau of Shipping available at Marseilles. The Chairman felt this was misleading for a Lloyds Surveyor had been there for some months.

855. CASABLANCA. Commander Hardie reported that No. 1 Dock was still under repair but that "SAN CLAUDIO" would go in when these were finished. Gibraltar had been requested to sail her accordingly. Capitaine Beilvaire stated that bid for "ARGONNE" had been withdrawn.

3691

856. GIBRALTAR. The H.M. Ship in No. 1 Dock should be out about middle of December, "FULGOR" [illegible] stated "FULGOR" and an H.M. Ship would go in.

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Mr. G.S. Ramsdale
Captain S.D. Bate
Captain T.L. Kidwell
Miss M.M. Michie — Assistant Secretary

ACTION BY:-

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855. CASABLANCA. Commander Hardie reported that No. 1 Dock was still under repair but that "SAN CLAUDIO" would go in when these were finished. Gibraltar had been requested to sail her accordingly. Capitaine Beilvaire stated that bid for "ARGONNE" had been withdrawn.

3691

856. GIBRALTAR. The H.M. Ship in No. 1 Dock should be out about middle of December, when Commander Hardie stated "TULGOR" and an H.M. Ship would go in. "TULGOR" would need 5 weeks in drydock and it was possible that she might be required to undock for a short time while a higher priority vessel went in, after which she would be re-docked. H.M. Ships were in No. 2 Dock while Commander Hardie said that "GRAY COAST" and an H.M. Ship had now gone into No. 3 Dock while No. 4 Dock was taken up by Dockyard Craft.

857. ORAN. "FORT FIDLER" and Local Craft in No. 1 Dock, Commander Hardie reported were due out on 10th December, after which a French Warship would go in for about 4 days. French naval vessel "CANADA" required drydocking and would be ready about 10th December and it was decided that she should follow the French Warship and that "G.W. MCKNIGHT" (vide Minute 851 above) would go in after her.

"TAUTRA" had undocked from No. 2 Dock, Commander Hardie stating that local craft had now gone in. "CAPA" was due to dock on 3rd December to be followed by/

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/[illegible] "CERVETERE", a new French bid, "ASTRA" from "ESPIGUETTE". U.S. warships were programmed for No. 3 Dock.

858. ALGIERS. Commander Hardie reported that "SCHIAFFINO FRERES" was due out on 30th November, but if it had not been possible to complete repairs to stern bush by that date she would have to re-dock later. Programmed for No. 1 Dock was "VILLE D'AJACCIO", and it was decided that when she came out "VILLE DE DJIDJELLI" should then dock to be followed by "AGEN", "SCHIAFFINO FRERES" if re-docking were necessary, "GRAND QUEVILLY", "CORCREST". It was agreed that whichever of these last two vessels should arrive first would take precedence over the other.

"LES ISSERS" was in No. 2 Dock and Commander Hardie stated should undock on 4th December, when a French Warship would go in for 2 days.

Captain Bate stated that "EMPIRE LASS" would not be ready for drydocking until relieved by "WELSH COAST", also due to dock in a day or two at Leghorn, and it was decided the former vessel should not be allocated to a dock until a prospective date of readiness were known.

859. FERRYVILLE. It was thought that the original time estimated for the French Warship in No. 1 Dock would be extended and Commander Hardie could as yet give no firm completion date. He said that "ELORN" had gone into No. 2 Dock on 30th November and H.M. Ship and "TORE JARL" were both in No. 4 Dock. When all these vessels completed he stated that the docks would remain empty through lack of bids. A new bid for Maltese vessel "CANTARELT" had been put in but it was pointed out that she would not be ready till 24th December and would not therefore affect the present situation. The Chairman explained that because of plague all vessels had to be fumigated and there was no accommodation available at that port for the crews. Flag Officer Tunisia had said he could not house the men, but in view of the fact that docks would lie idle it was felt that he should once again be approached on the matter which the Chairman undertook to do. Chairman.

Captain Bate mentioned that repairs to "AGAMA" had been held up at that port through shortage of labour, but Capitaine Reilvaire said that technicians from S. France were being sent to Ferryville.

860. TARANTO AND BRINDISI. In view of the fact that all dockings for Taranto and Brindisi are controlled by C.S. Taranto it was decided that in future the list for both these ports be amalgamated leaving C.S. Taranto to allocate the vessels to docks at both ports. It was pointed out that C.S. Taranto would also appreciate receiving copies of any correspondence etc. affecting docking at these ports.

Commander Hardie said that H.M. Ships and Italian Warships in No. 1 Dock would finish about 12th December, and that No. 2 Dock was bought up for some time with H.M. and Italian Ships. The H.M. Ships in No. 12 Dock were due to complete at Taranto at the beginning of December and would be followed by "OCEAN GIPSY", while there was an H.M. Ship in No. 13 Dock. Captain Bate stressed the fact that tanker "SALT CREEK" was urgently required and pointed out that her docking date had been postponed. He therefore requested that a high priority be allotted her and Commander Hardie agreed to signal C.S. Taranto to this effect. It was also decided that "NETTUNO", "WORCESTERSHIRE" and "DUBLIN" on the Taranto list be given high priority as they were all required immediately and that "NARWHAL" and "EMPIRE CANDIDA" on the Brindisi list should have priority after them, "NARWHAL" being required shortly for discharge of relief supplies of grain in Greece. Cmdr. Hardie.

Lt.Cmdr. Blair informed the Board that it had been decided to send "FREIBURG" to Middle East for docking and refitting as the latter could not be undertaken in Taranto. A new Italian bid "ASSUNZIONE" was put forward by Major Filo. She required repairs to rudder and stern post and would be a long job requiring two drydocks, the first of about 5/6 days.

In order to assist the programme at Taranto which appeared rather heavy Lt. Cmdr. Blair said that whenever possible P.S.T.O. vessels were being sent for drydocking to the Middle East and that several bids had been postponed until the position were easier.

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In order to assist the programme at Taranto which appeared rather heavy Lt. Cmdr. Blair said that whenever possible P.S.T.O. vessels were being sent for drydocking to the Middle East and that several bids had been postponed until the position were easier.

861. NAPLES. Commander Hardie stated that the latest information received indicated that "AUDUN" was still in No. 1 Dock but should come out on 4th December when "SAMFEUGH" would go in for 3 days to be followed by "ENWISEO" for 7 days. Information received about No. 2 Dock had also been amended "TUNISINO" still being in dock but due out that day when "SUTHERLAND" would go in for 7 days. It was decided that "ULISSE" included on the Palermo list would be docked at Naples and was programmed to go in next to be followed by "TRITON [illegible]", then "CAPO MELE" repairs to which Major Filo stated would take 10/12 days. An H.M. Ship was programmed for No. 3 Dock, and also for the Floating Dock. In view of her importance it was decided that "GENERISCA" a small refrigerator ship should follow the H.M. Ship in the latter dock.

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862. LEGION. "EMPIRE HUGH" and Tug were due to undock on 2nd December when "WELSH COAST" would go in provided a gas free certificate was obtained. Captain Bate said that a chemist was on route to Bougie and thought this would be obtained in time.

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863. PALERMO. In view of information received that U.S. Navy were now able to undertake short term dockings of not more than three days this port had been included on the bidding list. Mr. Nicol quoted a signal from Com. 8th Fleet saying that from the beginning of December it would be possible to accept two Liberty ships for cleaning and painting. As further details revealed that ITU had a 20 ft. hole in her hull and would be a long term job she was deleted from the list and left for allocation to a port later. "ULSSE" was transferred to Naples list but it was felt that "SAMFLIET" ready on 10th December could most suitably be docked at Palermo and Commander Hardie said he would ask if they would accept her, the reply being received later that this could be done. Captain Bate reported that during the week a request for the immediate docking of "EMPIRE GRENADIER" had arisen, that U.S. Navy had been requested to take her and that she was then in dock.

864. "TASHKOVDI". Ref. 771. Commander Hardie said that information had been received that permanent repairs to this vessel could not be undertaken at Gibraltar until the end of European hostilities and that two months' notice would be required in order that the ship work might be progressed in advance.

865. "CLIFTOND MALLORY". Mr. Davison reported that while attempting to leave Sete this vessel sustained considerable damage to propeller, propeller shaft, steering gear and rudder.

866. REPAIR MATERIALS. Major Filo reported that he was experiencing difficulty in obtaining sufficient supplies of oxygen, acetylene and lignum vitae and that in some cases vessels' time in drydock was extended as a result. Commander Hardie suggested that a written request for oxygen and acetylene be put to N.O.I.C. Naples and the Captain of the Dockyard. Lignum vitae was said to be in short supply but Mr. Smith believed there were large stocks in the Middle East and believed it could be obtained from those sources. Major Filo.

867. DRYDOCKING SIGNALS. It was suggested by Mr. Dainton that any signals referring to drydockings be also repeated to D.N.W.T.R.s at the ports concerned but Commander Hardie felt that D.N.W.T.R.s should ask the local Naval authorities for any information they required when he felt sure it would be forthcoming.

868. SALVAGE OF VESSELS. The Chairman quoted a letter from N.W.I. London in which it said that "salvage is earned when the ship has been brought to a place of safety, i.e. to a place where she can lie without risk of foundering". A.F.O. 2362/43 lays down "The salvage operation concludes when the vessel has been safely floated with any leakage entirely under control and in a berth of seamanlike security". So far as the "CORFIATH" was concerned, Mr. Dainton stated that the berth at which she was lying was safe but that the vessel was in such condition that she would fall in half if left there for the winter.

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864. "TIDESHOVDI". Ref. 771. Commander Hardie said that information had been received that permanent repairs to this vessel could not be undertaken at Gibraltar until the end of European hostilities and that two months' notice would be required in order that the ship work might be progressed in advance.

865. "CLIFFORD MALLORY". Mr. Davison reported that while attempting to leave Sete this vessel sustained considerable damage to propeller, propeller shaft, steering gear and rudder.

866. REPAIR MATERIALS. Major Filo reported that he was experiencing difficulty in obtaining sufficient supplies of oxygen, acetylene and lignum vitae and that in some cases vessels' time in drydock was extended as a result. Commander Hardie suggested that a written request for oxygen and acetylene be put to N.O.I.C. Naples and the Captain of the Dockyard. Lignum vitae was said to be in short supply but Mr. Smith believed there were large stocks in the Middle East and believed it could be obtained from those sources. Major Filo.

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DRYDOCKING LIST

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
CASABLANCA	JANINE	DOCKED			
	ARGONNE	At Marseilles			
	SAN CLAUDIO	At Gibraltar	ready	Sep. 1943	Tanker. Cleaning & painting & end shaft.
GIBRALTAR	MORAY COAST	IN DOCK			
	FULGOR	At Gibraltar	ready		Ital. Tanker. Requires new st end and prop.
ORAN	TAUTRA	DOCKED			
	FORT FIDLER	IN DOCK			
	CARA	At Naples	on arrival	Oct. 1943.	Admiralty collier.
	CAP FALCON	At sea for Ajaccio		Mar. 1944	Cleaning & painting
	LIDO	At Sete to dschge.	early Dec.	May. 1944	Sp. reduced from 8½-6k. Damage
	ASTRA	At Ancona dschg.	mid. Dec.	Feb. 1944	Italian. Reduced speed.
	ESPIGUETTE	Due Marseilles	mid. Dec.	Nov. 1944	Foul. speed reduced from 8-5½k
	CEVENNES	At Oran		June 1944	Cl. & painting. Ream of rudder repairs
ALGIERS	LES ISERES	IN DOCK			
	SCHIAFFINO FRERES	IN DOCK		Mar. 1944	Cleaning & painting
	VILLE D'AJACCIO	Algiers [illegible]		Nov. 1943	Cleaning & painting
	AGEN	At Algiers			
	GRAND QUEVILLY	Cagliari/Naples		Mar. 1944	Sp. reduced from 9½-7k. Hull
	CORCREST	At Leghorn dschg.	5th Dec.	Apr. 1944	Tanker. Damaged prop. Bean
	EMPIRE LASS	In S. France	on relief.	Jan. 1944	Cleaning & painting.
	VILLE DE DJIDJELLI	At Ajaccio	early Dec.		
NAPLES	DORE JARL	IN DOCK			
	CASTLEGATE	At Hyel Ldg. for Civita Vecchia.	24th Dec.	Feb. 1944	Ital. Speed reduced from 8-6½
TARANTO Cleaning & painting.	SALT CREEK	At Taranto	ready	May. 1944	Tanker. Reduced speed.
	OCEAN GYPSY	At Taranto	ready		Speed reduced from 10½ - 8 k.
	WORCESTERSHIRE	Taranto/Greece	early Dec.		Personnel ship. Reduced spe
	DUBLIN	At Piraeus	8th Dec.		Reduced speed.
	AMSTEL	At Ancona for Taranto	8th Dec.	Sep. 1943	Reduced speed.
	GLACIA	At Ancona for Taranto		Dec. 1943	Cl. & painting. (Welding
	AJAXLOAT	In Greece	mid Dec.		Speed reduced from 13½-9k. Ve

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DRYDOCKING LIST

1ST DECEMBER, 1944.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
DOCKED			
At Marseilles			
At Gibraltar	ready	Sep. 1943	Tanker. Cleaning & painting & exam of tail end shaft. (FRENCH BID) (MWTR BID)
IN DOCK			
At Gibraltar	ready		Ital. Tanker. Requires new stern tube, tail end and prop. (MWTR BID)
DOCKED			
IN DOCK			
At Naples	on arrival	Oct. 1943.	Admiralty collier. (MWTR/FEO. BID)
At sea for Ajaccio		Mar. 1944	Cleaning & painting (FRENCH BID)
At Sete to dschge.	early Dec.	May. 1944	Sp. reduced from 6½-6k. Damaged prop. (PSTO BID)
At Ancona dschg.	mid. Dec.	Feb. 1944	Italian. Reduced speed. (PSTO BID)
Due Marseilles	mid. Dec.	Nov. 1944	Foul. speed reduced from 6-5½k. (PSTO BID)
At Oran		June 1944	Cl. & painting. Exam of rudder & minor repairs (FRENCH BID)
	IN DOCK		
FREES	IN DOCK	Mar. 1944	Cleaning & painting (FRENCH BID)
CCIO	Algiers	Nov. 1943	Cleaning & painting (FRENCH BID)
	At Algiers		(WSA BID)
LEY	Cagliari/Naples	Mar. 1944	Sp. reduced from 9½-7k. Hull defects (PSTO BID)
	At Leghorn dschg.	5th Dec.	Tanker. Damaged prop. Been ashore (MWTR BID)
S	In S. France	on relief. Apr. 1944	(FRENCH BID)
IDARELLI	At Ajaccio	early Dec. Jan. 1944	Cleaning & painting.
	IN DOCK		
	At Spel Bay. for Civita Vecchia.	24th Dec. Feb. 1944	Ital. Speed reduced from 6-6½k. (PSTO BID)
	At Taranto	ready May. 1944	Tanker. Reduced speed. (MWTR BID)
	At Taranto	ready	Speed reduced from 10½ - 8 k. (PSTO BID)
SY	Taranto/Greece	early Dec.	Personnel ship. Reduced speed. (PSTO BID)
SHIPS	At Piraeus	8th Dec.	Reduced speed. (PSTO BID)
	At Ancona f'r Taranto	8th Dec. Sep. 1943	Reduced speed. (MWTR/FEO BID)
	At Algiers fr Taranto	Dec. 1943	Cl. & painting. (awaiting repairs) Ital. (MWTR BID)
	In Greece	mid Dec.	Speed reduced from 12-9k. Very foul. (MWTR BID)

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PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
TARANTO	METEORO	At Taranto	ready	Nov. 1944	To re-dock for refitting repaired
For Repairs	PRINS JAN	At Taranto	ready	Sep. 1943	Damaged.
	TURIDDU	At Taranto			Italian. Alignment of shaft
	TERESA SCHIAFFINO	At Taranto			Italian. Removal of propellor sh
BRINDISI	FLAMBURG	At Brindisi	ready		Hospital transport. For inspect
	EMPIRE CANDIDA	At Bari			Crane ship. Cleaning & painting
	NARWHAL	At Bari	6th Dec.		Grain elevator ship. Cleaning & p
	ORLETTA	At sea for Brindisi	on arrival		Italian. Loading stern glands.
NAPLES	TURISEO	DOCKED			
	SAGEBUSH	DOCKED			
	SUTHERLAND	IN DOCK			
	TARVISEO	IN DOCK			
	CAVO MELE	At Naples		Aug. 1942	Ital. Speed reduced from 10½ - 9
	TRITON MARIS	At Naples		Dec. 1943	Ital. Cl. & painting and draw sh
	FANNY CRUMLER	At Naples docks.	early Dec.	Apr. 1944	Ital. Speed reduced from 10½ - 7
	ANDREA GOTTARDI	Undocking for docking	mid Dec.	May 1944	Ital. Cleaning & painting.
	PALADE	Naples	ready	Nov. 1944	Sp. reduced from 7½-4½k. & exam
	CAPEPESCA	At Naples		May 1942	Ital. Speed reduced from 12 - 8k
	EMPIRE LORENZO	At Naples			Crane ship. Hull damage.
	SADIS	At Marseilles for Naples	5th Dec.		
		Hid withdrawn.			
LEGHORN	EMPIRE HARP	In DOCK			Tanker.
	WELSH COAST	At Leghorn	when gas free		
PALERMO	ULISSE	At Naples			Ital. Cl. & painting & false keel (2 days)
	ITU	Trading Regzio/ Catania/Syracuse			Ital. Hull repairs.

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1ST DECEMBER, 1944.

POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS	
At Taranto	ready	Nov. 1944	To re-dock for refitting repaired parts	(LWTR BTD)
At Taranto	ready	Sep. 1943	Damaged.	(MWTR BTD)
At Taranto			Italian. Alignment of shaft	(MWTR BTD)
At Taranto			Italian. Removal of propellor shaft	(MWTR BTD)
At Brindisi	ready		Hospital transport. For inspection	(PSTO BTD)
At Bari	6th Dec.		Crane ship. Cleaning & painting	(PSTO BTD)
At Bari	on arrival		Grain elevator ship. Cleaning & painting.	(PSTO BTD)
At sea for Brindisi			Italian. Leaking stern gland.	(R.SC BTD)
DOCKED				
DOCKED				
IN DOCK			Ital. Speed reduced from 10½ - 6k. & repairs	(LWTR BTD)
IN DOCK		June 1944	Ital. Cl. & painting and draw shaft.	(MWTR BTD)
At Naples		Dec. 1943	Ital. Speed reduced from 10½ - 7k.	(PSTO BTD)
At Naples		Apr. 1944	Ital. Cleaning & painting.	(PSTO BTD)
At Naples docks.	early Dec.	May 1944	Sp. reduced from 7½-4½k. & exam of hull.	(PSTO BTD)
Waiting for Drydock	in Dec.	Nov. 1944	Ital. Speed reduced from 12 - 8k.	(LWTR BTD)
Naples	ready	May 1942	Crane ship. Hull damage.	(PSTO BTD)
At Naples				
At Naples				
At Marseilles for Naples 6th Dec.				
Ital withdrawn.				
IN DOCK			Tanker.	(MWTR BTD)
At Belfast	when pia free		Ital. Cl. & painting & false keel to fit. (2 days)	(MWTR BTD)
At Naples			Ital. Hull repairs.	(MWTR BTD)
Trading Reggio/ Catania/Syracuse				

SECRET.

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DOCKING PROGRAMME.

1ST DECEMBER, 1944.

CASABLANCA.

No. 1 Dock

Repairs
SAN CLAUDIO

No. 2 Dock

Local Craft

GIBRALTAR.

No. 1 Dock

H.M. Ship (out abt. mid Dec.)
DULCOR & H.M. Ship (5 weeks)

No. 2 Dock

H.M. Ships

No. 3 Dock

MORAY COAST & H.M. Ship
H.M. Ship

No. 4 Dock

Dockyard Craft

ORAN.

No. 1 Dock

PORT FIDLER & Local Craft (out abt. 10th Dec.)
French Warship (4 days)
CARIDA
G.W. MACKNIGHT

No. 2 Dock

Local Craft
CARA
CAP FALCON (2 days)
LIDO (4 days)
CEVENNES (6/7 days)
ASTRA (2 days)
ESPIGUETTE (2 days)

No. 3 Dock

U.S. Warships

ALGIERS.

No. 1 Dock

VILLE D'AJACCIO (2 days)
VILLE DE DJIDJELLI (2 days)
AGEN (2 days)
SCHLAFFINO FRERES (if necessary to re-dock)
GRAND QUEVILLY
CORCREST

No. 2 Dock

LES ISSERS (out abt. 4th Dec.)
French Warship (2 days)

FERRYVILLE.

No. 1 Dock

French Warship (out abt. 15th Dec.)

No. 2 Dock

LIORN

No. 4 Dock

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GIBRALTAR.

No. 1 Dock

H.M. Ship (out abt. mid Dec.)
BULGOR & H.M. Ship (5 weeks)

No. 2 Dock

H.M. Ships

No. 3 Dock

MORAY COAST & H.M. Ship
H.M. Ship

No. 4 Dock

Dockyard Craft

ORAN.

No. 1 Dock

PORT FIDELITE Local Craft (out abt. 10th Dec.)
French Warship (4 days)
CANADA
G.W. MACKNIGHT

No. 2 Dock

Local Craft
CARA
CAP FALCON (2 days)
LIDO (4 days)
CEVENNES (6/7 days)
ASTRA (2 days)
ESPIGUETTE (2 days)

No. 3 Dock

U.S. Warships

ALGIERS.

No. 1 Dock

VILLE D'AJACCIO (2 days)
VILLE DE DJIDJELLI (2 days)
AGEN (2 days)
SCHLAFFINO FRERES (if necessary to re-dock)
GRAND QUEVILLY
CORCREST

No. 2 Dock

LES ISSERS (out abt. 4th Dec.)
French Warship (2 days)

FERRYVILLE.

No. 1 Dock

French Warship (out abt. 15th Dec.)

No. 2 Dock

LEORN

No. 4 Dock

H.M. Ship & TORE JARL (2/3 days)

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T A R A N T O.

No. 1 Dock

H.M. Ships & Italian Warships (out abt.12th Dec.)

No. 2 Dock

H.M. Ship & Italian Ships
Italian [illegible] ship

No. 12 Dock

H.M. Ships (out abt. early Dec.)
OCEAN GYPSY (2 days)

No. 13 Dock

H.M. Ship (4 days)

No. 10 Dock

Warship

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

SALT CREEK (cleaning & painting)
NETTUNO
WORC[illegible]SHIRE (cleaning & painting)
LUBLIN (cleaning & painting)
NARWHAL (cleaning & painting)
EMPIRE CANDIDA (cleaning & painting)
ASSTEL (cleaning & painting)
BRUCE [illegible]

N A P L E S.

No. 1 Dock

[illegible]DUN (out abt. 4th Dec.)
[illegible]MFEUGH (3 days)
[illegible]ARVISEO (7 days)

No. 2 Dock

SUTHERLAND (7 days)
ULISSE (3 days)
TILSON [illegible]ES
G[illegible] 10/12 days)

No. 3 Dock

H.M. Ship (indefinite)

Floating Dock

H.M. Ships
GENERESOA

L E G H O R N.

EMPIRE HARP & Tug (out abt. 2nd Dec.)
WELSH COAST (6 days)
CHRISTINE (3 weeks)

P A L E R M O.

U.S. Warships
[illegible] GRENADIER
S[illegible]NESS (2 days)

M E S S I N A

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No. 12 Dock

H.M. Ships (out abt. early Dec.)
OCEAN GYPSY (2 days)

No. 13 Dock

H.M. Ship (4 days)

No. 10 Dock

Warship

No. 23 Dock

Warship

Merchant Ships for docking at Taranto/Brindisi in order of priority.

SALT CREEK (cleaning & painting)
NEPTUNO
WORC[illegible] (cleaning & painting)
LUBLIN (cleaning & painting)
NARWAL (cleaning & painting)
EMPIRE CAROLINE (cleaning & painting)
AMSTEL (cleaning & painting)
BRUSE [illegible]

N A P L E S.

No. 1 Dock

[illegible]DUN (out abt. 4th Dec.)
[illegible]NTEUCH (5 days)
[illegible]ARVISEO (7 days)

No. 2 Dock

SUTHERLAND (7 days)
UNISEE (5 days)
TYNDRUM [illegible]
[illegible] (10/12 days)

No. 3 Dock

H.M. Ship (indefinite)

Floating Dock

H.M. Ships
CENTAURSOA

L E G H O R N.

EMPIRE HARP & Tug (out abt. 2nd Dec.)
WELSH COAST (6 days)
CHRISTINE (3 weeks)

P A L E R M O.

U.S. Warships
EM[illegible] GRENADIER
SAUNTON (? days)

M E S S I N A

H.M. Ships

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SECRET

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REPORT OF MERCHANT SHIP REPAIR POSITION FOR MEETING AT 1600 HRS ON 1st DECEMBER 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

A Vessel	B Initial Dates	C Main Defects	E Final Dates	F Remarks	G
MARSEILLES - 29/11/44.					
MORIALTA	A 25/9 B 23/9	Supposed mine damage starb'd side No.2 Hold.	F 10/12	Delay due to longer period required to fit soft patch.	
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	F 10/12		
STAR	A 8/11 B 10/11	Renewal of bunker bulkhead & saddleback plating; tank top & engine room screen bulkhead plating; other deck and engine repairs.	E 28/12		
SAMGLORY	A 15/11 B 13/11	Fractured feed pump water chamber; deck steam pipe and main steam line repairs. Repairs to telemotor.		Completed.	
EMPIRE LORENZO	A 27/11 B 28/11	Collision damage below waterline.	F 4/12	Anticipate drydocking required.	
EMPIRE LORENZO EMPIRE VALOUR SPINDLETOP FORT GASPEREAU	FACTO LOKE ODYSSEUS OCTANE	DIPLODOCN SILVEROAK HARLESDEN STAL		Minor repairs since 21/11/44.	
GIBRALTAR - 27/11/44					
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.	E Ind.	Dockyard work stopped owing labour shortage.	
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.	E Not stated.	Awaiting D/D to fit new stern tube & propeller. New propeller boss bored from U.K. Final machining of stern tube not possible until ship docks.	

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A Vessel	B Initial Dates	C Main Defects	D	E Final Dates	F	G Remarks
MARSEILLES - 29/11/44.						
MORIALTA	A 25/9 B 23/9	Supposed mine damage stard'd side No.2 Hold.		F 10/12		Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.		F 10/12		
STAR	A 8/11 B 18/11	Renewal of bunker bulkhead & saddleback plating; tank top & engine room screen bulkhead plating; other deck and engine repairs.		E 28/12		
SAINGLORY	A 15/11 B 13/11	Fractured feed pump water chamber; deck steam pipe and main steam line repairs. Repairs to telemotor.				Completed.
EMPIRE LORENZO	A 27/11 B 28/11	Collision damage below waterline.		F 4/12		Anticipate drydocking required.
EMPIRE LORENZO EMPIRE VALOUR SPINDLETOP FORT GASPEREAU	FACTO LOKE ODYSSEUS OCTANE	DIPLODON SILVEROAK HARLESDEN STAL		Minor repairs since 21/11/44.		
GIBRALTAR - 27/11/44						
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps & valve extension rods.		E Ind.		Dockyard work stopped owing labour shortage.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & tail end shaft.		E Not stated.		Awaiting D/D to fit new stern tube & propeller. Now propeller boss rec'd from U.K. Final machining of stern tube not possible until ship docks.
ASHBURY	A 7/11	Main condenser to retube.		E Not stated		Awaiting tubes from U.K.
MORAY COAST	A) B) 24/11 C)	Routine D/D & minor repairs.		D) E) 28/11		
TEUCER	A) B) 24/11	Cracked boiler end plate to weld.		E 26/11		

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Vessel	Initial Dates	Defects	Final Dates	Remarks
GIBRALTAR (CONT'D)				
NICOLAS MICHALOS	A 23/11 B 24/11	Broken steering engine shaft to renew & store recuperator to repair.	E 29/11	
OCEAN FAME SILVER TEAK EMPIRE MORN	MATHILDA BADJESTEN STAL	RANGOLA	Minor repairs since 13/11/44.	
Minor repairs since 20/11/44 - No information.				
MALTA - 27/11/44				
NO MAJOR REPAIRS.				
MONTE GRAPPA CITY OF LILLE KALMLAND	LECH BALTIC CID	DUNSTER GRANGE	Minor repairs since 20/11/44	
GRAN - 28/11/44				
JOHN S. COFLEY	C 14/	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way Nos. 2 & 3 bulkheads.	D 15/11 E Dec.	Bottom of vessel badly damaged & lifted across ship. Steel work will be completed about end Dec.
CRACKSHOT	A 29/10 B) C)30/10	Renting [illegible] stern tube to re-wood [illegible] renewal [illegible] extensive general repairs.	D 7/11 E 3/12	Winch being transferred from FORT FIDDLER involving modification of winch bed pipes.
FORT FIDDLER	B 27/11 C 26/11	L.A.S.F. Stiffening bulkheads.	D 10/12 F 15/12	
TAUTERA	A 6/11 B 7/11 C 11/11 C 23/11	Routine D/D & extensive general repairs. Tail shaft to be drawn for machining; stern tube to re-wood.	D 17/11 D 28/11 E 30/11	Test on D.B. tanks 19/11 reveals very defective bilge margin plate.
CORNELL	A 7/11 B 10/11 C 16/11	Routine D/D. boiler cleaning and extensive general repairs.	D 20/11 E 25/11	Completed.
OCEAN PRIDE	A 9/11 B 13/11	Taken in hand for fitting additional accommodation.	E 25/11	Completed.
FLINSTON POLAND	VICTORY FRED HOPKINS	PHILIP BARROW	Minor repairs since 21/11/44.	
BONE - 28/11/44				

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[illegible] STAT

Minor repairs since 20/11/44 - No information.

MALTA - 27/11/44.

NO MAJOR REPAIRS.

MONTE GRAPPA, LECH, DIMITRIE GHICA, CITY OF LILLE, BALTIC, KALMLAND, OLD } Minor repairs since 20/11/44.

CRAN - 28/11/44

JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way Nos. 1 & 2 bulkheads.	D 15/11 E Dec.	Bottom of vessel badly damaged & lifted across ship. Steel work will be completed about end Dec.
CRACKSHOT	A 29/10 B 30/10 C 30/10	Routine D/D. Stern tube to re-wood. Stern tube renewal & extensive general repairs.	D 7/11 E 3/12	Winch being transferred from FORT FIDDLER involving modification of winch bed pipes.
FORT FIDDLER	B 27/11 C 26/11	L.A.S.F. Stiffening Bulkheads.	D 10/12 F 15/12	
TAUTRA	A 6/11 B 7/11 C 11/11 C 23/11	Routine D/D & extensive general repairs. Tail shaft to be drawn for machining; stern tube to re-wood.	D 17/11 D 28/11 E 30/11	Test on D.B. tanks 19/11 reveals very defective bilge margin plate.
CORFIELD	A 7/11 B 10/11 C 16/11	Routine D/D. Boiler clearing and extensive general repairs.	D 20/11 E 25/11	Completed.
OCEAN PRIDE	A 9/11 B 13/11	Taken in hand for fitting additional accommodation.	E 25/11	Completed.

FLEMSTON, VICTORY, PHILIP BARFOUR, POLAND, FRED HOPKINS } Minor repairs since 21/11/44.

BONE - 28/11/44.

NO MAJOR REPAIRS REPORTED

BALANCELLE, ATTE JARL, ST. VINCENTE, STANHILL, LINGE, ALDERNEY (Tug) } Minor repairs since 21/11/44.

PHILIPPEVILLE & BOUGIE - No[illegible] to report.

Vessel	Initial Date	Nature of Defects	Final Date	Remarks

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BIZERTE - 28/11/44

ALEXANDRE ANDRE	A) B) 26/10 C) 31/10	Under water damage.	D) E) 28/11	Completed.
AGATHA	A) B) Not stated. C)	Routine D/D. Inspection boiler mountings safety valves & tail end shaft.	D 29/11 E Est. 6/12	Drydock work completed, not necessary withdraw tail shaft. All boiler mountings not opened up. Ships engineer carrying out repairs & overhauls as Ch. Engr, Ferryville has been instructed not to carry out repairs other than those which can be completed within D/D period.
TORE JARL	A) Not B) stated C 28/11	Routine D/D. Numerous machinery & boiler defects affecting seaworthiness.	D) Not E) stated	

Minor repairs since 21/11/44 - No information.

ALGIERS - 27.11.44.

ORALA	A) B) 19/11 C)	Routine D/D. Rudder pintles renewed & new bushes fitted. Fumigation.	D 23/11 @25/11	Completed.

Minor repairs since 20/11/44.

BARON HILLHAVEN	FORT KOOTENAY	LOCH DEE	PAMIE WINGATE (U.S.)
CHAMPOLLION	FORT MACKIPICOTEN	MARUDA	SAMCLORY
EMPIRE GLEN	FORT MARIN	OCEAN STRANGER	SAMSTEEL
EMPIRE SPLENDOUR	DALLINGTON COURT	OCEAN WAYFARER	SAMSPELGA
FORT SURGEON	KILDORAN PARK	OZIMA	

TARANTO - 28/11/44

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 29/11 E 6/12	Final D/D for wartime & semi-permanent repairs (hull).
VEST	A 3/12/43	Superstructure damaged by	E 15/12	Repairs in hand afloat to bridge poop etc.

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out repairs & overhaul as Ch. Engr, Ferryville has been instructed not to carry out repairs other than those which can be completed within D/D period.

TORE JARL	A)Not B)stated C 28/11	Routine D/D. Numerous machinery & boiler defects affecting seaworthiness.	D)Not E)stated	

Minor repairs since 21/11/44 - No information.

ALGIERS - 27.11.44.

ORKLA	A) B)19/11 C)	Routine D/D. Rudder pintles D 25/11 renewed & new bushes fitted. D25/11 Completed. Examination.		

Minor repairs since 20/11/44.

BARON BELLHAVEN	FORT KOOTENAY	LOCH DEE	PAUL WINGATE (U.S.)
CHAMPOLLION	FORT MICHIPICOTEN	MARUDA	SAXCLOFT
EMPIRE GLEN	FORT PARDY	OCEAN STRANGER	SAMSTEEL
EMPIRE SPLENDOUR	DALLINGTON COURT	OCEAN WAYFARER	SAMSPELGA
FORT STURGEON	KILLORAN PARK	OSZIMA	

TARANTO - 28/11/44

FORT CARIBOU	A 5/2 B 2/7 C 18/9	Fouled wreck at Pari & 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 29/11 E 6/12	Final D/D for wartime & semi-permanent repairs (hull).
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 15/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SPINGE	A 25/5 B 24/6 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.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
EMPIRE CATO	A 22/9 B 24/9 C 15/10	Repairs to rudder.	D 3/11 E 4/12	Repairs to rudder stock in hand. Rudder fitted afloat.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 F 2/12	Dock trials P. & S. engines to half-speed satisfactory.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered and rudder missing.	D 23/11 E 30/11 Est.	New rudder and solo piece in hand.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E Ind.	Repairs delayed awaiting repair berth. Dry-docking requested.
PAHLEHLEH	A 31/10 B 2/11 C 6/11	Routine D/D and repairs to keel plating.	D 17/11 E 26/11	Completed.
MOULA	C 11/11	Routine D/D and minor repairs.	D 23/11 E 26/11	Completed.
PERTUSOLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 6/12	
GIUSEPPE MESSINA	C 11/11	- do -	D 23/11 E 26/11	
ARGENTINA	A 7/11 B 8/11 C 10/11	Routine D/D and minor engine repairs & fumigation.	D 12/11 E 26/11	Completed.
NETTUNO	A 13/11 B) 14/11 C)	Routine D/D. Port stern bush requires re-wooding. Rudder pintles to renew.	D 16/11 E Ind.	Repairing afloat as far as possible. 2nd docking to arrange.
WAR KRISHNA	A 14/11 B 16/11 C 25/11	Routine D/D and engine repairs.	D 3/12 E 8/12	
EMPIRE ROACH	A 9/11 B 11/11	Engine boiler & minor hull repairs.	E 28/11	Completed.
OORSTAD	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning & engine repairs.	E Ind.	
BRUCE JARL	A 28/11 B 30/11 C 17/12	Fractured stern frame and rudder damage.	D 27/12 E 30/12	Completion date estimate on present knowledge.

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ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive machinery repairs following near miss by mine.	D 14/10 E 2/12	Dock trials P. & S. engines to half-speed satisfactory.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered and rudder missing.	D 23/11 E 30/11 Est.	New rudder and sole piece in hand.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E Ind.	Repairs delayed awaiting repair berth. Dry-docking requested.
PAULENLIH	A 31/10 B 2/11 C 6/11	Routine D/D and repairs to keel plating.	D 17/11 E 26/11	Completed.
MOTIA	C 11/11	Routine D/D and minor repairs.	D 23/11 E 26/11	Completed.
PERIUSCLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 6/12	
GIUSEPPE MESSINA	C 11/11	- do -	D 25/11 E 28/11	
ARGENTINA	A 7/11 B 8/11 C 10/11	Routine D/D and minor engine repairs & fumigation.	D 12/11 E 26/11	Completed.
NETTUNO	A 13/11 B) C) 14/11	Routine D/D. Port stern bush requires re-wooding. Rudder pintles to renew.	D 16/11 E Ind.	Repairing afloat as far as possible. 2nd docking to arrange.
WAR KRISHNA	A 14/11 B 16/11 C 23/11	Routine D/D and engine repairs.	D 3/12 E 8/12	
EMPIRE ROACH	A 9/11 B 11/11	Engine boiler & minor hull repairs.	B 28/11	Completed.
CORSTAL	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning & engine repairs.	E Ind.	
BRUCE JARL	A 28/11 B 30/11 C 17/12	Fractured stern frame and rudder damage.	D 27/12 E 30/12	Completion date estimate on present knowledge.
SAMDAK	A 14/11 B 15/11	Repairs to H.P. piston rod and metallic packing.	E 25/11	Completed.
OCEAN GIPSY	A 22/11 B) C) 30/11	Routine D/D etc.	D 5/12 E 6/12	
SALT GREEN(T)	A 22/11 B 27/11 C 6/12	- do -	D 11/12 E 12/12	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

TARANTO (CONT'D)

Minor repairs since 21/11/44.

TARANTO:	TOSCANA	BARHEM	SANFAITHFUL
	WORCESTERSHIRE	ACILIA	SAMFLEET
	EMPIRE RAVEN	ALGONQUIN PARK	SAMREX
	ENGLOE	JERSEY HART	
	SAMTINN		
BARI:	ANDREW HAMILTON	OCEAN RIDER	EMPIRE CANDIDA
	JOSE BONIFACIO	HILDUR I	NARWAL
	GUDRUN	EMPIRE DEED	
BRINDISI:	BORGHOLM	OCEAN VIGOUR	PRINCIPESSA
	BANGKOK	TAKLIWA	VIOVANNA

NAPLES - 29/11/44.

PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Rewooding stern tube. Hull repairs.	D 8/11 E 3/12	Cargo tanks to be tested. Further boiler & general repairs.
AIDUN	A - B 16/11 C 16/11	Towed from Eastia. Stern frame fractured. Rudder stock bent. Fairing and welding frame. Routine D/D.	D 30/11 E 1/12	
SUTHERLAND	A 14/11	Discharging ammunition. Change propeller. Hull damage.		Expected drydock after EMPIRE FAY.
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 29/11 E 6/12	
ORPHEUS	A 28/11 B 24/11	General repairs & boiler cleaning.	E 3-4/12	
LE TRAIT	A 27/11 B 28/11	Boiler cleaning.	E 1/12	
CARA	A 27/11 B 25/11	Boiler clean & general repairs.	E 3-4/12	
BERKEL	A) B) 26/11	Renewing 60% hold ceiling and general repairs.	E 4/12	
EMPIRE GRENADIER	A 28/11	Twisted rudder stock.		To go to Palermo for D/D and examination of rudder.

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	BENGLOE	PARK	
	SAMTIN	JERSEY MART	
BARI:	ANDREW HAMILTON	OCEAN RUBER	EMPIRE CANDIDA
	JOSE BONAFACIO	HILDUR I	NARWAL
	GUDRUN	EMPIRE REED	
BRINDISI:	BORGHOLM	OCEAN VIGOUR	PRINCIPESSA
	BANGKOK	TAKLIWA	VIOVANNA

NAPLES - 29/11/44.

PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Rewooding stern tube. Hull repairs.	D 8/11 E 3/12 Cargo tanks to be tested. Further boiler & general repairs.
AIDUN	A - B 16/11 C 16/11	Towed from Bastia. Stern frame fractured. Rudder stock bent. Fairing and welding frame. Routine D/D.	D 30/11 E 1/12
SUTHERLAND	A 14/11	Discharging ammunition. Change propeller. Hull damage.	Expected drydock after EMPIRE FAY.
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 29/11 F 6/12
ORPHEUS	A 26/11 B 24/11	General repairs & boiler cleaning.	E 3-4/12
LE TRAIT	A 27/11 B 28/11	Boiler cleaning.	E 1/12
CARA	A 27/11 B 25/11	Boiler clean & general repairs.	E 3-4/12
BERKEL	A) B) 26/11	Renewing 60% hold ceiling and general repairs.	E 4/12
EMPIRE GRENADIER	A 28/11	Twisted rudder stock.	To go to Palermo for D/D and examination of rudder.

EMPIRE MIST	FORT RUPERT	PAR	Minor repairs since 23/11/44.
EMPIRE ROSALIND	COLCHESTER	IONIC	
EMPIRE RAY	ESNEH	SAMSTRING	
FORT LENNOX	GOLLY	SAMSTRICK	
P.L.M.13	LAMEROOK	FORT LIARD	
FORT BILOXI	SAMAVON	VILLE D'ORAN	
SAMSTRULE	OUSEL		
ATLE JARL	BRADFORD CITY		
FORT FREDERICK	EMPIRE CLYDE		

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Vessel	Initial Data.	Main Defects	Final Dates	Remarks

REPORT RECEIVED FROM W.S.A. AS OF 30/11/44.

CASABLANCA

HOWARD GIBSON	Collision and fire damage. Badly damaged bow and No.1 Hold.	Est. Completion date Dec. 20th.

ORAN:

DANIEL WEBSTER	L.A.S.F.	
JOHN S. COPLEY	Repairs proceeding on schedule.	Est. complete in 4 to 5 weeks.

Minor repairs Nov. 23rd to Nov. 30th on following:-

HENRY DURANT: WALTER RANGER: [illegible] HOPKINS: POLAND VICTORY: CORNELIUS HARNETT.

NAPLES:

Minor repairs Nov. 23rd to Nov. 30th on following:-

ANNA SHAW	ROBERT FULTON	JOHN SWEET
DAVID FERRAGUTT	VERNON BARRINGTON	NIELS POULSON
JOHN JAY	CLEMENT CLAY	SILVESTER GARDINER
MATHEW BRADY	JOHN A. DIX	WALLACE PRATT.

TOULON:

ELINOR WYLIE	No.2 Hold [illegible]	Work proceeding on schedule. Est. complete 23/12.
JOHN HOPKINS	Work started Nov. 24th	Vessel ready to tow Oran for D/D in about 4 weeks.

Minor repairs Nov. 23rd to Nov. 30th on following:-

TIMOTHY DWIGHT	RICHARD STOCKTON	BENJAMIN GOODHUE	LYMAN ABBOT
ELSA WILLARD	W. MULHOLLAND	THOMAS MARSHALL	
RUFUS CHOATE	CORNELIUS COLLYAR	WM. COLEMAN	
THOMAS STONE	WM. WHIPPLE	STEPHEN DOUGLAS	

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS No. 21833 - 27/11/44.

ALGER:

CAP EL HAMR	B 11/10	General repairs.	E 5/12 Provided nothing unexpected occurs.
LAKE ISSERS	B 3/11	Maintenance work.	E 10/12
SCHIAFFINO		Defensive armament.	E 10/12
DERBYS	B 18/11	Maintenance work. Drydocking.	

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DANIEL WEBSTER L.A.S.W.

JOHN S. COPLEY Repairs proceeding on schedule. Est. complete in 4 to 5 weeks.

Minor repairs Nov. 23rd to Nov. 30th on following:-

HENRY DURANT; WALTER RAUGH; [illegible]EN HOPKINS; POLAND VICTORY; CORNELIUS HARNETT.

NAPLES:

Minor repairs Nov. 23rd to Nov. 30th on following:-

ANNA SHAW ROBERT FULTON JOHN SWEET
DAVID FERRAGUTT VERNON BARRINGTON NIELS POULSON
JOHN JAY CLEMENT CLAY SYLVESTER GARDINER
MATHEW BRADY JOHN A. DIX WALLACE PRATT.

TOULON:

ELINOR WYLIE No. 2 No[illegible] Work proceeding on schedule. Est. complete 23/12.

JOHN HOPKINS Work started No[illegible] 24th Vessel ready to tow Oran for D/D in about 4 weeks.

Minor repairs Nov. 23rd to Nov. 30th on following:-

TIMOTHY DWIGHT RICHARD STOCKTON BENJAMIN GOODHUE LYMAN ABBOT
ELSA WILLARD WM. MULHOLLAND THOMAS MARSHALL
RUFUS CHOATE CORNELIUS GRISWOLD WM. COLEMAN
THOMAS STONE WM. [illegible] STEPHEN DOUGLAS

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS
NOV. 21ST - 27/11/44.

ALGIER:

CAP EL HANK	B 11/10	General repairs.	E 5/12 Provided nothing unexpected occurs.
LES ISSERS	B 3/11	Maintenance work.	E 10/12
SCHLAFFINO		Defensive armament.	E 10/12
FERRES	B 18/11	Maintenance work. Drydocking.	
JAVLIN	B 20/11	Retubing Boiler. General repairs.	1/1/45

ORAN:

CEVENNES	-	General repairs.	E Dec.

CASABLANCA:

ILE DE NOIRMOUTIER	B 25/10	General overhaul.	E End.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

FRENCH REPORT (Continued)

BIZERTE:

MERLE II	Replacement of tube plates. Maintenance work.	E 15/12.	
FORT DE FRANCE	Placing in state of preservation.		Subject labour facilities.
VILLE DE TIPAZA	General repairs after refloating.		Subject labour facilities.

No report received from Augusta.

No Italian report received.

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c/o.D.M.W.T.R. NORTH AFRICA.
ALGIERS.

No.36. 1st.December 1944.

TO: THE CHAIRMAN, MEDBO.

From: French Liaison, D.M.W.T.R. NORTH AFRICA.

FRENCH SHIPPING ALLOCATION COMMITTEE.
30th.NOVEMBER 1944.

1- PROGRAM FOR COASTERS: Copy enclosed. Read and approved subject to reservations as to the anticipated program of vessels on Metropolitan France, for which the approval of MEDBO is essential.

2- REPAIR COMMITTEE: Current week's lists of bids for drydocking and repairs were sent earlier this week to MEDBO. There are no changes to be reported.

3- RELATIONS WITH METROPOLITAN FRANCE: The proposed program appears on page 7 of the French program No.48 enclosed (see para 1.).
M.STEPHAN, Administrateur General asked Mr.HENDERSON, D.M.W.T.R.N.A. whether the approval of MEDBO had been given for the departure of the first convoy: viz.: "SIDI BRAHIM", VILLE DE DJIDJELLI" and "PROFFER SCHLAFFINO".
The first two vessels are expected shortly in Algiers, and the last is actually in that port.
D.M.W.T.R. N.A. replied in the negative, and handed M.STEPHAN a copy of a telegram dated 28th.Nov. received from S.A.C. MED. The said telegram covers the following points ...."1- MEDBO has decided that the "DJEBEL AURES" shall be retained for the program M.E./ITALY with sheep. "....."
M.STEPHAN states that this conforms with a decision taken in Algiers previously, and that the vessel had been delivered to NOWT. on T/C.at ALGIERS, on the 29th.November 1944 at 00hrs.00. for one voyage M.E./ITALY. (D.M.M. are still waiting a decision from PARIS regarding this matter, and have on their own initiative released vessel for this one trip pending decision regarding further voyages asked for by MEDBO.)--
.....2 - The SETE program has been amply covered by vessels from the MED. Pool."....
D.M.W.T.R. N.A. remarks that it is possible that the vessels it is proposed to allocate for the traffic on SETE are in fact those that appear in the program drawn up by the D.M.M. Algiers on instructions from PARIS, but that he has no confirmation that this is so.
M.STEPHAN considered that the wording of the signal suggests the contrary. French Liaison M.T. states that in this case it would mean that the traffic would be carried out by allied vessels, designated by MEDBO.
M.STEPHAN asked whether it would be rather more reasonable to assure the transport F.N.A./SETE, with French Vessels, especially by those who before the war, were on this run, and stresses the question of the "morale" of the French crews of these vessels, all from Metropolitan France or almost so, all anxiously awaiting for so long to resume contact with their country. In France, the personnel available for replacement of crews is considerable and no crew difficulty is anticipated. The physcological importance of this question M.STEPHAN maintains is a very important one as regards the morale of crews.
Mr.HENDERSON , D.M.W.T.R. N.A. agreed to draw the attention of MEDBO to the point of view expressed by M.Stephan.

1- PROGRAM FOR COASTERS: Copy enclosed. Read and approved subject to reserv-
ations as to the anticipated program of vessels on Metropolitan France,
for which the approval of MEDBO is essential.

2- REPAIR COMMITTEE: Current weekly lists of bids for drydocking and repairs
were sent earlier this week to MEDBO. There are no changes to be reported.

3- RELATIONS WITH METROPOLITAN FRANCE: The proposed program appears on page
7 of the French program No.45 enclosed (see para 1.).
M.STEPHAN, Administrateur General asked Mr.HENDERSON, D.M.W.T.R.N.A. whether
the approval of MEDBO had been given for the departure of the first convoy:
viz.: "SIDI BRAHIM", VILLE DE DJIDJELLI" and "PROSPER SCHIAFFINO".
The first two vessels are expected shortly in Algiers, and the last
is actually in that port.
D.M.W.T.R. N.A. replied in the negative, and handed M.STEPHAN a copy
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covers the following points ....."1- MEDBO has decided that the "DJEBEL AURES"
shall be retained for the program M.E./ITALY with sheep. "....."
M.STEPHAN states that this conforms with a decision taken in Algiers
previously, and that the vessel had been delivered to MOWT, on T/C.at
ALGIERS, on the 29th.November 1944 at 00hrs.00. for one voyage M.E./ITALY.
(D.M.W. are still waiting a decision from PARIS regarding this matter, and
have on their own initiative released vessel for this one trip pending
decision regarding further voyages asked for by MEDBO.)--
.....2.- The SETE program has been amply covered by vessels from the
MED. Pool."....
D.M.W.T.R. N.A. remarks that it is possible that the vessels it is
proposed to allocate for the traffic on SETE are in fact those that appear
in the program drawn up by the D.M.W. Algiers on instructions from PARIS,
but that he has no confirmation that this is so.
M.STEPHAN considered that the wording of the signal suggests the
contrary. French Liaison MED. states that in this case it would mean that
the traffic would be carried out by allied vessels, designated by MEDBO.
M.STEPHAN asked whether it would be rather more reasonable to assure the
transport P.M.A./SETE, with French Vessels, especially by those who before
the war, were on this run, and stresses the question of the "morale" of the
French crews of these vessels, all from Metropolitan France or almost so, all
anxiously awaiting for so long to resume contact with their country. In France,
the personnel available for replacement of crews is considerable and no
crew difficulty is anticipated. The physcological importance of this question
M.STEPHAN maintains is a very important one as regards the morale of crews.
Mr.HENDERSON , D.M.W.T.R. N.A., agreed to draw the attention of MEDBO to
the point of view expressed by M.Stephan.
.....3 -The date proposed for the departure of the first convoy (1st.Dec.)
is now the subject of a delay which may not be known to the French in N.A.....
The French in effect have no information on this matter.

Major (CDT.) [illegible] of the French Military Movement Control who had been
awaiting to interview M.STEPHAN on the matter of Traffic on France, and to
communicate to him the contents of a certain document received by him, joined
the meeting at this juncture.

.....

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

....at this juncture.

M.STEPHAN proceeded to give a resume of the foregoing discussion from which it would appear that the matter of traffic with Metropolitan France programmed by the French is conditioned to the negotiations between Paris & Naples.

Cdt.HERIGOT at this point gave the committee details of a letter received by air from the Colonel i/c. of the French Liaison Mission attached to AFHQ. Naples dated 23rd November 1944.

This officer writes:

...."I have to report that the Allied Command (AFHQ) has once again informed me by a note dated the 20 Nov. drawn up in such a way that it leaves room for no doubt, that he considers that he is no longer called upon to intervene in the matter of transport between French North Africa and Metropolitan France, and that only S.H.A.E.F. and the 6th.Army Group(France) being qualified to take all decisions on the matter.

I consider in these circumstances that it would be inopportune to put forward to the Allied General Staff (AFHQ) any new requests for their intervention in the organisation of transports (traffic) between French North Africa and the Metropole."....

The Direction Militaire from the above draws the conclusion that henceforth the matter of transport between French North Africa and the Metropole depends solely on PARIS.

M.STEPHAN observed that the latter might not perhaps be intended to convey this general meaning. It may can only that the question of military tonnage to be transported is no longer dependent on AFHQ,but on SHAEF, leaving aside the question of vessels which would still be a matter for decision by MEDBO. M.STEPHAN therefore requested Cdt.HERIGOT to signal the Chief of the French Liaison at AFHQ. asking him if his message had been drafted after agreement with MEDBO.

Furthermore the D.T.M. ALGIERS has signalled Commandant BELVAIRE (D.T.M.Liaison to MEDBO)asking for the results of his negotiations with MEDBO on the matter of the organisation of this first convoy. A reply was waited for.

Before terminating the discussion on the matter, Mr.HENDERSON stated that it appears from a signal received by him from MTR. MED. that it is unlikely that the transport of purely civil corpses can be undertaken before a lapse of several months, that is those that outside the program here of civil requirements already incorporated in the military plan approved of by SHAEF. and AFHQ.

These matters he added, are the subject of negotiations being carried out in Paris and in Naples and of correspondance between these two centres, and of which at least in part, the Committee in Algiers is not "au courant", and that further, decisions on matters of such importance as those of the organisation of traffic between F.N.A. and the Metropole cannot be taken in ALGIERS.

4-PRISONER OF WAR PARCELS.- The D.T.M. have been informed that there exist at BEYROUTH about 800 Tons of parcels intended for Prisoners of War, which cannot be despatched due to the lack of tonnage from that port to France.

As the D.T.M. have information that a certain French Naval Auxiliary is likely to be in the BEYROUTH area very shortly, an approach will be made to the French Naval authorities with a view to this vessel loading part of the tonnage

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

Cdt. [illegible] at this point gave the committee details of a letter received by air from the Colonel i/c. of the French Liaison Mission attached to AFHQ. Naples dated 23rd Novembre 1944.

This officer writes:

...."I have to report that the Allied Command (AFHQ) has once again informed me by a note dated the 20 Nov. drawn up in such a way that it leaves room for no doubt, that he considers that he is no longer called upon to intervene in the matter of transport between French North Africa and Metropolitan France, and that only S.H.A.E.F. and the 6th. Army Group(France) being qualified to take all decisions on the matter.

I consider in these circumstances that it would be inopportune to put forward to the Allied General Staff (AFHQ) any new requests for their intervention in the organisation of transports (traffic) between French North Africa and the Metropole."....

The Direction Militaire from the above draws the conclusion that henceforth the matter of transport between French North Africa and the Metropole depends solely on PARIS.

M.STEPHANY observed that the letter might not perhaps be intended to convey this general meaning. It may can only that the question of military tonnage to be transported is no longer dependent on AFHQ, but on SHAEF, leaving aside the question of vessels which would still be a matter for decision by MEDITO. M.STEPHANY therefore requested Cdt. [illegible] to signal the Chief of the French Liaison at AFHQ, asking him if his message had been drafted after agreement with MEDITO.

Furthermore the D.T.M. [illegible] has signalled Commandant SEILVAIRE (D.T.M. Liaison to MEDITO) asking for the results of his negotiations with MEDITO on the matter of the organisation of this first convoy. A reply was waited for.

Before terminating the discussion on the matter, Mr. [illegible] stated that it appears from a signal received by him from MEDITO. that it is unlikely that the transport of purely civil cargoes can be undertaken before a lapse of several months, that is those that outside the program [illegible] of civil requirements already incorporated in the military plan approved of by SHAEF. and AFHQ.

These matters he added, are the subject of negotiations being carried out in Paris and in Naples and of correspondence between these two centres, and of which at least in part, the Committee in Algiers is not "au courant", and that further, decisions on matters of such importance as those of the organisation of traffic between F.N.A. and the Metropole cannot be taken in ALGIERS.

4-PRISONER OF WAR PARCELS.- The D.T.M. have been informed that there exist at BEYROUTH about 300 Tons of parcels intended for Prisoners of War, which cannot be despatched due to the lack of tonnage from that port to France.

As the D.T.M. have information that a certain French Naval Auxiliary is likely to be in the BEYROUTH area very shortly, an approach will be made to the French Naval authority with a view to this vessel loading part of the tonnage awaiting shipment.

For the balance the possibility of on-carriage to an Egyptian port for transhipment to tonnage proceeding to this area will be looked into by the Ministry concerned.(Ministere des Prisonniers et Deportes.)

5-s.s."VAL DE LA MARE"- (see para 7. Report No.35)- USA. representative withdrew his request for this vessel.

6-MANAGEMENT AGREEMENT - "D.L.M.13";"D.L.M.14"; "OCTAVE" and "SURCOUF".- In accordance with a proposal and agreement reached by LONDON and the D.M.PARIS, it was arranged that these vessels would pass to the Management Agreement as covered by the agreement of the 1st. March 1944. The date of passing to be retrospective and to be that on which the French crews were signed on vessels articles.

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(5)

FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No.36.

7-TRANSPORT OF PHOSPHATES SFAX/ITALY and SULPHUR ITALY/T.N.A.
(see para 9. No.35).

The programme has been agreed as follows:

"AUGUSTIN LE BORGNE": at SFAX as from the 1st/12/44. to load phosphates for MESSINA(MILAZZO), will then load sulphur at LICATA for TUNIS.

"CARTHAGE": ..... at SFAX as from the 10/12/44. to load phosphates for CROTONE, will then load sulphur at PORTO EMPEDOCLE, for ALGIERS.

"ARGONNE": ..... at SFAX as from the 20/12/44. to load phosphates for TARANTO, will then load sulphur at PORTO EMPEDOCLE for ARZEW.
A slight delay may be expected in view of weather and boiler trouble sustained by this vessel.

The s.s."AUG.LE BORGNE" after her return from SICILY to TUNIS, will carry out a further voyage with phosphates SFAX/SICILY and SICILY/TUNIS with sulphur. Confirmation will be given at a later date.

sgd. F.F. LE BORGNE.
French Liaison.
D.M. T.T.R. Med.

SECRET.

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

ALLIED FORCE HEADQUARTERS (3)

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

2 December '44

Tel : FREEDOM 443

68. MED. SUBSISTANCE REQUIREMENTS FOR S. FRANCE.

Supply responsibility of items for S.FRANCE is given below :-

ITEM	FROM	TONNAGE
WHEAT (a)	N. AMERICA	30,000
SUGAR	U.S.	5,750
EDIBLE OIL OR FATS (b)	U.S.	750
COFFEE	U.K.	2,170
MILK (EVAPORATED)	U.S.	900
MILK (DRY SKIM)	U.S.	1,500
MEAT	No allocation yet made	

(a) If 45,000 tons wheat made available by SHAEF from Liatus area, above allocation will be cancelled.

(b) Balance of 2,750 is available out of 3,000 tons from N.AMERICA.

69. MANUFACTURE OF SOAP IN S. FRANCE .(See para 63)

Information has been received that the source of supply of approximately 2,300 tons ground nuts and 2,200 tons palm kernels will be FRENCH WEST AFRICA. The requisition will be made on U.K.

70. COFFEE FOR S. FRANCE (See para 42a)

The delivery of 5,120 tons of green coffee ex FRENCH WEST AFRICA to S. FRANCE is required for January, and TROOPERS has been signalled to this effect.

71. CIVIL SUPS. - BALKANS (MED OUT 8231 of 28 Nov.)

(a) BALKAN requirements for arrival in IUGO-SLAV, ALBANIAN and GREEK ports for March and April have been notified as follows (net metric tons) :-

These are subject to discussions still continuing.

COMMODITY	MARCH	APRIL
WHEAT	120,500	119,100
OTHER SUPS (excl-coal)	16,099	24,014
Total	136,699	143,114

(b) Provision has not made for DOMESTIC requirements, and this

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

Supply responsibility of items for S. FRANCE is given below:-

ITEM	FROM	TONNAGE
WHEAT (a)	N. AMERICA	30,000
SUGAR	U.S.	5,750
EDIBLE OIL OR FATS (b)	U.S.	750
COFFEE	U.K.	2,170
MILK (EVAPORATED)	U.S.	900
MILK (DRY SKIM)	U.S.	1,500
MEAT	No allocation yet made	

(a) If 45,000 tons wheat made available by SHAEF from Riviera area, above allocation will be cancelled.
(b) Balance of 2,750 is available out of 3,000 tons from N. AMERICA.

69. MANUFACTURE OF SOAP IN S. FRANCE .(See para 63)

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70. COFFEE FOR S. FRANCE (See para 42a)

The delivery of 6,120 tons of green coffee ex FRENCH WEST AFRICA to S. FRANCE is required for January, and TROOPERS has been signalled to this effect.

71. CIVIL SUPS. - BALKANS (MC OUT 8231 of 20 Nov.)

(a) BALKAN requirements for arrival in YUGO-SLAV, ALBANIAN and GREEK ports for March and April have been notified as follows (net metric tons) :-

These are subject to discussions still continuing.

COMMODITY	MARCH	APRIL
WHEAT	120,500	119,100
OTHER SUPS (excl-coal)	16,099	24,014
Total	136,699	143,114

3681

(b) Provision was not made for DODECANESE requirements, and this necessitated an increase in some cases in Mar. demand. The full Six monthly need for DODECANESE has been taken from MIDEAST BALKAN Stockpile.
(c) It is suggested that U.N.R.R.A. should assume responsibility on 30. April '45, in order that May June and July demands could be made on WASHINGTON by U.N.R.R.A. by 1. January '45.
(d) Bulk wheat can be accepted only at PIRAEUS up to 15,000 tons per month at a draft limitation of 25ft.

continued/....72.

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

72. BALKAN CIVIL SUBSISTENCE REQUIREMENTS

Supply responsibility for wheat for February arrival is N. AMERICA. For barley this is IRAQ.

73. SWEDISH/SWISS SHIPMENTS FOR GREECE (See para.52).

In addition to the items listed in para 52 the following have been called forward :-

COMMODITY	TONNAGE
SOAP	86
PULSES	3,500
PROCESSED MILK	1,347
SPAGHETTI	1,112
SUGAR	1,000
OTHER COMMODITIES	1,116
Total	8,161 tons.

74. FERTILISERS - GREECE.

An allocation of 16,000 tons of fertiliser had been made for the GREEK Agriculture programme, but it is estimated that requirements will be far in excess of this tonnage. Firm call-forwards will be notified later.

75. SUPERPHOSPHATES - GREECE (See para 65)

Rock phosphate requirement is in addition to the 16,000 tons of fertiliser, as the local product would not be available for Spring agricultural programme.

At present the whole production would be required for GREECE, but export to other BALKAN countries may be possible at a later date.

76. CEREALS - ITALY JANUARY (See para 66)

It has been agreed that 20,000 tons barley ex IRAQ be accepted for ITALY on a basis of 16,000 tons wheat equivalent, but that all other offers of barley and millet are rejected.

10,000 tons barley will be ex PALESTINE and the balance ex BASRA for January shipment.

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

V K/rt.

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As for MEDBO minutes PAGE

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

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

V K/rt.

DISTRIBUTION

As for MEDBO minutes P.J.U.

UNDER SECRETARY OF STATE (WAR OFFICE), LONDON (2) BY AIR
(attn DF MOV 2(M)9)
G-5 AFHQ
HQ MOV AAI (2)
GHQ MEF
HQ AC (MAIN)
DQMG (MOV & TN) (2)
MOV 1.

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

Office of
Principal Sea Transport Officer,
Mediterranean.

(3)

3rd December, 1944.

Report on Working of Coasters Under Control
of P.S.T.O. Mediterranean for November, 1944.

During the period November 1st to 30th, the Coaster Fleet under the control of P.S.T.O., Mediterranean consisted of:-

British Controlled Petrol Fitted Coasters	- 28	-	48,000 Tons.
" " Store Coasters	- 33	-	74,300 "
Italian Store Coasters	- 18	-	36,500 "
French " "	- 6	-	9,340 "
Total	85		168,140 "

2. The total cargo carried during the month was:-

	P.O.L.	Stores
Islands to North Africa	-	1,800
Islands to France	2,347	3,461
Islands to Italy	3,310	9,049
Inter Islands		9,790
Italy to Islands		3,400
North Africa to Islands		556
North Africa to France	5,377	5,276
North Africa to Italy	3,264	10,851
North Africa to Gibraltar	1,458	39
Middle East to Greece	9,186	4,566
Italy to Greece		3,351
Middle East to Italy	6,639	4,300
Inter Italian Ports	4,047	14,271
Italy to Yugoslavia	1,410	
Inter French Ports	1,200	1,000
Gibraltar to Italy		699
Gibraltar to North Africa		87
Gibraltar to Islands		185
	41,238	72,781

Grand Total - 114,019.

3. Summary of working of 24 Petrol Coasters:-

Total Cargo Carried - 41,238 tons Average 1,470 tons

Total No. of days at sea	255 days	Average	9 days
" " " " awaiting convoy	118 "	"	4 "
" " " " " discharge	77 "	"	3 "
" " " " discharging	139 "	"	5 "
" " " " awaiting loading	55 "	"	2 "
" " " " loading	115 "	"	4 "
" " " " repairing	81 "	"	3 "

4. Summary of working of 33 Store Coasters:- 3680

Total Cargo Carried - 46,071 Tons Average 1,396 Tons

Total No. of days at Sea 216 days Average 6½ days

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Italian Store Coasters	- 16	-	36,500 "
French " "	- 6	-	9,340 "
Total	85		168,140 "

2. The total cargo carried during the month was:-

	P.O.L.	Stores
Islands to North Africa	-	1,800
Islands to France	2,347	3,461
Islands to Italy	3,310	9,049
Inter Islands		9,790
Italy to Islands		3,400
North Africa to Islands		656
North Africa to France	5,377	5,276
North Africa to Italy	6,264	10,851
North Africa to Gibraltar	1,458	39
Middle East to Greece	9,186	4,566
Italy to Greece		3,351
Middle East to Italy	6,639	4,300
Inter Italian Ports	4,047	14,271
Italy to Yugoslavia	1,410	
Inter French Ports	1,200	1,000
Gibraltar to Italy		699
Gibraltar to North Africa		87
Gibraltar to Islands		105
	41,238	72,781

Grand Total - 114,019.

3. Summary of working of 24 Petrol Coasters:-

Total Cargo Carried - 41,238 tons Average 1,470 tons

Total No. of days at sea	235 days	Average	9 days
" " " " awaiting convoy	116 "	"	4 "
" " " " " discharge	77 "	"	3 "
" " " " discharging	139 "	"	5 "
" " " " awaiting loading	55 "	"	2 "
" " " " loading	115 "	"	4 "
" " " " repairing	81 "	"	3 "

3680

4. Summary of working of 33 Store Coasters:-

Total Cargo Carried - 46,071 Tons Average 1,396 Tons

Total No. of days at Sea	216 days	Average	6½ days
" " " " awaiting convoy	138 "	"	4 "
" " " " " discharge	42 "	"	1 "
" " " " discharging	149 "	"	4½ "
" " " " awaiting loading	64 "	"	2 "
" " " " Loading	186 "	"	6 "
" " " " repairing	195 "	"	6 "

5/ .....

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5. Summary of working of 18 Italian Coasters:-

Total cargo carried - 21,973 Tons Average 1,220 Tons

Total No. of days at Sea	93 days	Average	5 days
" " " " awaiting convoy	60 "	"	3⅓ "
" " " " " discharge	47 "	"	2⅔ "
" " " " discharging	98 "	"	5½ "
" " " " awaiting loading	34 "	"	2 "
" " " " loading	73 "	"	4 "
" " " " repairing	135 "	"	7½ "

6. Summary of working of 6 French Coasters:-

Total cargo carried - 4,737 Tons Average 790 Tons

Total No. of days at Sea	38 days	Average	6⅓ days
" " " " awaiting convoy	20 "	"	3½ "
" " " " " discharge	25 "	"	4 "
" " " " discharging	20 "	"	3 "
" " " " awaiting loading	17 "	"	3 "
" " " " loading	37 "	"	6 "
" " " " repairing	23 "	"	4 "

(sgd) A.D. HART

for COMMODORE.

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(3)

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

3rd December 1944.

To: Chairman, Medbo.

Weekly Report No. 34.

ITEM 42. LIGHTERAGE REQUIREMENTS IN THE WESTERN MEDITERRANEAN.

A meeting was held on 28 Nov 1944 to discuss future lighterage requirements and it was shown that there are ample resources in the Theatre to meet all contingencies.

F. MINEPS
CAPTAIN. R.N.R.
Director of Harbor Craft.

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(3)

SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

as at 1200 HOURS DECEMBER 2nd, 1944

	CLEAN No. of VESSELS	CLEAN Cargo Capacity (Barrels)	DIRTY No. of VESSELS	DIRTY Cargo Capacity (Barrels)	No. of VESSE
A. On Ocean Service					
1. With Cargo	10	991,000	1	65,000	11
2. In Ballast	14	1476,000	1	76,000	15
3. In drydock or repairing	2	252,000	-	-	2
B. On Coastal Service (including shuttle or lightening duties but excluding C, D, and E)					
1. Working	18	458,000	1	53,000	19
2. Drydock or Repairs	13	263,000	6	281,000	19
C. Water Carriers	20	109,000	-	-	20
D. Harbour Fuellers	3 (*)	72,000	8	215,000	11
E. On Operational Service (including N.F.A.)	11	220,000	3	158,000	14

* Vessel Rondine 68,000 barrels used as Floating Storage

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

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

as at 1200 HOURS DECEMBER 2nd, 1944

SECRET

	CLEAN		DIRTY		TOTAL	
	No. of VESSELS	Cargo Capacity (Barrels)	No. of VESSELS	Cargo Capacity (Barrels)	No. of VESSELS	Cargo Capacity (Barrels)
	10	991,000	1	65,000	11	1056,000
	14	1476,000	1	76,000	15	1552,000
repairing	2	252,000	-	-	2	252,000
or						
but						
nd E)						
	18	458,000	1	53,000	19	511,000
pairs	13	263,000	6	281,000	19	544,000
	20	109,000	-	-	20	109,000
	3 (*)	72,000	8	215,000	14	287,000
ervice	11	220,000	3	158,000	14	378,000
.)						

* Vessel Rondine 65,000 barrels used as Floating Storage

SECRET

No. 5 MINUTES OF MEETING HELD AT 1500 HOURS ON THE 2ND DECEMBER, 1944.

Chairman: Captain P. Robinson R.N.V.R. F.C.E. to C in C Med.

(3)

Present :

Colonel D.A. Greenhill	G-4 Mov. & Tn. (Br.)
Major D.A.F. Quekett	Tn. Br.
Ingenieur 1ere. Classe, Boue	Marine Francaise.
Capitaine Marie	Marine Francaise.
Mr. R. Nicol	Dep.Reg.Dir.W.S.A. Med.
Mr. A.O. Hogarth	D.M.W.T.R.
Mr. A. de Choubersky	N.A.F.E.M. (Minerals Div.).
Mr. T. Hughes	D.O.W.C. Representative.
Miss M.M. Michie	Assistant Secretary.

29. The Chairman stated that Middle East regretted they were unable to send a representative to this Meeting.

30. DREDGING COMMITTEE. Some doubt had previously existed as to the status of the Dredging Committee but the Chairman confirmed that it was a Sub-Committee of MEDRO and not a C in C Med. Committee as had been believed.

Ingenieur Boue suggested that a representative of Travaux Publics Paris be invited to attend subsequent Meetings.

31. DREDGING IN NORTH AFRICA. It was reported that priorities allocated by the Governor General at the Meeting held at Algiers were Sfax, La Goulette and Mers el Kebir.

32. SFAX. Mr. Choubersky stated that it had been agreed that the dredging at Sfax need only be taken to a final depth of 9 metres which Ingenieur Boue confirmed. Minerals Division felt, however, that while they were willing that the extent of the dredging programme at this port should be re-examined when a depth of 8 metres had been reached, it should not be restricted to the detriment of phosphate exports. For a relatively small port the phosphate programme is a large one and Minerals Division considered the very free evolution of Liberty ships should not be endangered for the lack of doing a few tons of thousands of cubic metres of dredging.

33. LA GOULETTE. Dredging between La Goulette and the breakwater was said to be necessary to a depth of 9 metres length of 400 metres and width of 270 metres to enable vessels with a draft of over 22 feet to enter. This would entail the removal of about 300,000 cubic metres between the Djerissa iron ore quay and the coal quay which should be completed by July. Mr. Choubersky stressed the fact that the necessity for dredging to be done at this port was to enable Liberty type ships to enter and load iron ore for which there was a heavy programme of high priority and for which no smaller vessels were available. He stated that in view of the likelihood of a breakdown in the power plant at Bone which would prevent transportation of iron ore to that port, with a consequent cessation of shipments, the work at La Goulette was essential in order to ensure that exports of high grade iron ore proceed continuously. Mr. Choubersky also stated that there was a lack of coal in Morocco and Algeria for drying phosphates and therefore the use of Sfax and La Goulette for export of these cargoes was increasingly urgent.

34. BIZERTA. The canal at Bizerta needed dredging and also from the outside of the canal to the breakwater which had silted up. In addition to these requirements, Ingenieur Boue said that a small amount of dredging was required in the dockyard and also around the quays of the harbour. The dredging of the canal, however, was considered first priority in order to allow the removal of the wrecks there.

35. MERS EL KEBIR. Ingenieur Boue reported that the French were constructing new quays at this port but before they could be finished in about six months' time a certain amount of dredging would have to take place. The French Navy considered

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35. MERS EL KEBIR. Ingenieur Boue reported that the French were constructing new quays at this port but before they could be finished in about six months' time a certain amount of dredging would have to take place. The French Navy considered this work of high priority as owing to the destruction at Toulon they would require Mers el Kebir as a Naval Base and stated the port would become increasingly important.

36. ALGIERS. Information had been received that a grab dredger had been used at the Quai de Dieppe and that the depth was satisfactory. 3676

37. EQUIPMENT AVAILABLE. The dredger "AFRICAINE" with capacity of 33,000 cubic/

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/cubic metres a month was presently working at Sfax and would be joined by "ORION" once she had been repaired. It was pointed out that she would have to leave before 1st January when weather conditions would deteriorate and the Chairman confirmed that barges would also be sent with her. These two dredgers would then work simultaneously until a depth of 8 metres had been achieved, about the end of March, when it was proposed that the former should be sent to Algiers. It was intended that "ORION" would remain at Sfax until July when she might be required either for Mers el Kebir or possibly France, and would be relieved by a dredger from La Goulette in order that the work be completed.

Ingenieur Boue said it was proposed that "CAIMAN" a bucket dredger with capacity of 2000 cubic metres in 8 hours presently in Morocco, should be sent to La Goulette to undertake the work there. The Chairman, however, pointed out that the risk of losing such equipment by towing in winter months could not be taken except as a matter of great urgency. Two dredgers had already been lost and he considered the tow would only be authorised by C in C Med. if the dredging at La Goulette were an operational necessity. He therefore proposed that if the dredging at La Goulette had to be started before May, the earliest date envisaged for such a lengthy tow, a dredger be released from Mers el Kebir for that purpose as the tow entailed less risk. After some discussion on the comparative importance of the work to be done at both La Goulette and Mers el Kebir it was agreed that the Governor General should be approached through C in C Med. and F.O.W.M. and asked to decide whether it were essential for the dredging at La Goulette to be commenced forthwith, in which event the French Navy should be requested by the Governor General to release a dredger from Mers el-Kebir.

At Bizerta the bucket dredger "KIL" was said to need two months repairs upon completion of which she would be used there. Three more dredgers of the same type were sunk at that port, salvage of which was planned but Ingenieur Boue said they would all require engine repairs. "KAIROUN" and "SCOULAROUX" were both sunk in La Goulette but the Chairman said that it might be possible to raise them.

38. MOROCCO. It was reported that there were five dredgers in Morocco, two suction and three bucket. All were in good condition with the exception of one bucket dredger which could not be used. Ingenieur Boue also stated that there were 5 hopper barges in that area. All this equipment is the property of Travaux Publics or private contractors. In reply to the Chairman, Ingenieur Boue confirmed that only two dredgers were needed in Morocco for keeping Safi, Port Lyautey, Rabat-Sale and Casablanca clear. Algiers were anxious to obtain one of the suction dredgers from Morocco for use in soft ground and as already mentioned it was planned to send "CAIMAN" to La Goulette at some later date.

39. DREDGING IN CORINTH CANAL. Ref. 24. The Chairman suggested to the Committee that as dredging in the Corinth Canal was a question of long term policy it should be considered between the Greek Government and the Allied Mission.

40. DREDGERS FOUND IN GREECE. It was reported that three dredgers found in Greece were all damaged but were nevertheless of a good make. Repairs were being taken in hand by Greek C in C, upon completion of which they would be placed at the disposal of C in C Med. Mr. Hogarth believed that a grab dredger was already working in Piraeus. In reply to Colonel Greenhill the Chairman thought that there was one sea-going dredger but stated it would probably be needed in Greece and could not be sent to Sfax. The Chairman said he would report later on the expected date of readiness of these dredgers.

41. COAL FOR DREDGING PLANT AT SFAX. In reply to Mr. Choubersky, the Chairman said that the coal required for this plant was being supplied from Naval sources.

DIRECTIVE ON DREDGING POLICY. A draft Directive was handed to the members

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La Goulette to undertake the work there. The Chairman, however, pointed out that the risk of losing such equipment by towing in winter months could not be taken except as a matter of great urgency. Two dredgers have already been lost and he considered the tow would only be authorised by C in C Med. if the dredging at La Goulette were an operational necessity. He therefore proposed that if the dredging at La Goulette had to be started before May, the earliest date envisaged for such a lengthy tow, a dredger be released from Mers el Kebir for that purpose as the tow entailed less risk. After some discussion on the comparative importance of the work to be done at both La Goulette and Mers el Kebir it was agreed that the Governor General should be approached through C in C Med. and F.O.W.A. and asked to decide whether it were essential for the dredging at La Goulette to be commenced forthwith, in which event the French Navy should be requested by the Governor General to release a dredger from Mers el-Kebir.

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41. COAL FOR DREDGING PLANT AT SFAX. In reply to Mr. Choubersky, the Chairman said that the coal required for this plant was being supplied from Naval sources.

42. GENERAL DIRECTIVE ON DREDGING POLICY. A draft Directive was handed to the members for consideration and it was decided this should be somewhat modified, agreed by the members and a fresh draft submitted to MEDBO for approval.

43. DREDGING IN S. FRANCE. Ingenieur Boue reported that as yet the extent of dredging requirements in S. France was not known. There was said to be one dredger at Toulon and two at Marseilles, all of which were sunk and the Chairman reported the presence of another under repair at Port de Bouc.

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(3)

SECRET

NORTH AFRICAN PORTS SUB-COMMITTEE

(Mediterranean Shipping Board)

No.15. MINUTES OF MEETING HELD AT 1100 HOURS, 27th. NOVEMBER 1944.

Present :-

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

Comdr. T.N.Garrard RNR	(SSTO)	Lt.Col. E.Williams	(AQMG (M))
Lt. R.W.Calcutt RNVR	(STO)	Lt.Col. E.Triffitt	(Tn.Dr.)
Lt. R.Bradley USNR	(Pet.Sec.)	Capt. W.P.Addison	(Tn.Au.)
2nd.Off. Sellers	(FOWA)	Mr. A.D.Macdonnell	(WSA.M.A.)
		Mrs. E.M.Bernard	(Acting Sec.)

Action

The Minutes of Meeting No.14 of November 20th. were reviewed.

The Chairman expressed the pleasure of the Committee in welcoming 2nd. Officer Sellers, who would in future be representing F.O.W.A. at NAPSCO Meetings.

No.84. GERMAN HOSPITAL SHIP.

Referring to Para.1. of Minute No.81, the Chairman reported that no answer had yet been received from F.O.W.A. with regard to the flying of her national flag.

No.85. NORTH AFRICAN CEREALS PROGRAMME.

Lt.Col.Williams expressed dissatisfaction with the present method of distribution of advice re sailings of convoys.
The Chairman reported that following on the ships mentioned in Minute 79, advice had been received of the sailing of : "HAMPSTEAD PARK", "CRYSTAL PARK", "FRONTENAC PARK", all presumably in UGS 62.
In reply to Mr.Macdonnell's query as to whether the "SAMSPEED" and "NORMA" were in UGS 62, the Chairman replied that if so, they were probably due to proceed to ports other than North Africa.
With regard to the allocation of vessels in UGS 61, it was agreed that none of these could proceed to La Goulette without discharging a certain quantity, and the Chairman suggested that the "HOPERANGE" should be the one to be sent to Oran for discharge into silo, as she had the largest cargo. Lt.Col. Williams agreed to discuss the matter with NATEX before Dec.1st., so that a signal could be despatched.

Lt.Col.Williams.

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Present :-

Mr. James H. Henderson (D.G.W.T.P. U.A.) - Chairman.

Comdr. T.N. Gerrard RNR	(SSTO)	Lt.Col. E.Williams	(AQMG (M))
Lt. R.W. Calcutt RNVR	(NSO)	Lt.Col. E.Griffitt	(Tn.Bn.)
Lt. R.Bradley USNR	(Pet. Sec.)	Capt. W.F.Addison	(Tn.Bn.)
2nd.Off. Sellers	(POW)	Mr. A.Macdonnell	(WSA.N.A.)
		Mrs. E.M.Bertrand	(Acting Sec.)

Action

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The Chairman expressed the pleasure of the Committee in welcoming 2nd. Officer Sellers, who would in future be representing P.O.W.L. at NARSCO Meetings.

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In reply to Mr. Macdonnell's query as to whether the "RAMSFIELD" and "NORMA" were in UGS 62, the Chairman replied that if so, they were probably due to proceed to ports other than North Africa.
With regard to the allocation of vessels in UGS 61, it was agreed that none of these could proceed to La Goulette without discharging a certain quantity, and the Chairman suggested that the "MONTBRAKE" should be the one to be sent to Oran for discharge into silo, as she had the largest cargo. Lt.Col. Williams agreed to discuss the matter with NAJEM before Dec.1st., so that a signal could be despatched.

Lt.Col.Williams.

No.86. FAST CONVOYS.

2nd.Officer Sellers confirmed that the KMF convoys would be on a [illegible] basis as from December 17th.

3675

No.87. "MARUDU" and "SLESVIG".

Referring to Minute 82, Lt.Col.Williams reported that all available space had been used on the "MARUDU", and that all space on the "SLESVIG" would be used to the best advantage.

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Action

No. 88. FRENCH "B" LIST COASTERS.

The Chairman drew the attention of the Committee to the fact that the Marine Marchand were receiving signals from Paris which were contrary to MEDBO instructions, and pointed out that French "B" list Coasters would definitely remain under MEDBO control. In this connection, a request had been received to send the "DUBERL AURES" to the Middle East. It now appears that a signal has been sent from Paris requesting that this vessel should be allocated to S. France (Sete) in connection with French military movements. The Chairman pointed out that it was unfortunate that F.O.W.M.'s signal to C.-in-C. Med. said that there was some doubt as to the status of this vessel, as this was not so. She had been on charter to M.W.T. but was now a "B" list vessel and therefore liable to be taken up by MEDBO as and when required. To send the vessel to Sete with troops would mean the discharging of a considerable amount of her fittings, and it was agreed that the French should be pressed to follow MEDBO's instructions for the Middle East.

Mr. Henderson.

No. 89. ARTICLES REQUIRED BY COAL CONSUMERS.

Lt. Col. Triffitt confirmed that the Army would only be able to supply certain items of the material required. This point will be dealt with further by the Coal Sub-Committee.

No. 90. PORT WAREHOUSE ACCOMMODATION.

Lt. Col. Williams advised that he had received a Memo from Brigadier i/c Admin. who is anxious to be assured that everything possible is being done to release to the French any warehouse accommodation which can be spared without conflicting with British and American interests. Lt. Col. Triffitt stated that the main object was to contract the transportation area. After some discussion it was agreed that the matter was being watched at the Port level, and Mr. MacDonnell and the Chairman both indicated that they expected to be able to give up some W.S.A. and M.W.T. spaces shortly.

No. 91. UGS 60.

Mr. MacDonnell advised having received a report from Oran to the effect that the "FRED GILBRAITH" in UGS 60, which had been due to discharge part cargo at Oran (having on board 2500 tons for Oran and 6300 tons for Algiers) had passed on and was now about due at Algiers. No signal advice and no documents had been received. The possibility was discussed of either sending her back to Oran, or of discharging the Oran cargo and either trans-shipping or sending back by rail. Mr. MacDonnell agreed to send a signal to Naples asking for instructions, after which he would, if necessary, get in touch with Capt. Addison.

Mr. MacDonnell.

No. 92. "HEBE II" - ORAN.

Sir Edward Seward asked if M.W.T. or F.O.W.M. had any information on the "HEBE II"

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remain under MEDBO control. In this connection, a request had been made to send the "DOUBLE ACHES" to the Middle East. It now appears that a signal has been sent from Paris requesting that this vessel should be allocated to S. France (Sete) in connection with French military movements. The Chairman pointed out that it was unfortunate that B.C.N.A.'s signal to C.-in-C. Med. said that there was some doubt as to the status of this vessel, as this was not so. She had been on charter to M.W.T. but was now a "Q" list vessel and therefore liable to be taken up by MEDBO as and when required. To send the vessel to Sete with troops would mean the dismantling of a considerable amount of her fittings, and it was agreed that the French should be pressed to follow MEDBO's instructions for the Middle East.

Mr. Henderson.

No. 89. MATERIAL REQUIRED BY COAL CONCERNS.

Lt. Col. Triffitt confirmed that the Army would only be able to supply certain items of the material required. This point will be dealt with further by the Coal Sub-Committee.

No. 90. PORT WAREHOUSE ACCOMMODATION.

Lt. Col. Williams advised that he had received a Memo from Brigadier i/c Admin. who is anxious to be assured that everything possible is being done to release to the French any warehouse accommodation which can be spared without conflicting with British and American interests. Lt. Col. Triffitt stated that the main object was to contract the transportation area. After some discussion it was agreed that the matter was being watched at the Port level, and Mr. MacDonnell and the Chairman both indicated that they expected to be able to give up some W.S.A. and M.W.T. space shortly.

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Mr. MacDonnell.

No. 92. "HEBE II" - ORAN.

Comdr. Garrard asked if M.W.T. or F.O.T.M. had any information on the "HEBE II" which had arrived at Oran without previous advice. The Chairman advised that the vessel was employed as a Naval Store Carrier, but, failing satisfaction after contacting B.A.S., it was suggested that CANOE be asked to signal C.-in-C. Med. for sailing orders.

Comdr. Garrard.

The Next Meeting of the Committee will be held at 1100 hours on Monday, 4th. December 1944.

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2501

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M.E.D. H. Q.
Shipping Diversion Report

To H.W.T.S. MEDITERRANEAN

Date 21st Nov

Proforma for N.A.S.A.F. Agreed Signal North African Malta & Sicily Port State for 1st, 11th and 21st of [illegible] N.A.S.A. . 60

"OCEAN GOING" Store Ships	CASA.	ORAN	ALGIERS	BONE	AUGUSTA	PALERMO	MALTA	TOTAL.
A. No. of vessels waiting to discharge.	NIL	NIL	NIL	NIL	NIL	NIL	1	1
B. No. of vessels discharging	1	2	5	2	NIL	1	3	14
C. No. of vessels empty awaiting convoy or orders.	1	46	NIL	NIL	NIL	NIL	1	48
D. No. of vessels waiting to load	NIL	NIL	1	1	NIL	NIL	NIL	2
E. No. of vessels loading	4	6	5	2	NIL	NIL	NIL	19
F. No. of vessels loaded awaiting convoy or orders	4	1	1	NIL	2	NIL	NIL	8
T O T A L	10	57	12	5	2	1	5	92

2502

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

MED. H. Q.
Sigint Diversion Rept.

Date 21st Nov. 1944

MEDITERRANEAN

N.A.S.A.B. Agreed Signal North African Malta & Sicil, Port State for 1st, 13th and 21st of each month.
Ref. N.A.S.A.B. . 605.

"E" Store Ships	CASA.	ORAN	ALGIERS	BONE	AUGUSTA	PALERMO	MALTA	TOTAL.
Vessels waiting cargo.	NIL	NIL	NIL	NIL	NIL	NIL	1	1
Vessels discharging	1	2	5	2	NIL	1	3	14
Vessels empty waiting or orders.	1	46	NIL	NIL	NIL	NIL	1	48
Vessels waiting to load	NIL	NIL	1	1	NIL	NIL	NIL	2
Vessels loading	4	8	5	2	NIL	NIL	NIL	19
Vessels loaded waiting for orders	4	1	1	NIL	2	NIL	NIL	8
	10	57	12	5	2	1	5	92

2503

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

MED. H.Q.
Shipping Diversion Room

TO:- NWTR MEDITERRANEAN

21st November,

Proforma for N.A.S.A.B. Agreed Signal Italian, Greek and Southern France Port Suds for the Info. [illegible] week. Ref: N.A

"OCEAN HOME" Store Ships	NAPLES	LEGHORN	TARANTO	SOUTHEAST	BARI	ANCONA	S.FRANCE
A. No.of vessels waiting to discharge	14	6	1	1	NIL	NIL	1
B. No.of vessels discharging	27	4	6	4	7	5	52
C. No.of vessels ready for sailing convoy or orders	8	2	1	NIL	NIL	2	6
D. No. of vessels waiting to load	1	NIL	5	NIL	1	NIL	NIL
E. No. of vessels loading	10	1	2	NIL	1	NIL	NIL
F. No. of vessels loaded awaiting convoy or orders	15	NIL	2	2	2	NIL	NIL
T O T A L	75	23	15	7	11	7	59

NASAB 690 despatched accordingly.

2504

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

MED. H.Q.
Shipping Diversion Room

21st November, 1944.

MEDITERRANEAN

For M.A.S.A.D. Agreed Signal Italian, Greek and Southern France Port Stocks for the 1st, 11th and 21st of each month. Ref: P.A.S.A.D.

"Q" Stock Sizes	HALES	LEGHORN	TARANTO	ENTREPOT	BARI	AUGUSTA	S.FRANCE	ADDED	TOTAL
Vessels waiting to discharge	14	6	1	1	NIL	NIL	1	1	24
Vessels discharging	27	14	6	4	7	5	52	10	125
Vessels discharging convoy stores	6	2	1	NIL	NIL	2	6	1	20
Vessels making to load	1	NIL	3	NIL	1	NIL	NIL	NIL	5
Vessels loading	10	1	2	NIL	1	NIL	NIL	NIL	14
Vessels loaded awaiting sailing orders	17	NIL	2	2	2	NIL	NIL	NIL	21
TOTAL	75	23	15	7	11	7	59	12	209

NASAB 690 despatched accordingly.

(3)

GREEK PORTS COMMITTEE

SECRET

MINUTES OF MEETING No.5 held at H.Q., 3 CORPS, at 1530 hours, on the 29th November, 1944.

PRESENT:

Mr.F.J.O.GRAHAM	Chairman	D.R.M.T.R.
Capt.J.O.Campbell	Rep.	S.E.N.O.Greece
Cmdr.R.W.Sumpton, R.N.R.	-	E.S.S.T.O. "
Capt.A.A.Sachas R.H.N.	Rep.	R.H.N. & Mercantile Marine
Col.H.J.Davidson	-	Col."Q"
Col.G.F.McMullen	-	G.2.
Major K.R.Crarer	Rep.	M.L.Greece.
Mr.A.R.Sasseville	Rep.	U.S....
Mr.K.F.Walker	Secretary.	

MINUTES OF PREVIOUS MEETING. The Minutes which had been circulated to each member, were agreed.

SEIZING OF ENEMY SHIPPING. Capt.Campbell stated that the position with regard to the two vessels at Volos was unchanged and no action could be taken until the political position had improved. In regard to the Hungarian vessel which had been reported to be in the Piraeus area, Capt.Campbell had asked the N.O.I.C. for a report and was awaiting receipt of this.

GREEK SEAMEN. The Chairman advised the Committee that M.W.T.London had approved the suggestion that Greek seamen should be taken to the U.K. to replace seamen on Greek vessels and that arrangements would be made to move 300 men, and it was understood that the Greek Representative in Cairo was in touch with the M.W.T. there in regard to the fixing of their passages.

GRAIN ELEVATOR SHIPS. The Chairman informed the members that he had received a reply to the request to M.W.T.Med. for the "Narwhal", and it was understood it would be 3/4 weeks before this vessel arrived at Piraeus as she was undergoing overhaul and drydocking before proceeding on her voyage.

CRANE SHIP. Cdr.Sumpton said he had received a signal from Salonica in regard to the employment of the "Iceland", but as this was received corrupt, receipt of corrected signal was awaited. In the meantime this vessel would remain at Salonica.

SALVAGE VESSEL. The Chairman said it had been suggested that the

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Cmdr.R.W.Sumpton, R.N.R.	-	E.S.S.T.O. "
Capt.A.A.Pachas R.H.N.	Rep.	R.H.N. & Mercantile Marine
Col.M.J.Davidson	-	Col."Q"
Col.G.W.McMullen	-	C.E.
Major K.R.Crarer	Rep.	M.L.Greece.
Mr.A.A.Sasseville	Rep.	U.S.A.
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SALVAGE VESSEL. The Chairman said it had been suggested that the salvage vessel "Pietro Ligure" should be sent to this area and asked if a vessel of this type could be employed in Piraeus. Capt.Campbell assured the Committee that if this vessel was in a seaworthy condition he could utilise her in the Gulf of Athens. Decided to request vessel to be made available.

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Chairman

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COASTAL VESSELS. The Chairman advised the meeting that he had attended a meeting with the Minister for the Mercantile Marine respecting the employment of coastal vessels that were not being used for the carrying of relief cargoes. After some discussion it was agreed a letter should be sent by the Committee to the Mercantile Marine pointing out that it was considered desirable that all coastal vessels should be retained in these waters and that a sub-committee should be set up to exercise control in this connection. Agreed. Chairman to write Minister of Mercantile Marine respecting this suggestion.

LABOUR POSITION. The Chairman reported that at the request of Lt.Col.Casey, D.S.O.P.L. he, together with Cdr.Sumpton and a representative of Nov.a Th. consulted with the Minister of Labour in connection with the setting up of a contract with the stevedores at Patras. A deputation from the Union was waiting to see the Minister at the time of the meeting with him, and the Minister tried to reach an agreement that contract rates should be fixed for the port of Patras.

The Chairman and Cdr.Sumpton made strong protests against being rushed into any such agreement, although both said they were prepared to draw up an agreement on a basis to provide the men with a wage to the scale laid down by the financial authorities, and also in order to ensure that they would get a fair return from the men for their money. The Minister agreed to defer the matter and to endeavour to ensure that the labour did not go on strike.

Col.Davidson and Capt.Campbell asked why a contract price could not be fixed as against a daily rate of pay, and the Chairman replied that in his opinion it was not possible to fix contract rates owing to the unstable conditions prevailing. He further pointed out that we must conform with the financial experts in all matters relating to wages. This matter was discussed at length and in consequence it was agreed that a sub-committee should be formed to work with Col.Casey respecting the fixing of contracts. The sub-committee will consist of the following members:

Chairman
Cdr.Sumpton
Mr.Scaseville.

ss."TASOS" LOADING FOR MYTILENE. The Chairman reported this vessel was loading empty drums for Mytilene and had been informed that on completion of the voyage she was bound for Istamboul. Cdr.Sumpton and himself had taken this matter up with the Greek Minister of Marine and that in consequence the loading had been stopped, as it had been agreed with the Minister that all such coasters should be retained on the coast.

TURKISH VESSELS. It was reported that an enquiry had been received from the Embassy as to whether there was any objection to the opening up of a passenger service between Istamboul, Smyrna and Pirmeus with Turkish vessels. Capt.Bochas stated that a signal was sent from Istamboul advising that the "Ege" was going to Pirmeus, but since then no further news had been received. He went on to say that the Greek Ambassador at Ankara had asked the Greek Government whether there would be any objection from the British authorities regarding a regular passenger line being established between the ports in question. Whilst no objection was raised it was agreed the working of these vessels must in no way interfere with the working of the ports already approved and that

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REPAIRS TO HARBOUR CRAFT. The Chairman stated that this subject had been discussed at the meeting with the Minister for Mercantile Marine and that it had been suggested that the question as to who was to pay for repairs to M.M.T.Lighters should be the subject of a letter to the Minister, and the meeting agreed that a letter should be forwarded setting out the position and requesting for an early decision on the matter.

Chairman

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TUGS AT CORINTH. Cdr.Sumpton stated he had taken the necessary action as agreed at the previous meeting and had sent one of his Officers to Corinth, who had ascertained that the two tugs referred to previously were actually there and only required slight repairs. It was now understood that the Greek N.O.I.C. at Pireeus had arranged for these tugs to be brought to Pireeus and a ship had been sent for this purpose. Cdr.Sumpton had requested the N.O.I.C. to report on their arrival at Pireeus.

CAIQUES. Capt.Campbell was asked if he had anything further to report in connection with the manning of caiques by R.H.N. personnel and the meeting was advised that all present demands had been met. The Chairman stated it was feared the position might deteriorate soon. In this connection Chairman read a draft reply to a request received by Col.Davidson that he should place G.O.C.3 Corps in a position to reply to a letter received from S.B.N.O.G. on the subject of requisitioning of caiques, and which had been sent to all interested parties. Agreed desirable the Greek Ports Committee should advise G.O.C. and left Chairman to consult with Capt.Campbell before reply is forwarded as latter dissented to suggested reply.

Chairman

Capt.Bachas then read a letter from the Minister for Mercantile Marine on the method he thought should be followed to successfully operate caiques around the coast, which was based very much on the ideas outlined in the above mentioned draft letter. The suggested schemes broadly speaking, envisage the caiques being commercially operated at Government controlled freight rates and employed on approved voyages.

DELAYS TO VESSELS. The matter was raised regarding the delay which occured to the "Zeanstroom" at Piraeus and s.s."Samoland" at Kalamata, and the Chairman suggested that in view of these delays instructions should be issued to all representatives at the ports that quick turnround of ships was essential and that special lookout should be kept for any vessels lying idle and that in general, a more intelligent interest should be taken in the movement of ships. The delays to the above two vessels were being inquired into and such action as necessary would be taken to endeavour to avoid similar occurrences.

PORTS

PREVEZA. There was nothing further to report and work is progressing satisfactorily.

PATRAS. Capt.Campbell stated that he had not yet received any reply regarding the stevedoring contract that was fixed for this port, and was also awaiting report on the delay which occurred to the berthing of two ships, as reported by Cdr.Sumpton at a previous meeting. Capt.Campbell suggested that as no reply had been received from the B.N.L.O. regarding the stevedoring contract, perhaps Capt.Bachas should take the matter up through his Officer there as the contract was fixed by N.O.I.C. Capt.Bachas agreed to write N.O.I.C. Patras.

Capt.Bachas.

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Capt.Bachas 72

VOLOS. Col.Davidson understood that efforts were being made to make an alongside berth to accomodate a Liberty type vessel. Col.McMullen said that he was sending Officers to make a survey and asked if the underwater survey had been made. Capt.Campbell said that one had been made. Cdr.Sumpton reported that he would be paying a visit to this port and would make a full report on his return to Col.McMullen, who will report to the Committee as soon as possible on the possibilities of making an alongside berth for a 500 ft.ship, drawing 23 ft.

PIRAEUS. Advised a copy of a letter from N.O.I.C. Piraeus to Greek C.in C.had been received on the subject of the provision of more tugs at this port. Letter was read and agreed to request Piraeus Port Control Committee to forward an opinion as to the need of additional tugs.

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PIRAEUS (Contd)

Col.McMullen stated the repair of the breakwater is proceeding satisfactorily and that the two new berths were ready except for the dredging, which would be completed in about a week - a depth of 25 ft.of water would be available at these berths. Cdr.Sumpton in reply to a question said he did not consider the drydock a suitable discharging berth. Capt.Campbell dissented but as there was no immediate need to utilise this berth agreed no advantage to be gained by experimenting needlessly by forcing vessel to berth in the dock for discharge as Masters so far consulted consider it an unsatisfactory berth.

SALONICA. Cdr.Sumpton stated he had sent a signal to P.S.T.O.MED. requesting that three powerful tugs should be despatched to this port as soon as possible, but no reply had yet been received.

Col.McMullen reported that the repair of the breakwater was in hand and that the east mole should be ready as a lighter berth in about ten days. Regarding the new quay it was stated that it would require 2/3 months to complete the work of widening it which would provide a qury for berthing vessels alongside.

It was decided that a further meeting of this Committee should take place at 1500 hours, 2nd December, 1944.

K.F. Hacker
SECRETARY.

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MEDITERRANEAN SHIPPING BOARD.

No. 69.

MINUTES OF MEETING HELD AT 1100 HOURS ON 28TH NOVEMBER, 1944.

(3)

	Mr. J. Gibson Graham	Chairman
Members:-	Captain P.H.D. Byron R.N.	N.C.S.O. Med.
	Captain W.T. Erskine U.S.N.	U.S. Navy.
	Commander D.M. Maclean R.N.R.	S.O.S. to C in C Med.
	Commander A.D. Hart R.N.V.R.	Acting D.S.T.O. Med.
	Lt.Cmdr. J.S. Sturt R.N.V.R.	A.D.O.S. to D.S.T.O. Med.
	Colonel J.F.M. Leese	Tn. (Br.).
	Colonel J.T. Danaher U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. M.J. Sieff	G-4 Mov & Tn. (Br.).
	Major J. Riddell	Q.M. Coal Section.
	Major A.A.A. Launder	Petroleum Section.
	Captain J.C. Martin, Jr., U.S. Army	D.D.O.H.C., W.Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:-	Commander J.S. Sharp R.N.R.	N.C.S.O. (N.A, Med.).
	Colonel E.H. Lastayo U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel Hoffmann	G.H.Q. M.E.
	Mr. D.F. Landale	M.W.T.R. M.E.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

1515. The Chairman welcomed Mr. D.F. Landale, M.W.T.R., M.E. and Colonel Hoffmann from G.H.Q., Cairo who were on a visit to this area.

1516. The Minutes of Meeting No. 68 dated 21st November, 1944 were approved.

1517. CRANE SHIPS. Ref. 1489. Lt.Cmdr. Sturt reported that "EMPIRE LORENZO" was due to sail from Marseilles on 28th November.
In answer to Mr. Hogarth who enquired about the use of the sheer legs at Salonika, Lt.Col. Sieff said a report was expected shortly.

1518. "NARWHAL". Ref. 1491. A letter from D.M.W.T.R. Athens stating that this grain elevator ship would be extremely useful in St. George's Bay to facilitate simultaneous discharge of both grain and coal, was quoted by Mr. Hogarth. "NARWHAL" would first require drydocking and should be ready about 8th December after which the Chairman proposed she should be sent to Greece. Lt.Col. Sieff suggested this should be a provisional allocation subject to review later on the occupation of Italian ports, to which the Board agreed.

1519. SERVICE BETWEEN SARDINIA & MAINLAND. Ref. 1513. Lt.Cmdr. Sturt said that "AHAZZIA" had been proposed for use on this service.

1520. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1493. Item 2 on Agenda. Referring to Coal Minute 314, Mr. Campbell stated that the pier which had been built was fragile but could be used with care. The Board decided that upon receipt of a report on the subject a recommendation should be made to C.O.T. that the pier be strengthened. Chairman.
Minute 319 was then discussed and it was pointed out that little relief could yet be obtained from the use of Civita Vecchia. Major Riddell considered, however, that the total imports requested for December of 68,000 tons were within

	Major A.A.A. Launder	Petroleum Section.
	Captain J.C. Martin, Jr., U.S. Army	D.D.O.H.C., W.Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
Present:-	Commander J.S. Sharp R.N.R.	N.C.S.O. (N.A, Med.).
	Colonel E.H. Lustgo U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel Hoffmann	G.H.Q. M.E.
	Mr. D.F. Landale	M.W.T.R. M.E.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. R. Anderson	D.M.W.T.R.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.O.H.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

ACTION BY:-

1515. The Chairman welcomed Mr. D.F. Landale, M.W.T.R., M.E. and Colonel Hoffmann from G.H.Q., Cairo who were on a visit to this area.

1516. The Minutes of Meeting No. 88 dated 21st November, 1944 were approved.

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Lt.Col. Sieff proposed that the programme for Greece should be reviewed in the light of the present conditions, for he understood that colliers would not obtain a quick turn-round in that area. In reply Major Riddell stated that an officer from III Corps was due shortly when the whole question would be fully discussed and a revised programme submitted. In the meantime diversions had taken place.

1521. NORTH AFRICAN PORTS COAL SUB-COMMITTEE. Ref. 1494. Item 3 on Agenda. The Board concurred in Mr. Campbell's view that any points arising on the N. African coal programme should be reported to MEDTO through MAPSCO Minutes.

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1522. REPAIR SUB-COMMITTEE. Ref. 1495. Item 4 on Agenda. Mr. Nicol reported that the situation at Palermo was easier and that short [illegible] dockings might be undertaken there.

1523. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1496. Item 5 on Agenda. With reference to Minute 8 of Report No. 35 the Chairman felt that as an alteration in the military programme had arisen, "DJEBEL AURES" might be used for the lift of 2,000 sheep from N.E. to Italy which were urgently required. It was agreed that C-in-C should inform the French of this fact. Lt.Col. Sieff.

Minute 7. Lt.Cmdr. Sturt had heard that "VAL DE LA VIE" was unsuitable for the purpose stated which Colonel Dannher confirmed and said she could be used for local traffic.

Colonel Dannher considered that the French should be made aware that while it was not always possible to allocate them the vessels they desired the lifts were carried in other shipping.

1524. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1497. Item 6 on Agenda. The Chairman reported that he had heard from M.W.T.R. N.W. Europe that the import of palm kernels and ground nuts through Marseilles had not been agreed which was contrary to the information in Minute 63. He felt that these imports should be permitted to a maximum of 500 t.p.d. if the port would accept regular shipments for there was a great shortage of soap. Colonel Dannher agreed to take up the matter with the Port Acceptance Committee. Col.Dannher.

The case of a coaster arriving in N.Africa to load for S.France to find no cargo available was quoted by Lt.Cmdr. Sturt. Lt.Col. Sieff felt this was due to lack of liaison between all parties and said steps had now been taken to set up the required organisation.

The very confused and varied information being received regarding the arrival of cereal ships in the area was mentioned by Lt.Col. Sieff, who said that it was not known in advance whether cargoes were for Army or civilian account. The Board agreed that the matter should be reported and a MASAB signal be drafted accordingly. Lt.Col. Sieff.

Mr. Nicol quoted a signal stating that no further W.S.A. ships would be nominated for bulk grain to be discharged by bagging in the ships' hold and Colonel Dannher referred to a signal from SOLOC confirming that Marseilles could accept a certain number of wheat ships and that discharge would not delay vessels' turn-round.

The Chairman referred to a report from M.W.T. Marine Superintendent in conjunction with N.O.I.C. which stated that with the existing tonnage available the shipment of pyrites from Portoscuso (vide Minute 1441) was impracticable during winter months. He therefore thought that the project would have to be abandoned unless considered to be an operational necessity by C in C Med.

1525. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1498. Item 7 on Agenda. Noted.

1526. HARBOUR CRAFT. Ref. 1500. Item 8 on Agenda. A signal from B.S.S.T.O.Greece passing on a request from Port Control Committee, Salonika for 6 tugs of not less than 300 HP was referred to by the Chairman. These tugs were considered to be essential in order to prevent damage or loss of lighters in winter months but it was felt the request should be further investigated. Colonel Leese reported that the theatre position was covered with a few tugs to spare.

1527. TANKER COMMITTEE. Ref. 1501. Item 9 on Agenda. Commander Sharp reported the presence at Port de Bouc, after which it was named, of a 2,000 ton tanker which would require 3 months for repairs there with existing facilities, but thought the work could be completed in less time at a major repair port. Major Launder said he would take up the matter with the Petroleum Section at Port de Bouc. Major Launder.

1528. SOUTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1502. Item 10 on Agenda. Referring to

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The very confused and varied information being received regarding the arrival of cereal ships in the area was mentioned by Lt.Col. Sioff, who said that it was not known in advance whether cargoes were for Army or civilian account. The Board agreed that the matter should be reported and a MEDAB signal be drafted accordingly. Lt.Col. Sioff.

Mr. Nicol quoted a signal stating that no further W.S.A. ships would be nominated for bulk grain to be discharged by bagging in the ships' hold and Colonel Danaher referred to a signal from SOLOC confirming that Marseilles could accept a certain number of wheat ships and that discharge would not delay vessels' turn-round.

The Chairman referred to a report from M.W.T. Marine Superintendent in conjunction with N.O.I.C. which stated that with the existing tonnage available the shipment of pyrites from Portiglione (vide Minute 1441) was impracticable during winter months. He therefore thought that the project would have to be abandoned unless considered to be an operational necessity by C in C Med.

1525. MEDBO TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1498. Item 7 on Agenda. Noted.

1526. HARBOUR CRAFT. Ref. 1500. Item 8 on Agenda. A signal from B.S.T.O.Greece passing on a request from Port Control Committee, Salonika for 6 tugs of not less than 300 HP was referred to by the Chairman. These tugs were considered to be essential in order to prevent damage or loss of lighters in winter months but it was felt the request should be further investigated. Colonel Loose reported that the theatre position was covered with a few tugs to spare.

1527. TANKER COMMITTEE. Ref. 1501. Item 9 on Agenda. Commander Sharp reported the presence at Port de Bouc, after which it was named, of a 2,000 ton tanker which would require 3 months for repairs there with existing facilities, but thought the work could be completed in less time at a major repair port. Major Launder said he would take up the matter with the Petroleum Section at Port de Bouc. Major Launder.

1528. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1502. Item 10 on Agenda. Referring to Minute 80 Colonel Loose felt that spare parts should be provided on the same basis as port equipment. (vide Minute 1531 below).

Mr. Campbell referred to the existence of a "Port Planning Division" and undertook to inform Algiers that all such matters should be reported to MEDBO through NAPSCO. Mr. Campbell.

1529. GREEK PORTS COMMITTEE. Ref. 1504. Item 11 on Agenda. The difficulty of signal communication between Greece and A.F.H.Q./M.E. was mentioned, all parties stating that incredible delays were being experienced.

The case of "SAMOLAND" which remained 3 weeks in Kalamata after being discharged was raised by Commander MacLean. Mr. Landale said that in most ports the S.T.O. was a Greek and political backgrounds caused complications. He was/

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was of the opinion that the appointment of British S.T.O.s should be considered. The Chairman felt that instructions should be issued that once ships had finished discharging they should be ordered to some holding point if awaiting convoy, or sailed independently as conditions permitted.

It was felt that M.E. should place a monthly bid for any coaster tonnage that might be required for distribution of supplies in Greece.

1530. ITALIAN SCHOONER POSITION. Ref. 1507. Mr. Campbell quoted extracts of a letter received from Economic Section, Allied Commission, in which aspersions were cast on the efficiency of the running of Schooners. It was felt that A.C. might also re-examine that part of their organisation which was connected with the schooner trade and Mr. Campbell agreed to approach them on the matter. Mr. Campbell.

1531. PORT EQUIPMENT. Ref. 1476. The Chairman drew the Board's attention to the fact that when the military left a port they removed all equipment they themselves had provided resulting in some cases in the port working figures being cut to 25% of what had been achieved under military operation. It was considered the supply of necessary equipment should be taken up between M.W.T./W.S.A. and A.C. and Mr. Nicol said that while in America Mr. Kalloch was also raising the matter. M.W.T., W.S.A. & A.C.

1532. RED CROSS PARCELS. Ref. 1456. A letter from D.M.W.T.R. North Africa concerning the possibilities of shipping about 5000 cubic feet of Christmas parcels for German P.O.W. in Egypt was passed to Lt.Col. Sieff who would deal with the matter. Lt.Col. Sieff.

1533. SOUTH FRANCE PORTS. Ref. 1273. It was reported that the use of Sete by Liberty type ships was extremely dangerous due, Commander Sharp stated, both to length and draft, the manoeuvre only being possible in favourable conditions and with plenty of tugs. Mr. Nicol understood that no more vessels of this size were to be sent to that port.

1534. DREDGING PLANT AT SFAX. Mr. Campbell referred to a letter from Algiers stating that the Dredging Plant were out of coal and that N.A.J.E.M. could only supply poor quality coal that could not be burned. Commander MacLean stated he would approach F.O. Tunisia to see whether any could be provided from Naval sources. Cmdr. MacLean.

1535. VESSELS SAILING TO SPAIN & PORTUGAL. In view of the proposed purchase of mules from Spain and Portugal Colonel Dancher enquired whether there were any flag restrictions on ships entering ports of these countries. The Board thought that any vessel might be used provided defensive armament were removed in advance, and agreed that there did not appear to be any flag restrictions.

1536. OXYGEN SUPPLIES FOR GIBRALTAR. Lt.Col. Anderson, in reply to Commander MacLean, said that arrangements would be made for a ship to be detached on inbound and outgoing convoys to enable full oxygen cylinders to be delivered from Oran to Gibraltar and the empties returned.

1537. BLACK SEA PORTS. It was reported that supplies formerly unloaded in the Persian Gulf would shortly be discharged in Black Sea Ports, vessels being mainly W.S.A. Commander MacLean therefore enquired whether any preliminary arrangements had been made and Mr. Nicol agreed to take up the matter. Mr. Nicol.

1538. SIGNAL TRAFFIC. Commander MacLean stated that Naval signal channels were overloaded and suggested that in order to avoid duplication of subject matter the [illegible] to cover all interested parties. The Chairman

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schooner trade and Mr. Campbell agreed to [illegible]

1531. PORT EQUIPMENT. Ref. 1476. The Chairman drew the Board's attention to the fact that when the military left a port they removed all equipment they themselves had provided resulting in some cases in the port working figures being cut to 25% of what had been achieved under military operation. It was considered the supply of necessary equipment should be taken up between M.W.T./W.S.A. and A.C. and Mr. Nicol said that while in America Mr. Kalloch was also raising the matter. M.W.T.,W.S.A. & A.C.

1532. RED CROSS PARCELS. Ref. 1456. A letter from D.M.W.T.M. North Africa concerning the possibilities of shipping about 5000 cubic feet of Christmas parcels for German P.O.W. in Egypt was passed to Lt.Col. Sieff who would deal with the matter. Lt.Col. Sieff.

1533. SOUTH FRANCE PORTS. Ref. 1275. It was reported that the use of Sete by Liberty type ships was extremely dangerous due, Commander Sharp stated; both to length and draft, the manoeuvre only being possible in favourable conditions and with plenty of tugs. Mr. Nicol understood that no more vessels of this size were to be sent to that port.

1534. DREDGING PLANT AT SFAX. Mr. Campbell referred to a letter from Algiers stating that the Dredging Plant were out of coal and that N.A.A.F.I. could only supply poor quality coal that could not be burned. Commander MacLean stated he would approach F.O. Tunisia to see whether any could be provided from Naval sources. Cmdr. MacLean.

1535. VESSELS SAILING TO SPAIN & PORTUGAL. In view of the proposed purchase of mules from Spain and Portugal Colonel Dancher enquired whether there were any flag restrictions on ships entering ports of these countries. The Board thought that any vessel might be used provided defensive armament were removed in advance, and agreed that there did not appear to be any flag restrictions.

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1537. BLACK SEA PORTS. It was reported that supplies formerly unloaded in the Persian Gulf would shortly be discharged in Black Sea Ports, vessels being mainly W.S.A. Commander MacLean therefore enquired whether any preliminary arrangements had been made and Mr. Nicol agreed to take up the matter. Mr. Nicol.

1538. SIGNAL TRAFFIC. Commander MacLean stated that Naval signal channels were overloaded and suggested that in order to avoid duplication of subject matter the distribution list be increased to cover all interested parties. The Chairman proposed he investigate the matter with the signal officers of the various organisations concerned. Cmdr. MacLean.

1539. "DONN". The Board agreed that the possible use of this ex German [illegible] ship be further examined before any allocation were made. 30/11

1540. BUNKER COAL AT SETE. There were said to be 2000 tons German bunker coal at this port which the Chairman said the French wished to retain there for bunkering vessels putting into Sete. Colonel Dancher said he would inform the authorities. Col. Dancher.

1541. MERCHANT SHIPPING SAILED & ROUTED FROM AUGUSTA. The Chairman quoted the following particulars of Merchant Shipping sailed and routed from Augusta during the/

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/the year November 1943/October 1944:-

Augusta Yearly Shipping Return - November 1943/October 1944.

	Convoys Sailed	Escorted Groups Sailed	Independent Sailings	Total Number of Ships Sailed
Nov. 1943	26	12	47	587
Dec.	33	8	83	602
Jan. 1944	28	14	64	599
Feb.	31	8	54	642
March	27	17	71	720
April	28	26	56	774
May	35	14	51	699
June	32	11	37	606
July	31	17	52	577
Aug.	26	26	71	579
Sept.	30	15	75	550
Oct.	25	4	126	460
Yearly Totals:	352	172	787	7395
Monthly Averages:	29.33	14.33	65.58	616.25

A tribute was paid to N.C.S.O. (Acting Commander G. Duguid R.D., R.N.R.) and his staff for the efficient way in which these ships were handled and also to other R.N., U.S.N. authorities and to the M.W.T. staff there, who had also contributed in this work.

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(2)

SECRET

AGENDA

EIGHTIETH MEETING

MEDITERRANEAN SHIPPING BOARD

1100 HOURS 28TH NOVEMBER, 1944

1. APPROVAL OF MINUTES OF MEETING NO. 83 DATED 21ST NOVEMBER, 1944.

2. MEDITERRANEAN COAL ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 37 dated 23rd November, 1944.

3. NORTH AFRICAN PORTS COAL SUB-COMMITTEE.

Minutes of Meeting No. 5. dated 22nd November, 1944.

4. WATER SUB-COMMITTEE.

Minutes of Meeting No. 53 dated 24th November, 1944.

5. FRENCH SHIPPING ALLOCATION COMMITTEE.

Report No. 35 dated 23rd November, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.

Report of 26th November, 1944.
Monthly report for October, 1944 from G-5.

7. MICRO TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of 7th Meeting dated 22nd November, 1944.

8. HARBOUR FACILITIES - SMALL CRAFT.

Report No. 33. ~~Nothing to report.~~

9. TANKER COMMITTEE.

Summary of Tanker tonnage position in Western Mediterranean Theatre as on 25th November, 1944.

10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 14 dated 20th November, 1944.

11. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 3 dated 19th November, 1944 and Minutes of Meeting No. 4 dated 22nd November, 1944.

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2. [illegible] MEDITERRANEAN COAL ALLOCATION SUB-COMMITTEE.

Minutes of Meeting No. 37 dated 23rd November, 1944.

3. NORTH AFRICAN PORTS COAL SUB-COMMITTEE.

Minutes of Meeting No. 5. dated 22nd November, 1944.

4. BERLIN SUB-COMMITTEE.

Minutes of Meeting No. 53 dated 24th November, 1944.

5. TURKISH SHIPPING ALLOCATION COMMITTEE.

Report No. 35 dated 23rd November, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.

Report of 26th November, 1944.
Monthly report for October, 1944 from C-5.

7. ITALIAN TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of 7th. Meeting dated 23rd November, 1944.

8. HARBOUR FACILITIES - SMALL CRAFT.

Report No. 35. ~~Nothing to report.~~

9. TURKEY COMMITTEE.

Summary of Turkey tonnage position in Western Mediterranean Theatre as on 25th November, 1944.

10. NORTH AFRICAN PORTS SUB-COMMITTEE.

Minutes of Meeting No. 14 dated 20th November, 1944.

11. GREEK PORTS COMMITTEE.

Minutes of Meeting No. 3 dated 15th November, 1944 and Minutes of Meeting No. 4 dated 22nd November, 1944.

12. OTHER MATTERS.

Margaret Michie
Assistant Secretary. 3669

Seen by Mr/or Richardson
Mr/or Imrie.
Mr/or McClure

S/13

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SECRET

ALLIED FORCE HEADQUARTERS (2)

G-4(Mov & Tn)S/579/GDM

23 Nov 44

Tel: FREEDOM 445

Subject : Mediterranean Shipping Board
Coal Reception Committee.
Minutes of Coal Meeting No.37
Held at 1000 hrs in G-4(Mov & Tn)
Conference Room.

G-4 (Mov & Tn)

In the chair : Maj. V.KING

Present : Lt.(E) A. HIGHAM R.N. — ✓/FEC
Lt.Col. K. ANDERSON — MWT Rep.
Maj. J. REDDELL — G1(Coal Sec)
Mr. R. NICOLL — WSA Rep.
Mr. J. LYNCH — WSA Rep.
S/Comd M.S.GRIBBLE — Secretary.

314. COAL BERTH, CIVITAVECCHIA (See Minute 300)

Info had been received that the coal berth would be ready by 22 Nov - for FORT FREDERICK would now discharge completely at NAPLES and "OMEGA" had been routed to CIVITAVECCHIA.

AC had notified the following :-

(a) Liberty type ships could be accepted
(b) Draft 24 ft
(c) Length of berth 450 ft

The berth had been constructed as a pier, and breasting ropes could only be put out across the rly line. In addition there were spring piles outside the quay which resulted in a gap of 10 ft between the rail of the vessel discharging and the quay, which might make the plumbing of the rail cars difficult. MWT Marine Superintendent had gone to CIVITAVECCHIA to watch the mooring and discharging of the "OMEGA". Nomination of the second collier for this port would be suspended until the progress of discharge could be gauged.

315. GRETA TO EVENTUALLY AC a/c (See Minute 302)

Delay had been caused in the removal of the wreck as it was originally hoped that it could be salvaged. This had proved impracticable and the wreck would now be cleared by explosives.

316. COAL FOR S. FRANCE (See Minute 303)

SHAEF had expressed thanks for the diversion of the "WALKER TAYLOR" to S. FRANCE and urgently requested a further nomination. MIDEAST had been asked for replacements for "HUGH SMITH" and "R.B.PECKHAM" and no further ship could be diverted until a reply had been received. Info was also awaited as to whether "domestic" coal was for French or all Domestic purposes, particularly in view of the fact that priority had been given by DGMRS for coal for mil rlys. After the meeting it was agreed to divert the "FORT LOUISE" due AUGUSTA 23 Nov but HQ CZ asked that this sailing be [illegible] port acceptance had been obtained from SOLCC. This confirmation

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Present	:	Lt.(E) A. FRODSHAM R.N.	A/FEC
		Lt.Col. K. ANDERSON	MWT Rep.
		Maj. J. RIDDELL	A(Coal Sec)
		Mr. R. NICOLL	WSA Rep.
		Mr. J. LYNCH	WSA Rep.
		S/Sqnd M.E.GRIBBLE	Secretary.

514. COAL BERTH, CIVITAVECCHIA (See Minute 300)

Info had been received that the coal berth would be ready by 22 Nov - FORT FREDERICK would now discharge completely at NAPLES and "OMEGA" had been routed to CIVITAVECCHIA.

AC had notified the following :-

(a) Liberty type ships could be accepted
(b) Draft 24 ft
(c) Length of berth 450 ft

The berth had been constructed as a pier, and breasting ropes could only be put out across the rly line. In addition there were spring piles outside the quay which resulted in a gap of 10 ft between the rail of the vessel discharging and the quay, which might make the plumbing of the rail cars difficult. MWT Marine Superintendent had gone to CIVITAVECCHIA to watch the mooring and discharging of the "OMEGA". Nomination of the second collier for this port would be suspended until the progress of discharge could be gauged.

515. CABLE TO RUMRUNNING AC a/c (See Minute 302)

Delay had been caused in the removal of the wreck as it was originally hoped that it could be salvaged. This had proved impracticable and the wreck would now be cleared by explosives.

516. COAL FOR S. FRANCE (See Minute 303)

SHAEF had expressed thanks for the diversion of the "WALKER TAYLOR" to S. FRANCE and urgently requested a further nomination. MIDEAST had been asked for replacements for "HUGH SMITH" and "A.P.PECKHAM" and no further ship could be diverted until a reply had been received. Info was also awaited as to whether "domestic" coal was for French or all Domestic purposes, particularly in view of the fact that priority had been given by DGRES for coal for mil rlys. After the meeting it was agreed to divert the "FORT MOULLE" due AUGUSTA 23 Nov but HQ CZ asked that this sailing be postponed until firm port acceptance had been obtained from SOLOC. This confirmation had been requested.

ACTION HQ CZ

3668

517. NAPLES POSITION (See Minute 309)

(a) AC had stated that colliers could be accepted at SALERNO where there was a rail served berth. It was agreed that "VAN OSTADE", at present awaiting berth at NAPLES, should be routed to SALERNO subject to the assurance that rail wagons would be available or that coal could be discharged to shore. The discharge of the "REINHOLD RICHTER" had been delayed owing to shortage of rail wagons at NAPLES.

ACTION G-4 (Nov & Tn)

.... Sheet 2.

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317. NAPLES POSITION (Cont'd)

(b) MWT Rep expressed dissatisfaction with the arrangements made by MG CL for the discharge of the 'CAPE SABLE' and 'OCEAN VANITY' both bottom loaded with coke. Both these vessels were to be berthed at BAGNOLI before the 'KATERINGO HADJIPATERAS' carrying SARDINIAN coal. In this way the discharge of SARDINIAN coal was so delayed that imported coal would be used for purposes for which SARDINIAN coal would suffice. It was agreed that future discharges should be governed by the date of the convoy which ocean-going ships were required to catch. According to the intended disposal of these ships on completion of discharge, MWT and WSA would advise whenever the question of priority should arise. This advice would be acted upon in carrying out the drill outlinedin para 311. Return convoy dates required for the 'CAPE SABLE' and 'OCEAN VANITY' would be given by MWTR as early as possible. QM had agreed the earlier discharge of a combined total of 1600 tons primarily on the grounds of an earlier release of the two ocean-going coke ships.

ACTION: MWTR

(c) It was agreed that, to the extent of SICILY's requirements for imported coal, ocean-going colliers for ITALY should be considered in each case routing via SICILY. It was estimated that by tightening six vessels per month, approx 12,000 tons would be discharged which would fulfil SICILY requirements, and at the same time reduce vessels to a draft suitable for CIVITAVECCHIA and other ITALIAN ports.

318. MN COKE ex 'JOHN S.MISDAK' (See Minute 310)

A/FEO requested that an ETA be given for the coke being railed from TARANTO as follows :-

120 tons to NAPLES
80 " " PALERMO

ACTION: G-4(Mov & Tn)

319. J/N COAL REQUIREMENTS - MEDITERRANEAN.

(a) A signal had been received from AFHQ asking if port capacity was adequate to receive AFHQ's programme.

Considerable discussion took place on this question. It was agreed that QM demands were based within the port acceptance figures allotted to coal. The following additional inlets for coal had been made;

(i) CIVITAVECCHIA coal berth
(ii) Additional berth NAPLES proper
(iii) PALERMO coal berth

(b) MWTR Rep however, contested the port acceptance figures on the grounds that the supply of rail wagons was insufficient to maintain the clearance of these tonnages through the ports. G-4(Mov & Tn) undertook to produce a comparison between the tonnages actually discharged over a given period, and the port acceptance figure.

ACTION: G-4(Mov & Tn)

(c) QM stated that consideration was being given to a reduction in the J/N requirements and that AGWAR would be notified accordingly.

ACTION: QM.

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1600 tons primarily on the grounds of an earlier release of the two ocean-going coke ships.

ACTION: MWTR

(c) It was agreed that, to the extent of SICILY's requirements for imported coal, ocean-going colliers for ITALY should be considered in each case routing via SICILY. It was estimated that by lightening six vessels per month, approx 12,000 tons would be discharged which would fulfil SICILY requirements, and at the same time reduce vessels to a draft suitable for CIVITAVECCHIA and other ITALIAN ports.

318. RM COKE ex 'FORT SAINDAM' (See Minute 310)

A/FEO requested that an ETA be given for the coke being railed from T.R.PTO as follows :-

120 tons to NAPLES
80 " " SALERNO

ACTION: C-4(Mov & Tn)

319. J.N COAL REQUIREMENTS - MEDITERRANEAN

(a) A signal had been received from ACWAR asking if port capacity was adequate to receive AFHQ's programme.

Considerable discussion took place on this question. It was agreed that QM demands were based within the port acceptance figures allotted to coal. The following additional inlets for coal had been made:

(i) CIVITAVECCHIA coal berth
(ii) Additional berth NAPLES proper
(iii) SALERNO coal berth

(b) MWTR Rep however, contested the port acceptance figures on the grounds that the supply of rail wagons was insufficient to maintain the clearance of those tonnages through the ports. C-4(Mov & Tn) undertook to produce a comparison between the tonnages actually discharged over a given period, and the port acceptance figure.

ACTION: C-4(Mov & Tn)

(c) QM stated that consideration was being given to a reduction in the J.N requirements and that ACWAR would be notified accordingly.

ACTION: QM.

King Maj.
V. KING, MAJOR,
for Brigadier,
D.D.M.G. (Mov & Tn).

VK/MS

Distribution: As for MEDBO Minutes, plus:-

D. of Stores, Admiralty, LONDON.
Under Secretary of State for War, War Office,
(Attention DF Mov 3(M)9)
Mov (F) AAI (3)
CHQ, MEF

COT (4)
NA District NAMOV 2(P)
Allied Commission
Mov East ITALY
Mov West ITALY
Mov SICILY
NBMR(Mov & Tn)

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MEDITERRANEAN SHIPPING BOARD
COAL ALLOCATION COMMITTEE

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 22 NOV 44

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ALGIERS	ORAN	BIZERTA
										8600
W.A. JONES	27'5"	U.S.A.	UGS 56	21 Oct	Low Vol	ARMY	8600			
LAMIN JOHNSON	26'6"	"	UGS 57	28 Oct	High Vol	"	8429		8429	
		S.H.D.		16 Nov	R.O.M.		1500			
JUDGE CONNICHT		U.K.	NGS 68	11 Nov	Elec & briquetting	ARMY	6950	(28 Nov)		
THISTLEFORD										
		"	NGS 68	12 Nov	Elec	ARMY	6320		6320	
FLINSTON		U.S.A.	UGS 60	28 Nov		MTT	8500	8500		
EMPIRE GLORY		"	UGS 60	27 Nov		MOT	8500		8500	
OCEAN VAGRANT										

3556

25261

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SECRET

APPENDIX 'A'

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 22 NOV 42

T	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ALGIERS	ORAN	ARZEW	BONE	CORSICA
	U.S.A.	UGS 56	21 Oct	Low Vol	Army	6600			8600		
	"	UGS 57	28 Oct	High Vol	"	8429		8429			1600
	S.A.		16 Nov	R.O.M.		1600				6950	
	U.K.	UGS 68	11 Nov	elec & briquetting	Army	6950	(Ex. 28 Nov)				
	"	UGS 68	12 Nov	Elec	Army	6320		6320			
	U.S.A.	UGS 69	20 Nov		MTT	8500	8500				
	"	UGS 69	27 Nov		MTT	8500		8500			

45533

25271

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COLLIERS DUE ITALY AND SICILY POSITION AS AT 22 NOV 43

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	PALERMO	CATANIA	PORT EMPED OCLE	CIVI VECC
KATERINGO														
HADJIPATERAS		SARD		3 Nov	SARD	Navy	1800			1800				
VAN OSLADE		"		6 Nov	SARD	"	3700			3700				
OMEGA		"		22 Nov	SARD	"	1000							1000
CITY OF BOMBAGLO	F 25'6" A 28'0"	BALTIC	GUS 57	14 Nov	TRANS VOL	"	8514		8514					
RIVER		SARD		15 Nov	SARD	"	7000					7000		
ELMOSA		"		19 Nov	SARD	"	800						800	
COVERT VILLAGE	26'6"	U.S.A.	UGS 56	14 Nov	High Vol	"	1168							
OCEAN VIGOUR (Planes)		"	UGS 56	14 Nov		WAC	8831		8831					
DIT FREDERICK		"	UGS 56	19 Nov		Navy	8169			8169				
DORIS		SARD		20 Nov	SARD	"	3600							
FORT DOUGLAS	20'6"	BARI	AH.20	21 Nov	RGA	"	5343	5340						
ELLA M TRADER		SARD		24 Nov	SARD	"	3800						3800	
EMPIRE TRACEY		"		24 Nov	SARD	"	3600				3600			
FORT ROUILLE	27'6"	U.S.A.	UGS 59	25 Nov	High Vol		8160					4000		
DORE O ESMI	25'2"	"	"	2 Dec	RGA		7243					4000		
OMEA		SARD		29 Nov	SARD	"	5000			5000				
SCHIEDAM		"		30 Nov	SARD	"	4400				4400			
HERCULES		"		1 Dec	SARD	"	4000							400
ATHENICO														
HADJIPATERAS		"		1 Dec	SARD	"	5000			5000				
FORT ROUILLE	20'0"	CATANIA		1 Dec	High Vol		4460							
WISLA		SARD		3 Dec	SARD		4200							
DUKE OF SPARTA	20'0"	CATANIA		10 Dec	RGA		3943	2243						

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APPENDIX 'B'

COLLIERS DUE ITALY AND SICILY POSITION AS AT 22 NOV 44

ST	FROM	CONVOY	DUE DESTN	TYPE OF COAL	N/C	TONNAGE	ANCONA	BARI	NAPLES	PALERMO	CATANIA	PORT EMPED OCLE	CIVITA VECCHIA	GALLI POLI	TARANTO	REGGIO
	SARD		3 Nov	SARD	Army	4800			4800							
	"		6 Nov	SARD	"	3700			3700							
	"		22 Nov	SARD	"	4800							4800			
5"				TRIPS												
5"	S.AFRICA	UGS 57	14 Nov	Welsh	"	8514		8514								
	SARD		18 Nov	SARD	"	7000					7000					
	"		19 Nov	SARD	"	800						800				
5"	U.S.	UGS 58	14 Nov	High Vol	"	8468									8468	
	"	UGS 58	14 Nov		Army	8631		8631								
	"	UGS 58	19 Nov		Army	8169			8169							
	SARD		20 Nov	SARD	"	3600								3600		
0"	BARI	MKS 30	21 Nov	ROK	"	5340	5340									
	SARD		24 Nov	SARD	"	3800						3800				
	"		24 Nov	SARD	"	3600				3600						
5"	U.S.A.	UGS 59	25 Nov	High Vol		8460					4000					
2"	"	"	2 Dec	ROK		7243					4000					
	SARD		29 Nov	SARD	"	5000			5000							
	"		30 Nov	SARD	"	4400				4400						
	"		1 Dec	SARD	"	4000							4000			
	"		1 Dec	SARD	"	5000			5000							
0"	CATALINA		1 Dec	High Vol		4460										4460
	SARD		3 Dec	SARD		4200								4200		
0"	CATALINA		10 Dec	ROK		3943	3943									

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SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
TIBIA	-	2500 Sardinian	SAN ANTIOCO	MADDALENA, LEGHORN, NAPLES
Cdic	-	2500 Welsh	ORAN	NAPLES (Arrd)
BENKEL	-	-	-	NAPLES (for repairs etc.)
.ASTEL	-	2500 W and H.G.	TARANTO	ANCON.
SEAD ADMIRAL	Operational orders C.S.15 - Nor at GREECE.			
COLCHESTER	-	2500 Welsh	ALGIERS	NAPLES (arrived)
EMPIRE PAL	KMS 64	6474 Welsh	U.K.	MARSEILLES to complete discharge
EMPIRE CARGO	KMS 3	3700 Welsh	U.K.	GREECE
H de LARRAGA	KMS 66	6000 Welsh	U.K.	NAPLES (Completes 23/11)
.CL. VALIANT	KX.16	3300 Welsh	U.K.	M.E.F. (Discharge complete
.IRESFOOT	KX.16	3028 Welsh	U.K.	NAPLES (arrived)
STAL	KX.16	3197 Welsh	U.K.	MARSEILLES (..ay)
EMPEROR	KMS 68	4973 N.C.	U.K.	M.E.F. (arrived)
.ATFIELDA	KMS 68	4631 N.C.	U.K.	GIBRALTAR (arrived)

Advised future sailings but not yet confirmed - P.L.M. 21 in KMS 71 with 7000 Welsh
F de TROYON in KMS 71 with 6600 N.C.

2530

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CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
-	2500 Sardinian	SAN ANTIOCO	MADDALENA, LEGHORN, NAPLES	C in C Med
-	2500 Welsh	ORAN	NAPLES (Arrd)	C in C Med
-	-	-	NAPLES (for repairs etc.)	C in C Med
-	2500 W and H.C.	TARANTO	ANCONA	C in C Med
Operational orders C.S.15 - Now at GREECE.				
-	2500 Welsh	ALGIERS	NAPLES (arrived)	C in C Med
KMS 64	6474 Welsh	U.K.	MARSEILLES to complete discharge	M.W.T.
H.D.3	3700 Welsh	U.K.	GREECE	M.W.T.
KMS 66	6000 Welsh	U.K.	NAPLES (Completes 23/11)	M.W.T.
KX.16	3300 Welsh	U.K.	MALTA (Discharge complete)	M.W.T.
KX.16	3028 Welsh	U.K.	NAPLES (arrived)	M.W.T.
KX.16	3497 Welsh	U.K.	MARSEILLES (Army)	M.W.T.
KMS 68	4973 H.C.	U.K.	MALTA (arrived)	M.W.T.
KMS 68	4631 H.C.	U.K.	GIBRALTAR (arrived)	M.W.T.

(21)

b... not yet confirmed - P.L.M. 21 in KMS 71 with 7000 Welsh
F do TROYON in KMS 71 with 6600 H.C.

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SECRET

APPENDIX 'C'

CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
-	2500 Sardinian	SAN ANTIOCO	MADDALENA, LEGHORN, NAPLES	C in C Med
-	2500 Welsh	ORAN	NAPLES (Arrd)	C in C Med
-	-	-	NAPLES (for repairs etc.)	C in C Med
-	2500 W and N.C.	TARANTO	ANCON.	C in C Med
Operational orders C.S.15 - Now at GREECE.				
-	2530 Welsh	ALGIERS	NAPLES (arrived)	C in C Med
KMS 64	6474 Welsh	U.K.	MARSEILLES to complete discharge	M.W.T.
H.X.3	3700 Welsh	U.K.	GREECE	M.W.T.
KMS 66	6000 Welsh	U.K.	NAPLES (Completes 23/11)	M.W.T.
HX.16	3300 Welsh	U.K.	NAPLES (Discharge complete)	M.W.T.
HX.16	3028 Welsh	U.K.	NAPLES (arrived)	M.W.T.
HX.16	3497 Welsh	U.K.	MARSEILLES (Army)	M.W.T.
KMS 68	4973 N.C.	U.K.	NAPLES (arrived)	M.W.T.
KMS 68	4634 N.C.	U.K.	GIBRALTAR (arrived)	M.W.T.

SC 83/43

Not yet confirmed - P.L.M. 21 in KMS 71 with 7000 Welsh
Pte TRAVOS in KMS 71 with 6600 N.C.

(21)

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NOVEMBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	
WALKER TAYLOR	F 25' A 27'10"	S. AFRICA	Indep	22 Nov		8820	MAR
TAXLARCHIS		U.K.				8500	
ANTONIO		U.K.	KMS 69	28 Nov		6095	AUG

DECEMBER ARRIVALS

ADRIAN VAN DER NEER		USA	UGS 61	11 Dec		8500	WES
SAINT BERNARD		"	UGS 61	11 Dec		8500	"
TEMPLE ARCH		S. AFRICA				8500	
FORT WALSH	27'	"				8045	
HENRY G. TUCKER		"				8500	
BLAIRTOK	26'8"	"				9120	
FORT BUFFALO		U.S.A.	UGS 61	11 Dec		8500	STO
FORT MORGAN		"				8500	
THOMAS DONALDSON (Locos)	26'3"	"	UGS 60	1 Dec	High Vol	8465	S.
EMPIRE GLORY		"	UGS 60	ALGIERS 20 Nov		8500	ALG
OCEAN VAGRANT		"	UGS 60	1 Dec		8500	ORA
BRIDGEPOOL		U.K.				4650	BON
HUGO TOPIC		"				Coal 7250 Coke 250	ALG
LEONIDAS		"				5700	LA
LORNASTON		"				6500	
JOHN S. SARGENT		"				8535	CAS
VIN RIVER		"				5100	BO
ANN STATHAYOU		"				7000	ALG
HERBERT D. CROSLEY		"				8535	ORA
JOHN M. BROOKS		"				8450	ORA

JANUARY ARRIVALS

JESSE COTTRELL		S. AFRICA				8500	
AUGUSTINE HEARD		S. AFRICA				8500	

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SECRET APPENDIX "D"

NOVEMBER ARRIVALS

DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
F 25' A 27'10"	S. AFRICA	Indep	22 Nov		8820	MARSEILLES
	U.K.				8500	
	U.K.	KMS 69	28 Nov		6095	AUGUSTA/BARI

APPENDIX "E"

DECEMBER ARRIVALS

	USA	UGS 61	11 Dec		8500	WEST ITALY
	"	UGS 61	11 Dec		8500	" "
	S. AFRICA				8045	
27'	"				8500	
	"				9120	
26'8"	"				8500	SICILY
	U.S.A.	UGS 61	11 Dec		8500	
	"				8465	S. FRANCE.
26'3"	"	UGS 60	1 Dec	High Vol	8500	ALGIERS
	"	UGS 60	ALGIERS 28 Nov		8500	ORAN
	"	UGS 60	1 Dec		4650	BONE
	U.K.				Coal 7250	ALGIERS
	"				Coke 250	
	"				5700	LA GOULETTE & TUNIS
	"				6500	"
	"				8535	CASABLANCA
	"				5100	BONE
	"				7000	ALGIERS
	"				8535	ORAN & ALGIERS
	"				8450	ORAN & BONE

APPENDIX "F"

JANUARY ARRIVALS

	S. AFRICA				8500	
	S. AFRICA				8500	

(2)

NORTH AFRICAN PORTS COAL SUB-COMMITTEE — SECRET

Minutes of Meeting No 5 held at 1500hrs WEDNESDAY 22 Nov.

Chairman :	Lt Col	E R	WILLIS	A.Q.M.G.(M) N.A.D.
Present :	Lt Col	E L	TRIFFITT	A.D.Tn(N.A.)
	Cdr	R K	GARRARD RNR	S S T O Algiers
	Major	H C	STEBBENS	D.A.Q.M.G.(H) NAD
	Major	F O	WADE	D.A.D.L. Civil
	Lieut	R V	CALCUTT RNVR	S T O
	Lieut	C	SMITH	Rep PORT SUPT
	Mr	J H	HENDERSON	DWTR (NA)
	Mr	R B	SCRIVEN	DWTR Algiers
	Mr	R A	MacDONALL	WSA (NA)
	Mr	W S	THOMAS	NAJEM (Coal Div)
	Mr	JCS	PARSONS	Rep CHARBONNAC COY
	Mr		NESSLER	Rep GROUPEMENT CH. RBONNIER
	WIS	J	PURVE	Secretary

The Minutes of previous meeting were reviewed and approved

28. PRESENT POSITION OF COLLIERS - NORTH AFRICA

The position of colliers at present in N.African ports was notified as follows :-

LOCHDEE	Algiers	Quai Charton ii	EDC 25/26 Nov
PLM 14(Loading)	"	" " (2nd off)	" "
THISTLEFORD	Bone		EDC 28 Nov
FLEMSTON	Oran		

Cdr Garrard drew attention to the unsatisfactory rate of discharge of "Lochdee" which will take 14 days to discharge 7500 tons - delays due to breakdown of cranes (vide Minute 32)

29 FUTURE ARRIVAL

EMPIRE GLORY	UGS60	ALGIERS	NOWT A/c

30 COAL DISCHARGE

Ref Minute 23. Chairman enquired when it is intended to use the berth at Audierne for coal discharge. Mr Scriven replied that experiment could be made with the " Empire Glory" in which case turn round would probably be 10/11 days as opposed to 5 days if ship were to discharge at Dieppe. On this latter point Major Stebbens pointed out that the question of clearance of 8000tons ex quay would have to be considered because in the past the dumping of bunker coal on Dieppe has been the cause of delays to Najem discharging colliers.
During discussion Mr Thomas suggested that the solution is to keep as many Lighters under load as possible when they would be available for bunkering. Present information available indicates that next arrivals will not necessitate any ships lightening at buoy before berthing therefore there should be no shortage of lighters.
Mr Parsons stated that 16 lighters of burnt-out coal have been under load

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Mr	J H	HENDERSON	DMEM (NA)
Mr	I D	SCRIVEN	DMTR Algiers
Mr	R A	MacDONNELL	DSL (NA)
Mr	W S	THOMAS	NAJEM(Coal Div)
Mr	JCS	PARSONS	Rep CHARBONNAGES COT
Mr		NESSLER	Rep CROUPEMENT CHARBONNIER
CMS	J	BURKE	Secretary

The Minutes of previous meeting were reviewed and approved

28. PRESENT POSITION OF COLLIERS - NORTH AFRICA

The position of colliers at present in N.African ports was notified as follows :-

LOCHDEE	Algiers	Quai Charbon ii		EDC 25/26 Nov
PEM 14(Loading)	"	"	" (2nd off)	" "
THISTLEFORD	Bone			EDC 28 Nov
FLINSTON	Oran			

Cdr Garrard drew attention to the unsatisfactory rate of discharge of "Lochdee" which will take 14 days to discharge 7500 tons - delays due to breakdown of cranes (vide Minute 32)

29 FUTURE ARRIVAL

EMPIRE GLORY	UCS60	ALGIERS	MOWT A/c

30 COAL DISCHARGE

Ref Minute 23. Chairman enquired when it is intended to use the berth at Audierne for coal discharge. Mr Scriven replied that experiment could be made with the " Empire Glory" in which case turn round would probably be 10/11 days as opposed to 5 days if ship were to discharge at Dieppe. On this latter point Major Stebbens pointed out that the question of clearance of 3000tons ex quay would have to be considered because in the past the dumping of bunker coal on Dieppe has been the cause of delays to Najem discharging colliers.

During discussion Mr Thomas suggested that the solution is to keep as many Lighters under load as possible when they would be available for bunkering. Present information available indicates that next arrivals will not necessitate any ships lightening at buoy before berthing therefore there should be no shortage of lighters.

Mr Parsons stated that 16 lighters of burnt-out coal have been under load for some time owing to lack of cranes. It was agreed that with Dieppe vacant at present immediate steps should be taken to off-load these lighters under the Transporter and place them at disposal of MOWT.

ACTION: Mr Parsons

Cdr Garrard stated that the chief difficulty to be overcome if ship is to be worked at Audierne is the shortage of labour. Following discussion it was felt that the provision of pit-head baths on the quays would not solve the problem and it was suggested that the provision of u/s gas capes as protective clothing might have beneficial results. It was agreed that supply should be obtained and taken over by MOWT .

ACTION: Major Wade

Cdr Garrard reported that it has been generally agreed that the use of Japanese slings, providing they are made of strong canvas, is an improvement. Mr MacDonnel thought he might be able to assist in obtaining the canvas.

ACTION: Mr MacDonnell

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31. DREDGING - QUAI DIEPPE

Ref Minute 25. Mr Hoseler reported dredging operations at Quai Dieppe were started on Monday last and are expected to be completed by next Monday when a depth of 26' will be obtained.

Information:

32. ALLOCATION OF CRANES.

Ref Minute 26. The crane situation was discussed at length. It was reported that Cherbourg Today will be out of action for another week.
Mr Scriven stated that an analysis of stoppages due to mechanical breakdowns of all floating cranes and Cherbourg Tptr for the 3 months ending 31 October reveals a loss of 8% crane days as compared with 7% days for the previous 3 months. The supply is, therefore, the greatest supply of spare parts necessary to keep the cranes working efficiently.
Lt Col Triffitt stated that a list of available medium requirements has been compiled and although the supply of cranes is entirely a Najam responsibility, TA are willing to assist by relending some of the equipment required, on re-payment. Government Cherbonnier have been advised of the items which are available and the question of supply of bogey wheels for the Tptr has been taken up with D.T.C.
Mr Thomas stated that a list of requirements has gone forward from Najam but no definite information of arrival is available. Meanwhile effort is being made to ascertain reason for non-receipt by Najam of demand previously submitted by Government Cherbonnier.
Mr Hoseler reported that letter has been sent to French Mission at Washington requesting them to expedite despatch of cranes required in N.Africa.
Following further discussion it was agreed that Najam should continue to press for delivery of long term requirements but in order to overcome immediate difficulties a list of short term requirements should be submitted to ALSEA who might be able to supply from within the Theatre.

Action: Mr Henderson.

33 PROVISION OF CIVIL AIRCRAFT.

Ref Minute 27. A public plea for a fleet of cranes [illegible] from French Army has been submitted to AFHQ for further action and the question has also been raised with the French through the channels of the Commission Mixte.
Suggested employment of civil aircraft has been taken up with the French and is to be further discussed at next meeting of C&A Section Mixte.

34. LABOUR.

Attention was drawn to the probable shortage of labour on account of the Arab holiday extending over 3 days commencing Friday of this week. Major Wade stated that the payment of double wages on Saturday has been authorised by the Governor General in the hope of minimising the shortage.

Information:

The next meeting will be held at 1500 hrs on WEDNESDAY 29 Nov 1944.

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SECRET.

MEDITERRANEAN REPAIR BOARD.

P. 22. (2)

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON THE 24TH NOVEMBER, 1944.

Present: Mr. J. Gibson Graham — Chairman.
Constructor Captain Smithers R.C.N.C.
Commander G.L. Hardie R.N.
Lieut. Commander E. Blair R.N.V.R.
Capitaine de Corvette Deilvaire.
Major Filo R.I.N.
Mr. I.D. Campbell.
Mr. W.E.R. Dainton.
Mr. H.R. Smith.
Mr. Davidson.
Mr. G.W. Simpson.
Mr. G.B. Renwick.
Captain D.P. Watts.
Miss M.M. Wilson — Assistant Secretary.

ACTION BY:-

834. The Chairman introduced Mr. H.R. Smith and explained that he would be succeeding Mr. Dainton on his return to England in a few weeks' time. On behalf of the Board the Chairman paid a warm tribute to the excellent work achieved by Mr. Dainton and his colleagues Mr. Elliot and Mr. Eaton who were also returning to the U.K., at all times which had been of the utmost value.

835. GEORGE W. MCKNIGHT. Ref. 810. Mr. Dainton reported that this vessel was to be inspected with a view to her proceeding to the United States for permanent repairs. She was to be surveyed shortly, after which further information would be available.

836. "TOULOUBIA". Ref. 832. In answer to Captain Deilvaire, Mr. Dainton said no reply had been received from Marseilles on the question of permanent repairs to this vessel being carried out there.

837. CASTILLANO. Communications with this port were somewhat unreliable and Commander Hardie said no direct advice had been received if "JANINE" had in fact re-docked. Captain Deilvaire, however, stated she had been in dock again and it was therefore decided to delete her from the dry-docking list. A new bid "LORRAINE" was reported by Captain Deilvaire. This vessel was programmed for No.1 dock which was still under repair to be followed by "SAN CLAUDIO".(vide following Minute).

838. GENERAL. Commander Hardie reported that the situation had hardly changed. There was no firm date for docking "MAGOR"; H.M. Ships in No.2 dock should complete about 27th November, followed by "ODZANI" for 4 days, and H.M. Ship in No.3 dock should come out about 30th November after which "SEMAY COMO" would dock. As the situation at Casablanca appeared easier it was felt that "SAN CLAUDIO" could dock there quickly and she was accordingly removed from the Gibraltar programme.

839. ORAN. Commander Hardie reported that French Warship in No.1 dock was due out at end of month to be followed by "[illegible] FIDDLER" E.T.A. 10th December, after which a French Warship would go in for 4 days.

"JANINE" should be re-docked in the No.2 dock, after which "ORAN" would go in followed by "CASABLANCA". In order to relieve the above programme which was

3661

Mr. W.E.E. [illegible]
Mr. H.K. Smith.
Mr. Davidson.
Mr. G.W. Sim[illegible]
Mr. C.S. Ramsay.
Captain E.D. [illegible]
Miss M.M. [illegible] Assistant Secretary.

MINUTE No. [illegible]:-

834. The Chairman introduced Mr. H.K. Smith and explained that he would be succeeding Mr. Daimon on his return to England in a few weeks' time. On behalf of the Board the Chairman paid a warm tribute to the excellent work carried out by Mr. Daimon and his colleagues Mr. Elliot and Mr. Eaton who were also returning to the U.K., at all times which had been of the utmost value.

835. SS "H.M. MCKINLEY". Ref. 818. Mr. Daimon reported that this vessel was to be inspected with a view to her proceeding to the United States for permanent repairs. She was to be surveyed shortly, after which further information would be available.

836. "MOUNTAIN". Ref. 832. In answer to Captain Boilvaire, Mr. Daimon said no reply had been received from Marseilles on the question of permanent repairs to this vessel being carried out there.

837. CASABLANCA. Communications with this port were somewhat unreliable and Commander Hardie said no direct advice had been received if "JAGUAR" had in fact re-docked. Captain Boilvaire, however, stated she had been in dock again and it was therefore decided to delete her from the dry-docking list. It was then said "JAGUAR" was reported by Captain Boilvaire. This vessel was programmed for No.1 dock which was still under repair to be followed by "H.M. CLAUDIO". (vide following Minute).

838. CASABLANCA. Commander Hardie reported that the situation had hardly changed. There was no firm date for docking "JAGUAR"; H.M. ships in No.2 dock should complete about 2[illegible]th November, followed by "ODZANI" for 4 days, and H.M. Ship in No.3 dock should come out about 30th November after which "ENDAY CO." would dock. As the situation at Casablanca appeared easy it was felt that "H.M. CLAUDIO" could dock more quickly there and she was accordingly removed from the Gibraltar programme.

839. ORAN. Commander Hardie reported that a French Warship in No.1 dock was due out at end of month to be followed by "[illegible] FULLER" E.T.A. 10th December, after which a French Warship would go in for 4 days. 2661

"TAUTAU" should be re-docked in the No.2 dock, after which "CL[illegible]" would in followed by "CL[illegible]ON". In order to relieve labour programme which was somewhat heavy, it was decided that "[illegible]DO","TAUTAU" and "MARGUERITE", all of which were short term jobs, should also be programmed for No.2 dock.

Mr. Davidson said that "JOHN [illegible]" at Marseilles was expected to be ready for the tow to Bizerta at the end of the month and would be ready for drydock early in December. She would need two weeks for repairs in dock and six weeks for further repairs afloat. He was, however, awaiting further information and it was decided to consider this bid later.

840. ALGIERS. A possible snag in the community of docking here was mentioned by Commander Hardie who said that "[illegible]" came out on 2[illegible] November and that/

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/that "VILLE D'AJACCIO" had sailed just before she was due to dock, and to "[illegible]" had not arrived. Captain Dalvaire said "VILLE D'AJACCIO" was on a regular service between Algiers/Ajaccio and was readily available. It was therefore decided she should head the list for No.1 dock to be followed by "[illegible] GUENILLY" and "CONQUEST".

Programme for No.2 dock in order of priority was French Warship, "LES ISSUS" and local craft.

C.1. FOS-SUR-MER. Commander Hardie reported that the French Warship in No.1 dock would be out by the middle of December. "SUNFLOWER" and "AGATHA" had docked and "TORR CARL" followed by "ELCOM" was programmed for No.2 dock and an H.M. Ship for 2/3 days for No.4 dock. It was suggested that other programmes might be relieved by transferring vessels to this port for drydocking but Mr. Campbell said that all vessels had to be fumigated on account of the plague and difficulty was experienced in accommodating crews who had to be sent to Tunis. The Board wished it confirmed that full quarantine restrictions were still in force at Fos-sur-Mer. Commander Hardie agreed to signal on the matter. (Mr. Hardie.

C.2. TARANTO. The position at this port was said to be easier and Commander Hardie reported "CRATA" would be entering No.1 lock that day and would be followed by H.M. Ships, "BRUSE CARL" and Italian Warships. No.2 dock was bought up for some time by H.M. and Italian ships, while H.M. Ships in No.12 dock should complete about 27th November when "OCEAN GIPSY" was programmed to go in. "FORT CARIBOU" was due to undock from No.13 dock about 29th November to be followed by an H.M. Ship.

Commander Hardie reported that "NEPTUNO" had docked for 5 days but it was stated that she would have to go in again for refitting of repaired parts and Captain Bate requested priority for this vessel.

Lt.Cmdr. Blair mentioned the case of the "LUBLIN", a small refrigerated coaster, originally programmed for Brindisi, but transferred from that list because of an estimated 3 weeks' delay. She was now loading for Torre Annunziata and was bid for Naples where she would be available 1st December or Lt.Cmdr. Blair said could dock at Taranto on her return about 5th December. He pointed out that she had been awaiting dock some time and requested priority be given her. He also said "WORCESTERSHIRE" was to join next fast convoy but would require a quick docking in order to make the speed; she would be available about 12th December. The Committee decided that C.S. Taranto be requested to give priority to "NEPTUNO", "LUBLIN", "WORCESTERSHIRE" and "FORT CARIBOU" leaving him to allocate these vessels to a dock.

C.3. BRINDISI. Lt.Cmdr. Blair reported that "NEPTUNO" was immobilised at this port through lack of crew and therefore suggested she be docked there rather than Taranto where she had been listed last week. New bills were "LUBLIN", a grain elevator ship requiring docking before proceeding to Greece, and crane ship "EMPIRE CANDIDA" which was also needed for a special purpose. It was decided these latter two vessels should take priority over "NEPTUNO". Were an opportunity to arise for any of these ships to dock at Taranto it was suggested C.S. Taranto exercise his prerogative of transferring vessels between the two ports.

C.4. NAPLES. "HUDUN" was in No.1 dock and would come out on 28th November, Capt. Hardie stating that "SAMFEUGH" would then go in until about 1st December followed by "LAVISE" for a week. "EMPIRE FAY" and H.M. Ship were already in the No.2 lock, due to come out on 28th November when "TUNISINO" would go in for two days and then "SUTHERLAND" for about a week. The ammunition on board was being unloaded. An H.M. Ship was in No.3 dock for which no evacuation date could be given, while more H.M. Ships were in the floating dock till about 29th November.

Mr. Deinton stated that in his opinion "CAPO [illegible]" would need 3/4 weeks in dock and not 10 days as was reported. It was explained that 10 days only

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was experienced in accommodating crews who had to be sent to Tunis. The Board wished it confirmed that full quarantine restrictions were still in force at Ferryville. Commander Hardie agreed to signal on the matter. C.C.R. Hardie.

042. TARANTO. The position at this port was said to be easier and Commander Hardie reported "ORATA" would be entering No.1 dock that day and would be followed by H.M. Ships, "BRUCE ANNE" and Italian Warships. No.2 dock was brought up for some time by H.M. and Italian ships, while H.M. Ships in No.12 dock should complete about 27th November when "OCEAN EMPRESS" was programmed to go in. "EMPIRE CARIBOU" was due to undock from No.13 dock about 29th November to be followed by an H.M. Ship.

Commander Hardie reported that "NEPTUNO" had docked for 5 days but it was stated that she would have to go in again for refitting of repaired parts and Captain Bate requested priority for this vessel.

Lt.Cmdr. Blair mentioned the case of the "LUBLIN", a small refrigerated coaster, originally programmed for Brindisi, but transferred from that list because of an estimated 3 weeks' delay. She was now loading for Torre Annunziata and was bid for Naples where she would be available 1st December or Lt.Cmdr. Blair said could dock at Taranto on her return about 5th December. He pointed out that she had been awaiting dock some time and requested priority be given her. He also said "WORCESTERSHIRE" was to join next fast convoy but would require a quick docking in order to make the speed; she would be available about 12th December. The Committee decided that C.S. Taranto be requested to give priority to "NEPTUNO", "LUBLIN", "WORCESTERSHIRE" and "SALT CHUNK" leaving him to allocate these vessels to a dock.

043. BRINDISI. Lt.Cmdr. Blair reported that "STEINBURG" was immobilised at this port through lack of crew and therefore suggested she be docked there rather than Taranto where she had been listed last week. Now bids were "[illegible]", a grain elevator ship requiring docking before proceeding to Greece, and crane ship "ELEPHANT CANDIDA" which was also needed for a special purpose. It was decided these latter two vessels should take priority over "STEINBURG". Were an opportunity to arise for any of these ships to dock at Taranto it was suggested C.S. Taranto exercise his prerogative of transferring vessels between the two ports.

044. NAPLES. "AUDUN" was in No.1 dock and would come out on 28th November, Commander Hardie stating that "SAARFELS" would then go in until about 1st December followed by "THAVIGEO" for a week. "EMPIRE RAY" and H.M. Ship were already in the No.2 dock, due to come out on 28th November when "TURLINO" would go in for two days and then "SOUTHFIELD" for about a week. The ammunition on board was being unloaded. An H.M. Ship was in No.3 dock for which no completion date could be given, while more H.M. Ships were in the floating dock till about 29th November.

Mr. Dainton stated that in his opinion "CARO MELO" would need 3/4 weeks in dock and not 10 days as was reported. It was explained that 10 days only were necessary for essential repairs but Major Pilo said more extensive work would cover 3/4 weeks.

In view of the large number of vessels bid for Naples it was agreed the list should be closed except to vessels needed urgently for operational requirements.

045. LEGHORN. It was reported that "EMPIRE WAVE" and tug would undock about 30th/

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/30th November and is followed by "WELSH COAST". Captain Bate reported that a s/s had been sent requesting she be discharged and gas-free certificate obtained. "CHRISTINE" would then follow. (2)

846. PALERMO. Repair facilities at this port were still controlled by U.S. Navy and were being fully used. It was envisaged that U.S. Navy might leave Palermo in a few months' time in which event the management of the repair facilities would fall on M.E.D.B.O. and the Chairman therefore suggested preliminary arrangements regarding personnel be made for such a contingency.

847. L.S.T.(3) SHIPS. Ref. 729. Mr. Deinton stated that a complete list of these vessels was not yet available but hoped it would be ready for the next Meeting. Mr. Davidson reported that it was proposed several W.S.A. ships of this class be handed to the French.

848. "ST. ANDREW". Ref. 769. This vessel is repairing at Taranto and Mr. Deinton said due to finish on 30th November, although this date might be extended should defects come to light after the trials. In view of the unreliable condition of "ST.ANDREW" the Chairman requested Mr. Deinton on his forthcoming visit to Taranto to ascertain whether it was vital she be put into service in her present state and if so, whether irretrievable damage is liable to be caused. The Board noted a signal from M.E. saying permanent repairs would be put in hand at Haifa. Mr. Deinton.

849. REPAIRS AT MARSEILLES. Ref. 831. A signal from Marseilles stating that 3 repair berths were now available was quoted by the Chairman.

Mr. Campbell felt that French repair programmes in S. France were not being notified to the Repair Committee and instanced the "KOUTOUBIA" (ref.832) salved and repaired at Bougie unknown to MEDBO as a similar case. The Chairman said that intervention was not made unless a question of priority arose but stated that all repair facilities in the area were at the disposal of C in C Med. who was advised as to priorities by MEDBO to whom knowledge of all repair programmes was therefore necessary.

850. "ASTERIAS". The Chairman referred to the large personnel lifts to be carried out at the cessation of hostilities and said it was desirable that any suitable vessels available be put in condition for this purpose. In this connection he quoted a signal from A.F.H.Q., London who understood "ASTERIAS" would require 2 months in drydock for conditioning as personnel carrier and that the work could be undertaken at Gibraltar. Commander Hardie greatly doubted whether this would be possible as far Eastern programme would be adversely affected but it was agreed to approach C in C Med. on the matter. Chairman.

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and were being fully used. It was envisaged [illegible] in a few months' time in which event the management of the repair facilities would fall on M.W.T. and the Chairman therefore suggested preliminary arrangements regarding personnel be made for such a contingency.

047. U.S.S.R. SHIPS. Ref. 729. Mr. Dalton stated that a complete list of these vessels was not yet available but hoped it would be ready for the next Meeting. Mr. Davidson reported that it was proposed several U.S.S.R. ships of this class be handed to the French.

048. "ST. [illegible]". Ref. 760. This vessel is repairing at Toronto and Mr. Pointon said she is to finish on 30th November, although this date might be extended should defects come to light after the trials. In view of the unreliable condition of "ST. [illegible]" the Chairman requested Mr. Pointon on his forthcoming visit to Toronto to ascertain whether it was vital she be put into service in her present state and if so, whether irretrievable damage is liable to be caused. The Board noted a signal from M.E. saying permanent repairs could be put in hand at Halifax. Mr. Pointon.

049. REPAIRS AT MARSEILLES. Ref. 831. A signal from Marseilles stating that 3 repair berths were now available was quoted by the Chairman.

Mr. Campbell felt that French repair programmes in S. France were not being notified to the Repair Committee and instanced the "KOUTOUBIA" (Ref.832) salved and repaired at Bougie unknown to MEDBO as a similar case. The Chairman said that intervention was not made unless a question of priority arose but stated that all repair facilities in the area were at the disposal of C in C Med. who was advised as to priorities by MEDBO to whom knowledge of all repair programmes was therefore necessary.

050. "ASTURIAS". The Chairman referred to the large pontoon lifts to be carried out at the cessation of hostilities and said it was advisable that two suitable vessels available be put in condition for this purpose. In this connection he quoted a signal from M.W.T., London who understood "ASTURIAS" would require 2 months in drydock for conditioning as personnel carriers and that the work could be undertaken at Gibraltar. Commander Hardie gently doubted whether this would be possible as far Eastern programme would be adversely affected but it was agreed to approach C in C Med. on the matter.

Chairman.

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SECRET.

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

24TH NOVEMBER

PORT	VESSEL	POSITION	READINESS FOR DIADOCKING	LAST DIADOCKED	REMARKS
CASABLANCA.	JANINE	At Casablanca		Oct. 1944	To re-dock (4 da
GIBRALTAR.	PULCOR	At Gibraltar			Ital. Tanker. Requires new stern tube, t
	MOAY COAST	At Gibraltar	ready	Jun. 1944	Tanker. Cleaning & Painting
	SAN CLAUDIO	At Gibraltar	ready	Sept. 1943	Tanker. Cleaning & Painting & exam. of
ORAN.	COLONEL	DOCKED			
	TATER	At Oran		Nov. 1944	To reDock for refitting stern tube &
	C.S.	At Naples to dspc. early Dec.		Oct. 1943	Adnty. Collier
	C.S. BLOOD	At sea for Ajaccio		Mar. 1944	Cleaning & Pain
ALGIERS.	CHIL.	DOCKED			
	VILLE D'AJACCIO	Algiers/Ajaccio		Mar. 1944	Cleaning & Painting (2
	LIDO	At Port de Bouc dsche.	early Dec.	May 1944	Speed reduced from 9½ to 6 k. hull damaged
	CAPO QUEVILLY	Cagliari/Naples			
	LES ISERES	At Algiers		Mar. 1944	Cleaning & Painting (2
	CORCHEST	At Bastia ldg. for Leghorn	early Dec.	Mar. 1944	Speed reduced from 9½ to 7 k. hull defec
	ASTRA	Due Ancona to dspc.	early Dec.	Feb. 1944	Ital. Reduced speed
	SOTTOTENTO FIRES	Cagliari/San Antioco/Palermo		Feb. 1944	Cleaning & Painting & exam. of rudder (
	AGEN	At Algiers		Nov. 1943	Cleaning & Painting (2
	EAGLE LASS	In S. France	on relief	Sept. 1944	Tanker. Damaged prop. Been ashore.
	EXPLORER	At Cagliari for Marseilles/Sete	indefinite	Nov. 1944	Foul, speed reduced reduced from 8 to
BIZERTE.	SUNFLOWER	DOCKED			
	AGATE	DOCKED			
	MONT LUIS	At Bizerta	ready	Mar. 1944.	Speed reduced from 8½ to 7 k.
TARANTO.	OCEAN GIRSY	At Taranto	ready		Speed reduced from 10½ to 8 k.
Cleaning &	BAY CREEK	At Taranto	ready	May 1944	Tanker. Reduced speed
Painting.	CHIOS	At Algiers for Taranto		Dec. 1943	Cleaning & Painting.(Awaiting repairs)
	WORCESTERSHIRE	Taranto/Greece	early Dec.		Personnel ship. Reduced speed
	ASTRA	At Ancona for Taranto	early Dec.	Sept. 1943	Reduced speed
	SHEAFLEAF	At Taranto	16th Dec.		Speed reduced from 13½ to 9 K. Very foul

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DRYDOCKING LIST.

24TH NOVEMBER, 1944.

	POSITION	READINESS FOR DISDOCKING	LAST DRYDOCKED	REMARKS
	At Casablanca		Oct. 1944	To re-dock (4 days) (FRENCH BD)
	At Gibraltar			Ital. Tanker. Requires new stern tube, tail end & prop.
CONST	At Gibraltar	ready	Jan. 1944	Tanker. Cleaning & Painting (RMFE BD)
AUDIO	At Gibraltar	ready	Sept. 1943	Tanker. Cleaning & Painting & exam. of tail end shaft "
	DOCKED			
	At Oran		Nov. 1944	To redock for refitting stern tube & tail shaft (PSTO BD)
	At Naples to dspc. early Dec.		Oct. 1943	Ability. Collier (RMFE/FED BD)
LCOR	At sea for Ajaccio		Mar. 1944	Cleaning & Painting (FRENCH BD)
	DOCKED			
	At Algiers/Ajaccio		Mar. 1944	Cleaning & Painting (2 days) (FRENCH BD)
	At Port de Bouc dspc.	early Dec.	May 1944	Speed reduced from 6½ to 6 k. damaged prop. (PSTO BD) (RMFE BD)
QUEVILLY	Cagliari/Naples			
ERS	At Algiers		Apr. 1944	Cleaning & Painting (2 days) (FRENCH BD)
ST	At Bastia ldg. for Leghorn	early Dec.	Mar. 1944	Speed reduced from 9½ to 7 k. hull defects (PSTO BD)
	Duc Ancona to dspc.	early Dec.	Feb. 1944	Ital. Reduced speed "
TINE	Fleets Cagliari/San Antioco/Palermo		Feb. 1944	Cleaning & Painting & exam. of rudder (4/5 days) (FRENCH BD)
	At Algiers		Nov. 1943	Cleaning & Painting (2 days) (FRENCH BD)
LES	In S. France	on relief	Apr. 1944	Tanker. Damaged prop. Been ashore. (RMFE BD)
ETTE	At Cagliari for Marseilles/Sete	indefinite	Nov. 1944	Foul, speed reduced reduced from 8 to 5½ k. (French) (PSTO BD)
WER	DOCKED			
	DOCKED			
HILL	At Bizerte	ready	Mar. 1944	Speed reduced from 6½ to 7 k. (PSTO BD)
GIPSY	At Taranto	ready		Speed reduced from 10½ to 8 k. (PSTO BD)
TEER	At Taranto	ready	May 1944	Tanker. Reduced speed (RMFE BD)
	At Algiers for Taranto		Dec. 1943	Cleaning & Painting. (Awaiting repairs) Ital. "
ETHE	Taranto/Greece	early Dec.		Personnel ship. Reduced speed (PSTO BD)
	At Ancona for Taranto	early Dec.	Sept. 1943	Reduced speed (RMFE/FED BD)
ER	At Taranto	16th Dec.		Speed reduced from 13½ to 9 K. Very foul (RMFE BD)

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S E C R E T

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING.	LAST DRYDOCKED	REMARKS
TARANTO	ORATA	ADT. IN DOCK			
For repairs	NETTUNO	At Taranto		Nov. 1944	To re-dock for refitting & repairs
	CRUSO JARL	At Taranto		Sep. 1944	Damaged
	TURIDDU	At Taranto	end Nov.		Ital. (repairing till abt. 15th Dec.) alignment of shaft
	TERESA SCHIAFFINO	At Taranto			Ital. removal of prop. shaft
BRINDISI	FRIBURG	At Brindisi	ready		Hospital transport. for info
	EMPIRE CANDIDA	At Bari			Crane ship. Cleaning & painting
	NAFTEL	At Bari	6th Dec.		Grain elevator ship. Cleaning
	ORLETTA	At Ancona	30th Nov.		Ital. leaking stern glands.
NAPLES	AUDUN	IN DOCK			
	EMPIRE FAY	IN DOCK			
	TUNISINO	Due Naples	on arrival	Nov. 1943	Foul. Speed reduced from 8½
	SUTHERLAND	At Naples		June 1944	Damaged. Prop. & hull 8/14 ins. aft. being discharged
	SARPLUGH	At sea for Naples 25th Nov.			Under repairs of collision
	TARVISIO	At Naples	ready	Nov. 1943	Ital. tanker. Reduced speed defects.
	LUBLIN	At Taranto ldg. for 1st Dec. Ammunition			Reduced speed
	SAMOIS	At Leghorn dschg. 2nd Dec.		Feb. 1944	Foul. Speed reduced from 1
	ANDREA CONTARINI	Due Bastia to load early Dec. for Naples		May 1944	Ital. Cleaning & painting
	FANNY BRUNER	At Bastia for Naples early Dec. to discharge		Apr. 1944	Ital. Speed reduced from 1
	CAPO MELE	At Castellamare		Aug. 1942	" " " " 1
	TRITON MARIS	At Castellamare	3rd Dec.	Dec. 1943	Requires repairs.
	FALAISE	Due Naples	on arrival	Nov. 1943	Cleaning & painting & dra
	CHAMPAGNE	At Naples		May 1942	Speed reduced from 7½-4½k
LEGHORN.	EMPIRE HARP	At Leghorn	ready	May 1944	Ital. speed reduced from
	WELSH COAST	At Leghorn dschg.	When gas-free		Tanker. Reduced speed
					Tanker

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24TH NOVEMBER, 1944

	POSITION	READINESS FOR DOCKING.	LAST DOCKED	REMARKS	
	AGT. H DOCK				
	At Taranto		Nov. 1944	To re-dock for refitting repaired parts	(AMTR BII
RL	At Taranto		Sep. 1944	Damaged	(AMTR BII
	At Taranto	end Nov.		Ital. (repairing till abt. 27th Nov.)	" "
				alignment of shaft	
HILETTO	At Taranto			Ital. removal of prop. shaft	" "
	At Brindisi	ready		Hospital transport. for inspection	(PSTO BII
	At Bari			Crane ship. Cleaning & painting	" "
NDIA	At Bari	6th Dec.		Grain elevator ship. Cleaning & painting	" "
	At Taranto	30th Nov.		Ital. leaking stern glands.	(A.SC BII
	H DOCK				
LY	H DOCK				
	Due Naples	on arrival	Nov. 1943	Foul. speed reduced from 6½-6¼k.	(PSTO BII
ND	At Naples		June 1944	Damaged. Prop. & hull 8/14 days (800 tons ammo. being discharged)	(AMTR BII
	At sea for Naples	25th Nov.		Rudder repairs & collision damage	(PSTO BII
	At Naples	ready	Nov. 1943	Ital. tanker. Reduced speed. Minor hull defects.	(AMTR BII
	At Taranto lig. for 1st Dec.			Reduced Speed	(PSTO BII
	T. Ammunition				
	At Leghorn dschg.	2nd Dec.	Feb. 1944	Foul. Speed reduced from 11½-9k.	" "
OMELAND	Due Bastia to load early Dec. for Naples		May 1944	Ital. Cleaning & painting	" "
UNNER	At Bastia for Naples early Dec. to discharge		Apr. 1944	Ital. Speed reduced from 10½-7k	" "
E	At Castellamare		Aug. 1942	" " " " 10½-6½k	(AMTR BII
				Requires repairs.	
NIS	At Castellamare	3rd Dec.	Dec. 1943	Cleaning & painting & draw shaft	" "
	Due Naples	on arrival	Nov. 1943	Speed reduced from 7½-4½k & extra hull	(PSTO BII
A.	At Naples		May 1942	Ital. speed reduced from 12-8k.	(AMTR BII
	At Leghorn	ready	May 1944	Tanker. Reduced speed	" "
AST	At Leghorn dschg.	when gas-free		Tanker	" "

SECRET.

(2)

DOCKING PROGRAMME.

21TH NOVEMBER, 1942.

CASABLANCA.

No. 1 Dock

Repairs
SAN CLAUDIO

No. 2 Dock

Loc: Craft

GIBRALTAR.

No. 1 Dock

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

No. 2 Dock

H.M. Ships (out abt. 2 th Nov.)
ODZ. I (4 days)

No. 3 Dock

H.M. Ship (out abt. 30th Nov.)
MORAY COAST

No. 4 Dock

Doc rd Craft

ORAN.

No. 1 Dock

French Warship (out end Nov.)
FORT FIELER (temp.stiffening only out abt.10th Dec.)
French Warship (4 days)

No. 2 Dock

TAU (re-docking)
C
CH FALCON (2 days)
LL
ASH (2 days)
ES ETTE (2 days)

No. 3 Dock

U.S. Warships

ALGIERS.

No. 1 Dock

VILLE D'AJACCIO
GRAND QUEVILLY
CONCRESI

No. 2 Dock

Fr 6 Warship
LL SEMS
Loc Craft

PERRYVILLE.

No. 1 Dock

French Warship (out mid Dec.)

No. 2 Dock

TO JARL (2 days)
EL

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Repairs
SAN CLAUDIO

G I B R A L T A R.

No. 1 Dock

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

No. 3 Dock

H.M. Ship (out abt. 30th Nov.)
NORMY COAST

[illegible] O R A N.

No. 1 Dock

French Warship (out end Nov.)
PORT FIELDS (temp.stiffening only out abt.10th Dec.)
French Warship (4 days)

No. 3 Dock

U.S. Warships

A L G I E R S.

No. 1 Dock

VILLE D'AJACCIO
GRAND QUEVILLY
CONCREST

T E R R Y V I L L E.

No. 1 Dock

French Warship (out mid Dec.)

No. 4 Dock

H.M. Ship (2/3 days)

No. 2 Dock

H.M. Ships (out abt. [illegible]th Nov.)
ODL I (4 days)

No. 4 Dock

Doc[illegible] rd Craft

No. 2 Dock

TAU[illegible] (re-docking)
C[illegible]
C[illegible] FALCON (2 days)
LIDO
AS[illegible] (2 days)
ESMOUETTE (2 days)

No. 2 Dock

French Warship
LE[illegible] USERS
Loc[illegible] Craft

No. 2 Dock

TO[illegible] MAIL (2 days)
EL[illegible]

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T A R A N T O /

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T A R A N T O.

No. 1 Dock

CRAI.
H.M. Ships, BRUSE JAMES & Italian Warships.

No. 2 Dock

H.M. Ship & Italian Ship
Italian Warship

No. 12 Dock

H.M. Ships (out abt. 27th Nov.)
OCEAN GIPSY

No. 13 Dock

FORT CAMPBELL (out abt. 25th Nov.)
H.M. Ship

No. 10 Dock

Warship

No. 23 Dock

Warship

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

For Cleaning & Painting

SALT CREEK
WORCESTERSHIRE

For Repairs

NETTUNO
LUBLIN

B R I N D I S I.

As arranged by C.S. Taranto

NARWHAL
EMPIRE CANDIDA
FREIBURG

N A P L E S

No. 1 Dock

AUDUI (out abt.28th Nov.)
SAMPLUGH (out abt. 1st Dec.)
TANTALUS (7 days)

No. 2 Dock

EMPIRE & H.M. Ship (out abt.28th Nov.)
TUNISI (2 days)
SUTHER (7 days)

No. 3 Dock

H.M. Ship (indefinite)

Floating Dock

H.M. S (out abt. 29th Nov.)

L E G H O R N.

EMPIRE HARE & Tug (out abt 30th Nov.)
WELSH COAST
CHRISTINE (2 weeks)

P A L E R M O.

U.S. Warships

M E S S I N A

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No. 10 Dock

Warships

No. 23 Dock

Warship

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

For Cleaning & Painting

SALT CREEK
WORCESTERSHIRE

For Repairs

NETTUNO
LUBLIN

B R I N D I S I.

As arranged by C.S. Taranto

NAIWAL
EMPIRE CANDIDA
EASTBURG

N A P L E S

No. 1 Dock

AUDUN (out abt.28th Nov.)
SAMFLUCH (out abt. 1st Dec.)
TAIVISED (7 days)

No. 2 Dock

EMPIRE [illegible] H.M. Ship (out abt.28th Nov.)
TUNISI[illegible] (2 days)
SUTHER[illegible] (7 days)

No. 3 Dock

H.M. Ship (indefinite)

Floating Dock

H.M. S[illegible] (out abt. 25th Nov.)

L E G H O R N.

EMPIRE HAR[illegible] Tug (out abt [illegible]th Nov.)
WELSH COAST
CHRISTINE (2 wks)

P A L E R M O.

U.S. Warships

M E S S I N A

H.M. Ships

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SECRET

REPORT OF MERCHANT SHIP REPAIR POSITION FOR MEETING AT 1600 HRS ON 24th 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

MARSEILLES - 21/11/44 (Including w/e 14/11/44)

MORIALTA	A 25/9 B 23/9	Supposed mine damage stard'd side No.2 hold.	F 30/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.	F 28/11	
STAR	A 8/11 B 18/11	Renewal of bunker bulkhead & saddleback plating; tank top & engine room screen bulkhead plating; other deck and engine repairs.	E 26/12	
SAMGLORY	A 15/11 B 13/11	Fractured feed pump water chamber; deck steam pipe and main steam line repairs. Repairs to telemotor.	E 22/11	
BENJAMIN TAL	A) B) 3/11	Dynamo repairs.	E 7/11	Completed.
MARRINGTON	A) B) 9/11	Repairs to main engine and second generator.	E 14/11	Completed.
EMPIRE LORENZO VARDEFJELL KRISTELL	EMPIRE NUGGETT FORT CLATSOP VILLE D'ORAN	OCTANE SPINDLETOP		Minor repairs since 7/11/44.
MARRINGTON ANGLO AFRICAN VILLE D'ORAN EMPIRE VALOUR EMPIRE FAL	EMPIRE LORENZO SPINDLETOP FORT CASPEREAU MARIE L. DE BERGNE FACTO	LOKE ODYSSEUS OCTANE		Minor repairs since 14/11/44.

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GIBRALTAR - 20.11.44.

TAIGETE	A 29/6	Repairs to cargo pumps	E Ind.	Dockyard work stopped

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

MARSEILLES - 21/11/44 (Including w/c 14/11/44)

MORIALTA	A 25/9 B 23/9	Supposed mine damage stb'd side No.2 Hold.		F 30/11	Delay due to longer period required to fit soft patch.
COTTON VALLEY	A 4/10 B 11/10	Mine damage. Bow section missing.		F 28/11	
STAR	A 2/11 B 18/11	Renewal of bunker bulkhead & saddleback plating; tank top & engine room screen bulkhead plating; other deck and engine repairs.		E 28/12	
SAMCLOCK	A 15/11 B 13/11	Fractured feed pump water chamber; deck steam pipe and main steam line repairs. Repairs to telemeter.		E 22/11	
BENJAMIN TAT	A) B) 3/11	Dynamo repairs.		E 7/11	Completed.
MANNINGTON	A) B) 9/11	Repairs to main engine and second generator.		E 14/11	Completed.
EMPIRE LORENZO VARDEFJELL KRISTELL		EMPIRE NUGGETT FORT CLATSOP VILLE D'ORAN	OCTANE SPINDLETOP		Minor repairs since 7/11/44.
MANNINGTON ANGLO AFRICAN VILLE D'ORAN EMPIRE VALOUR EMPIRE FAL		EMPIRE LORENZO SPINDLETOP FORT CARPEREAU MARIE L. DE BORGNE FACTO	LOKE ODYSSEUS OCTANE		Minor repairs since 14/11/44.

GIBRALTAR - 20.11.44.

TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps and valve extension rods.		E Ind.	Dockyard work stopped owing to labour shortage.
FULMER (T)	A 30/11	Requires new stern tube, propeller & 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 & engine repairs.		E 14/11	Completed.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR (Cont'd)				
ASHBURY	A 7/11	Main condenser to retube.	E Not stated	Awaiting tubes from U.K.
STAR	A 9/11 B 10/11	Shafts for auxiliary turbo generator & lighting dynamo to repair.	E 14/11	Completed.
SAMSOLA	A) B) 11/11	Feed pump chambers to patch.	E 16/11	Completed.
ELISE	A) B) 12/11	Repairs to compressor cooler.	E 20/11	Completed.
Minor repairs since 12/11/44 - No information.				
AUGUSTA - 21/11/44 (Including w/e 14/11/44).				
CITTA DI ALESSANDRIA (It.)	A) B) 9/11	Broken cylinder head.	E 11/11	Completed.
ELISE (Greek)	B 14/11	Defective funnel dampers.	E 14/11	Completed and sailed.
SABINE. ASKELLADEN EMPIRE EMERALD		Minor repairs since 7/11/44.		
LIGS		Minor repair since 14/11/44.		
MALTA - 20/11/44.				
ELENA O. (It. Sch.)	A 10/10 B 11/10	Diesel engine breakdown. Piston cracked.	E Not stated.	Continued bearing trouble encountered.
ELENI	A) B) 10/11	Salting up of boilers.		Greek Royal Navy vessel. Work handed over to B.N.L.O.
AGATHA CITY OF LILLE KALAMAID	GIAMPAOLA OCEAN PILGRIM CD	BRITISH MERIT DUNSTER GRANGE THEMITOR	MONTECUCCO)	Minor repairs since 14/11/44.
GRAN - 21/11/44				
JOHN S.	C 14/9	Torpedo damage starb'd	D 15/11	Bottom of vessel badly

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STJ.	A 9/11 B 10/11	Drafts for auxiliary turbo generator & lighting dynamo to repair.	E 14/11	Completed.
SAISCLA.	A) B) 11/11	Feed pump chambers to patch.	E 16/11	Completed.
ELISE	A) B) 12/11	Repairs to compressor cooler.	E 20/11	Completed.

Minor repairs since 12/11/44 - No information.

AUGUSTA - 21/11/44 (Including w/e 14/11/44).

CITTA DI ALESSANDRIA (It.)	A) B) 9/11	Broken cylinder head.	E 11/11	Completed.
ELISE (Greek)	B 14/11	Defective funnel dampers.	E 14/11	Completed and sailed.
SARVIN. ASHELLADEN EMPIRE EMERALD	}	Minor repairs since 7/11/44.		
LIES	.....	Minor repair since 14/11/44.		

MALTA - 20/11/44

ELENA O. (It. Sch.)	A 10/10 B 11/10	Diesel engine breakdown. Piston cracked.	E Not stated.	Continued bearing trouble encountered.
ELENI	A) B) 10/11	Salting up of boilers.		Greek Royal Navy vessel. Work handed over to B.N.L.O.

AGATHA. CITY OF LILLE KALAFAND	GIAMPAOLA. OCEAN PILGRIM CD	BRITISH MERIT DUNSTER GRANGE THEMITOR	MONTECUCCO)	} Minor repairs since 14/11/44.

ORAN - 21/11/44

JOHN S. COFFEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way Nos. 2 & 3 bulkheads.	D 15/11 E Not stated.	Bottom of vessel badly damaged & lifted across ship. Steel work will be completed about end Dec.
CRACKSHOT	A 29/10 B) C) 30/10	Routine D/D. Stern tube to re-wood. Winch gear ran-ovals. Extensive general repairs.	D 7/11 E 26/11	Winch parts to be cast. Work will take several weeks. Winch from FORT FIDDLER will be fitted if possible.
FORT FIDDLER		L.A.S.F.		Arrangements being made to commence stiffening bulkheads. Moved to Oran.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN (Cont'd)				
TAUTRA	A 6/11 B 7/11 C 11/11	Routine D/D and extensive general repairs. Tail shaft to be drawn for machining; stern tube to re-wood.	D 17/11 E 30/11	To re-dock for fitting stern tube and tail shaft.
CORNELL	A 7/11 B 10/11 C 13/11	Routine D/D. Boiler cleaning and extensive general repairs.	D 20/11 E 30/11	
OCEAN PRIDE	A 9/11 B 13/11	Taken in hand for fitting additional accommodation.	E 24/11	
EMPIRE GAIN INDIANA	MONT EVEREST EMPIRE NUGGET	} Minor repairs since 21/11/44.		

BONE - 21/11/44.

No major repairs reported.

SALVORE, ATLE JARL, FORT ASSINIBOINE, STANHILL, LINGE, BLAIRDEVON } Minor repairs since 14/11/44.

PHILLIPEVILLE & BOUGIE - Nothing to report.

BIZERTE - 21/11/44.

ALEXANDRE ANDRE	A) B) 26/10 C 31/10	Underwater damage.	D 20/11 E 26/11	Repairs proceeding satisfactorily.
GUDVEN (Norw.)	A) B) 29/10 C 8/11	Routine D/D. Repairs to windlass. Renewal of H.P. piston ring and piston rod packing.	D 12/11 E 20/11	Completed.

Minor repairs since 14/11/44 - No information.

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES 20/11/44.

ALGER:

CHATEAU LATOUR	B 11/44	General repairs.	E 20/11	
CAP EL HANK	B 11/10	General repairs	E 15/12	Provided nothing unexpected occurs.
LES ISSERS	B 3/11	Maintenance work.	E 30/11	
STRASBOURGEOIS	B 10/11	Repairs to steering gear & double bottom.		Completed.
SCHLANGINO	B 18/11	Defensive armament.	E 10/12	

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CORNELL	A 7/11 B 10/11 C 13/11	Routine D/D. Boiler cleaning and extensive general repairs.	D 20/11 E 30/11	
OCEAN PRIDE	A 9/11 B 13/11	Taken in hand for fitting additional accommodation.	E 24/11	
EMPIRE GAIN INDIANA	MONT EVEREST EMPIRE NUGGET	Minor repairs since 4/11/44.		

BONE - 21/11/44

No major repairs reported.

SALVORE STARNELL	ATLE JARL LINGE	FORT ASSINIBOINE BLAIRDEVON	Minor repairs since 14/11/44.

PHILIPPEVILLE & BOUGIE - Nothing to report.

BIZERTE - 21/11/44

ALEXANDRE ARNOUL	A) B) 26/10 C 31/10	Underwater damage.	D 20/11 E 26/11	Repairs proceeding satisfactorily.
GUDVIN (Norv.)	A) B) 29/10 C 8/11	Routine D/D. Repairs to windlass. Renewal of H.P. piston ring and piston rod packing.	D 12/11 E 20/11	Completed.

Minor repairs since 4/11/44 - No information.

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES 20/11/44.

ALGER:

CHATEAU LATOUR	B 11/11	General repairs.	E 20/11	
CAP EL HANK	B 11/10	General repairs	E 15/12	Provided nothing unexpected occurs.
LES ISSERS	B 3/11	Maintenance work.	E 30/11	
STRASBOURGEOIS	B 10/11	Repairs to steering gear & double bottom.		Completed.
SCHIAFFINO THERES	B 18/11	Defensive armament. Maintenance work. Drydocking.	E 10/12.	

ORAN:

CEVENNES	General repairs.

CASABLANCA: Nil

BIZERTE:

MEDIE II	Replacement of tube fasces. E 15/12. Maintenance work.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
FRENCH REPORT (Cont'd)				
BIZERTE (Cont'd)				
FORT DE FRANCE		Placing in state of preservation.		Subject labour facilities.
VILLE DE TIPAZA		General repairs after refloating.		Subject labour facilities.
ALGIERS - 20.11.44.				
SERULA	A) B) 28/10 C)	Routine D/D. Rudder and Boiler repairs.	D 3/11 E 16/11	Completed.
OCEAN STRANGER	A) B) 17/11	Fumigation and minor repairs.	E 18/11	Completed.
CHAMPOLLION CAP. ST. JACQUES BENJAMIN TAY CAMPIDOGLIO ARUNDEL CASTLE	EMPIRE GLEN EMPIRE SPLENDOUR FORT SURGEON FORT MICHIPICOTEN LOCH DEE	SIBIN FORT KOOTENAY TEGLEBERG P.L.M.14		Minor repairs since 13/11/44.
TARANTO - 21/11/44.				
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 29/11 E 12/12	Final D/D for wartime and semi-permanent repairs (hull).
WEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire	E 15/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
SEINGE	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.

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PORT DE FRANCE	Placing in state of preservation.		Subject labour facilities.
VILLE DE PIRAZA	General repairs after refloating.		Subject labour facilities.

ALGIERS - 20.11.44.

SERULA	A) B) 28/10 C)	Routine D/D. Rudder and Boiler repairs.	D 5/11 E 16/11	Completed.
OCEAN STRANGER	A) B) 17/11	Fumigation and minor repairs.	E 18/11	Completed.
CHANTOLLAIS CAP. ST. JACQUES BENJAMIN RAY CAMPIDOGLIO ARUNDEL CASTLE	EMPIRE GLEN EMPIRE SPLENDOUR FORT SURGEON FORT MICHIPICOTEN DOCHFIRE	SKEIN FORT KOOTENAY TEGELBERG P.L.M.14		Minor repairs since 13/11/44.

TARANTO - 21/11/44.

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 29/11 E 12/12	Final D/D for wartime and semi-permanent repairs (hull).
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire	E 15/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.
STINGE	A 25/5 B 21/8 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 19/10	Repairs to rudder.	D 3/11 E 30/11	Extensive repairs rqrd. to rudder, necessitating 2nd docking for refitting.
CETINA (Brindisi)	A 25/9 C 26/9 C 11/11	To dock for removal of propeller.	D 3/10 D 14/11 E 15/11	Completed.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
ST. ANDREW (H.S.)	A 25/9 B 28/9 C 8/10	Hull & extensive mach'y repairs following near miss by mine.	D 14/10 F 30/11	Repairs to P. & S. main engines and auxiliaries proceeding satisfactorily. Further defect discovered in steam generator delaying completion date.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered and rudder missing.	D 23/11 E 30/11 Est.	New rudder and sole piece in hand.
TENACE SCHIAFFINO	B 20/10	Repairs to boilers etc.	E Ltd.	Drydocking requested.
PAKENHAM	A 31/10 B 2/11 C 6/11	Routine D/D and repairs to keel plating.	D 17/11 E 26/11	
MOTIA	C 11/11	Routine D/D and minor repairs.	D 23/11 E 26/11	
PERTUSOLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 6/12	
GIUSEPPE MESSINA	C 11/11	- do -	D 23/11 E 28/11	
ARGENTINA	A 7/11 B 8/11 C 10/11	Routine D/D and minor engine repairs.	D 12/11 E 26/11	
NETTUNO	A 13/11 B) C) 14/11	Routine D/D and minor repairs.	D 16/11 E Ind.	
WAR KRISHNA	A 14/11 B 16/11 C 21/11	Routine D/D and engine repairs.	D 4/12 E 8/12	
EMPIRE ROSSI	A 9/11 B 11/11	Engine boiler & minor hull repairs.	E 28/11	
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning and engine repairs.	E 30/11	

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date.

JOHANNAN WOLF	A 17/10 Grounding damage. Rudder B 16/10 stock sheered and rudder C 11/11 missing.	D 23/11 New rudder and sole E 30/11 piece in hand. Est.	
TEIS. SCHLESWIG	B 20/10 Repairs to boilers etc.	E Ind. Drydocking required.	
PAULINE	A 31/10 Routine D/D and repairs B 2/11 to keel plating. C 6/11	D 17/11 E 26/11	
NOTA.	C 11/11 Routine D/D and minor repairs.	D 23/11 E 26/11	
PENNSCLA	B 15/10 Routine D/D and minor hull C 6/11 repairs.	D 17/11 E 6/12	
GIUSEPPE MESSINA	C 11/11 - do -	D 23/11 E 28/11	
ARGENTINA	A 7/11 Routine D/D and minor engine B 8/11 repairs. C 10/11	D 12/11 E 26/11	
NETTUNO	A 13/11 Routine D/D and minor B) C) 14/11 repairs.	D 16/11 E Ind.	
WAR KRISHNA	A 14/11 Routine D/D and engine repairs. B 16/11 C 21/11	D 4/12 E 8/12	
EMPIRE ROACH	A 9/11 Engine boiler & minor hull B 11/11 repairs.	E 28/11	
CORSTAR	A 9/12 Repairs to bulkheads, boiler B 13/11 cleaning and ~~engine~~ repairs.	E 30/11	
BRUCE JARL	A 19/11 ~~Defects~~ not stated. B ~~22/11~~ C 1/12	D 11/12 E 15/12	
SAVOIA	A 14/11 B 15/11 - do -	E 23/11	

~~Minor repairs since 14/11/41.~~ (~~Brindisi~~ - No report).

TARAKTO: FORT STAGER ALGONQUIN PARK EMPIRE SPARTAN FORT FRONTENAC
SAMSTERN TOSCANA GOVERT FLINCK SANFAITHFUL OCEAN VIGOUR
BELINDA MARIGOT EMPIRE RAVEN BENGLOE HARROGATE
BARI: SAMAYE : ICELAND: NARWAL: AFNER GOUBLEDAY: EMPIRE ADDISON: OCEAN GIPSY:
SALT CREEK: ESSEX TRADER: KNOLL: SELLINGE.

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Vessel	Initial Rates	Main Defects	Final Rates	Remarks
NAPLES - 23/11/44.				
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean and repairs. Renewing stern tube. Hull repairs.	D 6/11 E 29/11or.	Completion dependant on weather. Renewing 8 deck plates.
EMPIRE OUTPOST	A) B) 15/11	Weather damage to hatch coamings and deck plates.	E 21/11	Completed.
AUDIN	A - B 16/11 C 16/11	Towed from Bastia. Stern frame fractured. Rudder stock bent. Fairing and welding frame. Routine D/D.	D 26/11	
SUTHERLAND	A 14/11	Discharging ammunition. Change propeller. Hull damage.		Expected drydock after EMPIRE FAY.
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 26/11 E 5/6/12.	

Minor repairs since 16/11/44.

SANCHI	CORAN VULCAN	CHAMPOLLION	VILLE D'ORAN
SANTARA	EMPIRE MIST	PORT WEDUCTIC	EMPIRE FAY
SAMSTORLE	EMPIRE OUTPOST	EMPIRE ROSALIND	PORT LEMON
MIGUEL DE LARRINAGA	GARCIS	P.L.M.13	JENNINGS
SAMSHIRE	CAPE SABLE	PASS OF MELFORT	LAMBROOK
PORT CARLTON	PORT BILOXI	EMPIRE HARMONY	AUDIN
		SUTHERLAND	FORREST

CASABLANCA - No report received.

REPORT OF ITALIAN MERCHANT SHIP POSITION ON 23/11/44.

GIBRALTAR — VESSELS IN HAND.

TAIGETE	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 has rec'd from U.K. Final machining of stern tube not

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EMPIRE OUTPOST	A) B) 13/11	Weather damage to hatch coamings and deck plates.	E 21/11 Completed.	
AUDUN	A - B 16/11 C 16/11	Towed from Bastia. Stern frame fractured. Rudder stock bent. Fairing and welding frame. Routine D/D.	D 26/11	
SUTHERLAND	A 14/11	Discharging ammunition. Damage propeller. Hull damage.		Expected drydock after EMPIRE FAY.
EMPIRE FAY	A) B) 20/11 C)	Rudder and stern frame distorted. Routine D/D. General repairs.	D 26/11 E 5/6/12.	

Minor repairs since 16/11/44.

SANGRO	OCEAN VULCAN	CRAFTSMAN	VILLE D'ORAN
SANTAMPA	EMPIRE MIST	PORT HEDUCTIO	EMPIRE FAY
RAMSEYDALE	EMPIRE OUTPOST	EMPIRE ROSALIND	PORT LENNOX
MIGUEL DE LARRINAGA	SANGIS	P.L.M.13	JENNINGS
SANSHIRE	CAPE SABLE	PASS OF MELFORT	LANBROOK
PORT CARLTON	PORT BILOXI	EMPIRE HARMONY	AUDUN
		SUTHERLAND	FORREST

CASABLANCA - No report received.

REPORT OF ITALIAN MERCHANT SHIP POSITION ON 23/11/44.

GIBRALTAR — VESSELS IN HAND.

TAIGETE	A 20/6 Repairs to cargo gauges B 6/7 Valve extension rods.	E not stated.	Dockyard work stopped owing to labour shortage.
FULCOR	A 30/11 Requires new stern tube C 26/10 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.

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VESSELS L.A.S.F.

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.

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Vessel	Initial Dates	Main Repairs	Final Dates	Remarks

ITALIAN REPORT (Cont'd)

TARANTO

VESSELS IN YARD

SFINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 4/11 E 30/11	Repairs to machy Boilers suspended due to higher priorities. D/D completed (repairs).
TERESA SCHIAFFINO	D 20/10	Boiler tubes to be changed. Shaft to be drawn out.	D E	Repairs completed. D/D very urgent.
MOTIA	A B C 11/11	Routine D/D and minor repairs.	D 25/11 E 24/11	
GRADA	A) B) 10/11 C)	24 tubes to be changed. Cleaning and painting of hull.	D E	Repairs will be completed 26/11 for which date D/D is requested.
PENINSULA	A B 14/10 C 4/11	Boiler repairs. Shaft alignment.	D 14/11 E 6/12	Arrangements made by Italian Navy to carry out repairs.
TURIDDU	A B 14/10 C	Small repairs following salvage. Shaft alignment.	D E 27/11	
MISENO	A B 10/11 C 4/11	General repairs. Duty mined.		3½ mths requested.
NETTUNO	A 13/11 B C 14/11	Routine D/D and minor repairs.	D 16/11 E 20/11	
ARGENTINA	A 7/11 B 8/11 C 10/11	Routine D/D and minor engine repairs.	D 12/11 E 20/11	
GUISEPPE MESSINA	C 11/11	Routine D/D and minor hull repairs.	D 21/11 E 28/11	

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RITS FOR REPAIRS

ANDALUSIA	Engine and boiler repairs and woodwork. Routine D/D.	30 days have been asked. Docking will

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SFINGE	A 25/5 B 24/8 C 19/10	Mainly extensive repairs following salvage.	D 4/11 E 30/11	Repairs to machy Boilers suspended due to higher priorities. D/D completed (repairs).
TERMOA SCHIAFFINO	B 20/10	Boiler tubes to be changed. Shaft to be drawn out.	D E	Repairs completed. D/D very urgent.
NOTO.	A B C 11/11	Routine D/D and minor repairs.	D 23/11 E 24/11	
CRATA	A) B)10/11 C)	24 tubes to be changed. Cleaning and painting of hull.	D E	Repairs will be completed 26/11 for which date D/D is requested.
EMANUELA	A B 14/10 C 4/11	Boiler repairs. Shaft alignment.	D 14/11 E 6/12	Arrangements made by Italian Navy to carry out repairs.
EURIDDU	A B 14/10 C	Small repairs following salvage. Shaft alignment.	D E 27/11	
MILENO	A B 10/11 C 4/11	General repairs. Ship mined.		5½ mths requested.
NETTUNO	A 13/11 B C 14/11	Routine D/D and minor repairs.	D 16/11 E 20/11	
ARGENTINA	A 7/11 B 8/11 C 10/11	Routine D/D and minor engine repairs.	D 12/11 E 20/11	
GUISEPPE MESSINA	C 11/11	Routine D/D and minor hull repairs.	D 21/11 E 28/11	

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BIDS FOR REPAIRS.

ANDALUSIA	Engine and boiler repairs and 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 and engine defects Cleaning and painting.	15 days have been asked for repairs. D/D 1 day only.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
		ITALIAN EFFORT (Cont'd)		
TARANTO (Cont'd)		VESSELS L.A.S.F.		
LUNA	A	General repairs. Ship mined.		4 mths have been worked.
DORA		Badly damaged by torpedo		
URANO		- do -		
ASSUNZIONE		- do -		
		.....		
APOLLO		No information received.		
CASABLANCA		VESSELS IN HAND		
ISONZO		General repairs afloat and in dry dock.		No report. Presumed all repairs completed.
NAPLES		VESSELS IN HAND		
SESTRIERE	B 1/11	Engine overhaul.	E 23/11	Completed. Trial in hand.
TARVISIO	A 1/11 B 2/11	Very sensible leakage into tanks. Cleaning.	D E 22/12	Docking after making ship gas free. 30 days est. for repairs.
ANNABELLA	A B 15/11	Auxiliary boiler defects		
PARTENOPE	B 23/8	General engine & hull repairs. Foul.	D E	Repairs completed. D/D postponed owing to urgent need of vessel by Royal Navy.
TRITON		Cleaning & painting of hull		D/D req. about 15/12.
MARIS		Change of stern gland packing.		
ULYSSE		Shaft alignment. Deck plating to renew under steering gear & capstan. False keel to replace.	E/30/11.	Arrived from Leghorn with boilers leaking 20 days asked for repairs. 3 days in dock. Urgent.
		BIDS FOR REPAIRS		
ARGIA		Routine D/D.		1 day only asked.
CITTA' DI	A 15/10	Repairs to main engines.	D	Docking very urgent

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DORA	Badly damaged by torpedo	
URANO	- do -	
ASSUNZIONE	- do -	

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APOLLO	No information received.	
CASABLANCA		

VESSELS IN HAND

ISCHIA	General repairs afloat and in dry dock.	No report. Presumed all repairs completed.

NAPLES

VESSELS IN HAND

SESTRIERE	D 1/11	Engine overhaul.	E 23/11	Completed. Trial in hand.
TARVISIO	A 1/11 B 2/11	Very sensible leakage into tanks. Cleaning.	D E 22/12	Docking after making ship gas free. 30 days est. for repairs.
ANNARELLA	A B 15/11	Auxiliary boiler defects		
PARTENOPE	B 23/8	General engine & hull repairs. Foul.	D E	Repairs completed. D/D postponed owing to urgent need of vessel by Royal Navy.
TRITON MARIS		Cleaning & painting of hull Change of stern gland packing.		D/D req. about 15/12.
ULANUS		Shaft alignment. Dock plating to renew under steering gear & capstan. False keel to replace.	E/30/11.	Arrived from Leghorn with boilers leaking 20 days asked for repairs. 5 days in dock. Urgent.

BIDS FOR REPAIRS

ARSIA		Routine D/D.		1 day only asked.
CITTA' DI ALESSANDRIA	A 15/10 B 17/10 C	Repairs to main engines, auxiliaries, electric winches.	D-E	Docking very urgent because of serious leak thro' stern gland. D/D at Naples suggested.
GENERALE CANTORE		Engine overhaul.		15 days asked. Suggest vessel be held next arrival at Naples.
S. LUCIA C.		Routine D/D. Superheater tubes to change. Fit as petrol carrier.		15 days asked. Vessel to go to M.E.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
MESSINA				
		VESSELS IN HAND		
FERRY BOAT VILLA S. GIOVANNI		General repairs.	2 Feb. 1945	Under survey of Reparto Navigazione delle Ferrovie Stato.
		VESSELS AT SEA BIDS FOR REPAIRS		
ACHILLA		Small repairs to collision damage.		
SANTA CHIARA		Hull repairs.		Docked once. Hull repairs not completed at time due to restricted dock space.
TURRICINO		Foul.		Speed reduced from 8-6 knots.
EDERA		Repairs to capstan.		6 days repairs.
FANNY BRUNNER		Foul		Speed reduced from 10-7 knots.
ANDREA CONTARINI		do		Last D/D 28/5/44.
LIDO		Routine D/D.		Speed reduced from 8 to 6 knots. To be D/D at Algiers.

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

(2)

c/o.D.M.W.T.R. NORTH AFRICA.
ALGIERS.
24th.NOVEMBER 1944.

No.33.

TO: THE CHAIRMAN, MEDBO.

From: French Liaison, D.MW.T.R.NORTH AFRICA.

FRENCH SHIPPING ALLOCATION COMMITTEE.
25rd. November 1944.

1 -PROGRAM FOR COASTERS: Copy enclosed. Read and approved with for the future rotation of the "CARTHAGE", "ANG.LE NORMAND" and "ARGONNE", to be reconsidered in view of MEDBO's request for further tonnage on the PHOSPHATE AND SULPHUR traffic FRA./SICILY.(see later paragraph.)

2--REPAIR COMMITTEE: Current week's list of drydock bids and repairs sent to MEDBO earlier this week. There are no changes to be reported.

3 -s.s."G.G.LAPINE" & "SIDI BRAHIM": (see para 5.No.34). The question of payment for these vessels recent voyages FRA/ITALY, will be taken up by the Direction des Transports Maritimes on a passenger basis. D.T.M. PARIS are to be asked to fix a rate.

4 -s.s."AISNE": (see para 4.No.33.) A(para 4No.20)- It was pointed out to the D.M. that though they had proposed that they be paid freight on a Gross T/C.basis or on the single voyage be paid from port of loading to port at which she would work. This had not been accepted by the Committee or MWT. and the matter at the time fell through as there was no possibility of vessel proceeding to Augusta. MWT. proposal was that against facilities for repair to make her sufficiently seaworthy D.M. would place vessel at MWT disposal as self operating collier, MWT. paying crew, bunkers, water provisions etc. as from the time vessel was ready to accept her cargo. Vessel would be able to carry out further repairs and work at her operating port for the ultimate benefit of the D.M.M.whilst working for the MWT. an arrangement that was of mutual advantage. The D.M.M. were asked to obtain the consent of the D.M.M.Paris to the proposal.

5 -TRAFFIC FRA/METROPOLITAN FRANCE: Committee were handed copies of details drawn up by Paris in connection with the anticipated needs for this traffic when resumed. Negotiations are under way and until the competent departments concerned approve the proposals will remain tabled.

6 -s.s."DJEBEL AURES".(see Para 7.No.34). In reply to MWT.request that this vessel should carry out transport of sheep FR/ITALY. MWT. informed Committee that this vessel had been suggested for the resumption of traffic with SETIF, when this port was ready to accept tonnage. MWT.Representative later pointed out that SETIF would not be ready to do so for a fortnight or 3652 that the transport of the sheep was an urgent matter. MWT. will therefore propose to Paris that vessel shall in the meantime carry out one voyage

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

From: French Liaison, S.HQ.F.T.R.NORTH AFRICA.

FRENCH SHIPPING ALLOCATION COMMITTEE.
23rd. November 1944.

1 -PROGRAM FOR DISASTERS: Copy enclosed. Read and approved with, for the future rotation of the "CARTHAGE", "A.M.L. DUPERRE" and "ARGONNE", to be reconsidered in view of NERSO's request for further tonnage on the PHOSPHATE AND SULPHUR traffic FRA./SICILY.(see later paragraph.)

2--REPAIR COMMITTEE: Current week's list of drydock bids and repairs sent to NERSO earlier this week. There are no changes to be reported.

3 -M.V."G.C.LEPINE" & "SIDI BRAHIM": (see para 3.No.34). The question of payment for these vessels recent voyages FRA/T.ADY, will be taken up by the Direction des Transports Maritimes on a passenger basis. D.T.M. PARIS are to be asked to fix a rate.

4 -S.S."AISNE": (see para 4.No.33.) &(para.4No.20)- It was pointed out to the MWT. that though they had proposed that they be paid freight on a Gross T/C.basis or on the single voyage be paid from port of loading to port at which she would work. This had not been accepted by the Committee or MWT.and the matter at the time fell through as there was no possibility of vessel proceeding to Augusta. MWT. proposal was that against facilities for repair to make her sufficiently seaworthy DEI would place vessel at MWT disposal as self operating collier , MWT. paying crew, bunkers, water provisions etc. as from the time vessel was ready to accept her cargo. Vessel would be able to carry out further repairs and work at her operating port for the ultimate benefit of the D.M.M.whilst waiting for the MWT. an arrangement that was of mutual advantage. The D.M.T. were asked to obtain the consent of the D.M.M.Paris to the proposal.

5 -TRAFFIC FRA/NORTH AFRICAN PORTS: Committee were handed copies of details drawn up by Paris in connection with the anticipated needs for this traffic when resumed. Negotiations are under way and until the competent departments concerned approve the proposals will remain tabled.

6 -S.S."TUNIS MARINE".(see Para 7.No.34). In reply to MWT.request that this vessel should carry out transport of sheep FR/ITALY. DEI. informed Committee that this vessel had been suggested for the resumption of traffic with BONE, when this port was ready to accept tonnage. MWT.representative however pointed out that BONE would not be ready to do so for a fortnight or 3652 that the transport of the sheep was an urgent matter. DEI. will therefore propose to Paris that vessel should be sent meantime carry out one voyage which would enable her to be back in Algiers about the 15th.December.DEMTR.NA. will also signal AFHQ to this effect.

7 -S.S."Val DE La HAYE"- MWT. representative informed DEI. that an urgent request had been received from the Army. that this vessel should carry out transport BASTIA/NAPLES of Army material. DEI. agreed and arrangements will be made to deliver vessel to the authorities, date hour and etc. to be advised and settlement of hire or freight to be in accordance with the approval of PARIS.

.....

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

8 -SUGAR SCHEME TUNIS : The French informed committee that as a result of the heavier traffic that has operated in the Tunisian area recently, a heavier drain had been made on the quantity allocated to French vessels, (100 tons per month). They ask that NWT. approach the Groupement Charbonnier to make sure that no difficulties be raised when this quantity has been passed. NWT. agree to take the necessary steps.

9 -PHOSPHATES SFAX/SICILY, SULPHUR SICILY/U.K.. In reply to a request for information as to what vessels could be made available for this traffic, DNI. gave the Committee the following information:

"M.V.LE NORMAND"- Completes 4th. trip with barley TRIPOLI/SOUSSE.
Loads phosphates at SFAX about 1/12 for PALERMO.
Loads sulphur in SICILY for TUNIS.

"CHARTWELL" :- Will load empty drums for TUNIS at ALGIERS for SFAX.
At SFAX about 10/12.
Will load 2,300 T. approx. phosphates for CANTANIA.
Will load sulphur SICILY for ALGIERS.

"ANCONA": - Ready about 20/12 at SFAX . Will load phosphates for NAPLES.
Then loads Sulphur SICILY/ARREW.

sgd. P.P. LE PAGE.
French Liaison.D.M.W.T.P.N.A.

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

X (2)

SECRET

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

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn) 5/4.11/GDM

26 Nov 44

Tel : FIGEDGM 443

62. PIPE BRIAR

Information has been requested regarding the availability of pipe briar in PHILIPPEVILLE, and the feasibility of its use as filler cargo on civil affairs ships to S.FRANCE.

63. FUTURE STOCKS OF SOLF IN S. FRANCE (See para 57).

Port acceptance for 4500 tons (2200 tons palm kernels and 2300 tons ground nuts) has been agreed for MARSEILLES where a processing plant is located. A vessel will be nominated and ETA advised.

64. SEED POTATOES - GREECE

5000 tons seed potatoes offered by MESC as being surplus to AE requirements can not now be released as this tonnage is required for mil consumption.

65. SUPER PHOSPHATES - GREECE

It is estimated by Agricultural Dept HQ PIC (GREECE) that 50000 tons of superphosphates will be required in GREECE during the next six months. There is a plant in ATHENS which would, in a few weeks, be capable of producing superphosphates, but in order to start operation pyrites and at least 10000 tons of rock phosphates are required.

It is understood that the necessary pyrites are available in GREECE and AGWAR has been requested to allocate the source of supply of rock phosphate - possibly ex N.AFRICA. Any tonnages so imported will have to be phased into existing programmes, subject to the limits of port capacity.

66. CEREALS-ITALY

(a) It has been suggested that a probable allocation of 20000 tons of barley ex IPAQ be sent to ITALY instead of BALKANS for Jan arrival. If sent, this would be on an exchange basis of 20000 tons barley for 16000 tons wheat.

(b) Statement of current arrivals is attached at Appx."A". 3651

67. ITALY - SUBSISTENCE, MED.

(a) Statement is given below of Allied Commission requirements for ports of delivery for Feb subsistence. These are being examined in relation to [illegible] capacity and are not yet agreed.

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

62. PIPE BRIAR

Information has been requested regarding the availability of pipe briar in PHILADELPHIA, and the feasibility of its use as filler cargo on civil affairs ships to S.FRANCE.

63. ALLOCATION OF SOAP TO S. FRANCE (See para 57).

Port acceptance for 1500 tons (2200 tons palm kernels and 2300 tons ground nuts) has been agreed for MARSEILLES where a processing plant is located. A vessel will be nominated and EF. advised.

64. SEED POTATOES - EGYPT

5000 tons seed potatoes offered by MESC as being surplus to EF requirements can not now be released as this tonnage is required for mid consumption.

65. SUPER PHOSPHATES - GREECE

It is estimated by Agricultural Dept HQ MG (GREECE) that 50000 tons of superphosphates will be required in GREECE during the next six months. There is a plant in ATHENS which would, in a few weeks, be capable of producing superphosphates, but in order to start operation pyrites and at least 10000 tons of rock phosphates are required.

It is understood that the necessary pyrites are available in GREECE and AFHQ has been requested to allocate the source of supply of rock phosphate - possibly ex N.AFRICA. Any tonnages so imported will have to be phased into existing programmes, subject to the limits of port capacity.

66. CEREALS-ITALY

(a) It has been suggested that a probable allocation of 20000 tons of barley ex IRAQ be sent to ITALY instead of MARSEILLES for Jan arrival. If sent, this would be on an exchange basis of 20000 tons barley for 16000 tons wheat.

(b) Statement of current arrivals is attached at Appx "A". 3651

67. ITALY - SUBSISTENCE, FEB.

(a) Statement is given below of Allied Commission requirements for ports of delivery for Feb subsistence. These are being examined in relation to port capacity and are not yet agreed.

(b) Part I is based on the assumption that ports in the North will be working, and Part II that ports in the North will NOT be working.

..... Part I.

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

INCLUDING NORTHERN ZONES

PART I

PORT	TONS	RICE	SUGAR	SALT	FATS	TOTAL
NAPLES	27000	2500	2000 (a)	1000	-	32500
REGGIO/CROTONE	8000	-	-	-	-	8000
LEGHORN	16000	-	-	-	-	16000
GENOA	35000	300	-	1200	1500	38000
VENICE	16000	175	-	630	750	17555
SICILY	24000	-	-	-	-	24000
SARDINIA	8000	-	-	-	-	8000
BARI (b)	16000	1020	-	530	-	17550
	150000	3995	2000	3360	2250	161605

PART II

EXCLUDING NORTHERN PORTS						
NAPLES	46000	2500	2000 (a)	1000	-	51500
REGGIO/CROTONE	8000	-	-	-	-	8000
BARI (b)	24000	1020	-	530	-	25550
LEGHORN	24000	300	-	1200	1500	27000
GENOA	8000	175	-	630	750	9555
VENICE	8000	-	-	-	-	8000
CIVITAVECCHIA	6000	-	-	-	-	24000
SICILY	24000	-	-	-	-	8000
SARDINIA	8000	-	-	-	-	
	150000	3995	2000	3360	2250	161605

NOTE : (a) Port of discharge for 2000 tons sugar is dependant on sugar discharging East Coast for Jan.

(b) BRINDISI is acceptable as alternative to BARI for discharging one wheat shipment and all other shipments.

G. SWEET, Capt.,
for Brigadier,
D.Q.M.G.(Mov & Tn)

MEG/hj.

DISTRIBUTION

As for MEDEC Minutes PLUS ..

UNDER SECRETARY OF STATE (WAR OFFICE), LONDON (2) BY AIR
(Attn DP MOV Q(...)9)
G-5, AFHQ (2)
HQ MOV ANI
GHQ MEF (2)
HQ AC (MAIN)
DQMG (MOV & TN)
MOV 1

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

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

CEREAL SHIPS - ITALY, SICILY & SARDINIA : POSN AT 25 NOV

SHIP	Draft	Bulk Wheat	Bag Wheat	Bag Barley	Convoy	From	Due	SALERNO	NAPLES	CASTELLAMMARE	BRINDISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	CATANIA/CROTONE	ANCON
JOHN HATHORN	21' 25'6"	Fwd Aft		6855	GUS56	IRAQ						3855	now discharging			
JACOB S MANSFIELD	27'	7732	1711		MKS67	AUSTRALIA				9443						
SAMUTA			4083		MKS67	ME	25Nov	4083						7069		
TREVINCE	27'			8162	GUS58	IRAQ	27 "							5818		
THISTLEMUIR			5818		GUS58	ME	22 "			7468						
TONLAN	23'2" 24'2"	Fwd Aft		7468	Sails 16 Nov	IRAQ	23 "									
ALEXANDER RAMSEY	28'2"		7764		UGS59	USA	22 "		7764	to lighten to 24' for CIVITAVECCHIA						
THEODORIC ISLAND			297(F)		UGS59	USA	22 "						297			
FORT HALL			7290		Sails 18 Nov	ME	25 "				7290					
CLYDEBANK			2237(F)		Ready ALEX ME 18 Nov		25 "						7468			2237
BOSKOOP	25'6"		7468(F)		Ready ALEX 22 Nov	AUSTRALIA	29 "								8000	
FORT DE BEAUSEJOUR			8000		Ready ALEX ME 23 Nov		28 "						3500			
AUGUSTIN STAHL			3500(F)		Ready ALEX 26 Nov	AUSTRALIA	3 Dec									
SKAGERAK			7598		Expect to sail 17 No	"										
PEDRO MENENDEZ	27'7"		8383(F)		UGS60	USA	3 Dec			8383						
Nominee PH360			8000(F)		UGS61	"	13 Dec			8000						
" PH359C			8000(F)		UGS61	"	13 Dec	8000								
" LOUIS JOLIET			8300		UGS61	"	13 Dec	8300								
" MJ LEAVITT			8300		UGS61	"	13 Dec	8300								
" Nominee			8000		UGS62	"	23 Dec	8000								
"			8000		UGS62	"	23 Dec	8000								
"			8000		UGS62	"	23 Dec	8000								

(F) = Flour

2575

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

APPENDIX 'A' SECRET

Y & SARDINIA : POSN AT 25 NOV

Bag Wheat	Bag Barley	Convoy	From	Due	SALERNO	NAPLES	CASTELLAMMARE	BRINDISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	CATANIA/CROTONE	ANCONA	REMARKS
	6855	GUS56	IRAQ						3855	now discharging				3000 disch'd CROTONE
1711		MKS67	AUSTRALIA				9443							now discharging 2992 disch'd BARI
4083		MKS67	ME	25Nov	4083						7069			1093 disch'd NAPLES
	8162	GUS58	IRAQ	27 "							5816			Disch'd MT at NAPLES
5818		GUS58	ME	22 "										Also carries MT
	7468	Sails 16 Nov	IRAQ	23 "			7468							7052 wheat & 712 Flour
7764		UGS59	USA	22 "		7764	to lighten to 24' for CIVITAVECCHIA							
297(F)		UGS59	USA	22 "						297				
7290		Sails 18 Nov	ME	25 "				7290						Also carries MT
2237(F)		Ready ALEX 18 Nov	ME	25 "									2237	Top loaded army stores
7468(F)		Ready ALEX 22 Nov	AUSTRALIA	29 "						7468				
8000		Ready ALEX 23 Nov	ME	28 "								8000		
3500(F)		Ready ALEX 26 Nov	AUSTRALIA	3 Dec						3500				Transhipped in MIDEAST top loaded army stores
7598		Expect to sail 17 No	"											
8383(F)		UGS60	USA	3 Dec			8383							Also carries 2901 tons misc civil sups
8000(F)		UGS61	"	13 Dec		8000								Planned to sail ex US for WEST ITALY but awaiting AC requirements.
8000(F)		UGS61	"	13 Dec	8000									
8300		UGS61	"	13 Dec	8300									
8300		UGS61	"	13 Dec	8300									
8000		UGS62	"	23 Dec	8000									
8000		UGS62	"	23 Dec	8000									
8000		UGS62	"	23 Dec	8000									

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(2)

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. MGS/C-25

22 November 1944

SUBJECT: Civilian Supplies - Monthly Report - October.

TO : Headquarters, Allied Commission, APO 394 (4)
(Attn: Economic Section)
Headquarters; AC Sicilia Region (1)
Headquarters; AC Southern Region (3)
Headquarters; AC Lazio Region (1)
Headquarters; AC Abruzzi Marche (1)
Headquarters, AC Sardegna Region (1)
Headquarters, AC Toscana Region (1)

1. The attached appendices show the Civilian Supplies shipped from all sources to Italy and Sicily and Sardinia during October 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 23 gives a summary of all stores shipped during the period, broken down by ports of discharge. Table 24 gives the details of stores by ships, giving source of shipment. The totals of subsistence are shown separately at Column 13.

For the Assistant Chief of Staff, G-5:

J. RICHARDSON
J. Comd ATS
Economics & Supply Division.

Incl: Appendices 23 and 24.

Copy to: Combined Civil Affairs Committee, Washington (1) 3649
CAD War Dept., Washington, for Maj-Gen Hilldring.
The Directorate of Civil Affairs, War Office, London. (6)
DDCA (Econ) War Office, London. (for Mr. R.J. Stopford)
SHAEF (2)
C./.O., AFHQ
MEDBO (108)
MTR Med.

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

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section) (4)
Headquarters; AC Sicilia Region (1)
Headquarters; AC Southern Region (3)
Headquarters; AC Lazio Region (1)
Headquarters; AC Abruzzi Marche (1)
Headquarters, AC Sardegna Region (1)
Headquarters, AC Toscana Region (1)

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For the Assistant Chief of Staff, G-5:

J. RICHARDSON
J. Comd ATS
Economics & Supply Division.

Incl: Appendices 23 and 24.

Copy to: Combined Civil Affairs Committee, Washington (1) 3649
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SHAEF (2)
C.A.O., AFHQ
MEDBO (108)
MTTR Med.
G-4 (A)
M & TN.

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS
IN ITALY FOR ARRIVAL DURING OCTOBER 1944
(IN LONG TONS GROSS)

(3)

TABLE 23 - SUMMARY OF SUPPLIES

COMMODITY	West Coast Ports	East Coast Ports	Reggio	Crotone	Sicily (Palermo)	Sardinia (Cagliari)	Total Italy	Total Sicily	Total Sardinia	GRAND TOTAL
Wheat	29,078 (bulk)		4,602	4,500			38,180			38,180
	5,280 (bagged)						5,280			5,280
Flour	9,278	2,250					11,528			11,528
Barley	7,761	7,400					15,161			15,161
Dried Beans	2,735	290					3,025			3,025
" Peas	1,807	180					1,987			1,987
" Salt Fish	326						326			326
Sugar	2,682						2,682			2,682
Dried Milk	795						795			795
Total Subsistence	59,742	10,120	4,602	4,500			78,964			78,964
Bolts & Nuts	10						10			10
Buttons	3						3			3
Casein Glue	(a)						(a)			(a)
Carriers Cable Pack	1						1			1
Drill, Steel Std Hollow	9						9			9
Explosives-) Dynamite) Blasting Caps)	270(b)						270(b)			(b) 270
Insulating Material	5						5			5
Machinery Parts	(c)						(c)			(c)
Medical Sups & Drugs	257(d)						257(d)			(d) 257
PAPER										
Bags - cement)	49	53					102			102
used)	30						30			30
plain)	68	25					93			93
Filter)	1						1			1
Newsprint)	580	102					682			682
Cigarette Cover Stock)		52					52			52
Enamel Book)	20						20			20
Stationery)	32	20					52			52
Printing)	168						168			168
Pot.Chlorate	32						32			32
Powder, insect	32						32			32
Phosphate Rock		1,427	4,550	3,250	1,500	5,977	3,250	1,500		10,727
Sewing Machines	51						51			51
Soap		30					30			30
Steel Wire	134						134			134
Sleeving Cotton										

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Wheat	29,078	(bulk)	4,602	4,500		5,280			5,280	
	5,280	(bagged)				11,528			11,528	
Flour	9,278	2,250				15,161			15,161	
Barley	7,761	7,400				3,025			3,025	
Dried Beans	2,735	290				1,987			1,987	
" Peas	1,807	180				326			326	
" Salt Fish	326					2,682			2,682	
Sugar	2,682					795			795	
Dried Milk	795									
Total Subsistence	59,742	10,120	4,602	4,500		78,964			78,964	
Bolts & Nuts	10					10			10	
Buttons	3					3			3	
Casein Glue	(a)					(a)			(a)	
Carriers Cable Pack	1					1			1	
Drill, Steel Std										
Hollow	9					9			9	
Explosives- Dynamite Blasting Caps	270(b)					270(b)			(b) 270	
Insulating Material	5					5			5	
Machinery Parts	(c)					(c)			(c)	
Medical Sups & Drugs	257(d)					257(d)			(d) 257	
PAPER										
Bags - cement	49	53				102			102	
used	30					30			30	
plain	68	25				93			93	
Filter	1					1			1	
Newsprint	580	102				682			682	
Cigarette Cover Stock		52				52			52	
Enamel Book	20					20			20	
Stationery	32	20				52			52	
Printing	168					168			168	
Pot.Chlorate	32					32			32	
Powder, insect	32					32			32	
Phosphate Rock		1,427		4,550	3,250	1,500	5,977	3,250	1,500	10,727
Sewing Machines	51						51			51
Soap		30					30			30
Steel Wire	134						134			134
Sleeving Cotton White	1						1			1
Welding electrodes	1						1			1
Zinc Phosphide	(e)						(e)			(e)
Total other than Subsistence	1,754	1,709	-	4,550	3,250	1,500	8,013	3,250	1,500	12,763
GRAND TOTAL	61,496	11,829	4,602	9,050	3,250	1,500	86,977	3,250	1,500	91,727

(a) 1,188 lbs
(b) Includes 1,590 lbs machine blasting CL
(c) 5 cwt.
(d) plus 779 lbs drugs and 95 lbs medical supplies
(e) 935 lbs.

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

TABLE 24 - Details of stores by ships.

CIVILIAN SUPPLIE
DURING OCTOBER

PERIOD	ORIGIN	DESTINATION	SHIP CODE	SHIP NAME	Wheat Flour	Barley	Dried Peas	Dried Beans	Sugar & Dried Milk	Dried Salt Fish	Total Food	Med Sups & Drugs
28 Sep-												
7 Oct.	U.K.	Naples	KK 136	Sampler						120	120	
"	U.K.	"	KK 137	Samsperrin						206	206	
"	U.S.	"	BA 500	Julius Rosenwald								
8-17 Oct	Iraq	"	-	Samnethy		7,761					7,761	
"	S.Africa	"	-	Benledi					2,682 Sugar		2,682	
18-27Oct	U.K.	"	KK 145	Samtampa								
"	M.E.	"	-	Fort Richelieu					400 Milk		400	
28 Sep -	Australia	Castellammare	-	Nordnes	7;521(bulk)						7,521	
7 Oct.	"	"	-	James Harrod	7;500(bulk)							
"	"	"	-	"	1;650(bag)						9,150	
18-27 Oct	"	"	-	Lodestone	2;031(bag)							
"	"	"	-	"	6,291(bulk)						8,322	
"	"	"	-	Francis "arren	1;599(bag)							
"	"	"	-	"	7,766(bulk)						9,365	
28 Sep -												
7 Oct.	U.S.	Leghorn	BA 502	James Duncan			1,346	2,239			3,585	(c)
8-17 Oct	U.S.	"	BA 519	David Bushnell								
"	M.E.	"	-	Samwash	8,278						8,278	
"	U.S.	"	BA 514	Abraham Lincoln								149
"	U.S.	"	HR 654	"alter Reed								2
18-27 Oct	U.S.	"	BA 537	Solomon Juneau			217	389			606	93
"	U.S.	"	BA 535	John Jay			244	107			351	
"	U.S.	"	BA 536	"illiam E. Borah								(g)
"	U.S.	"	BA 534	Joseph Leidy								
"	U.S.	"	BA 531	James Moore								4
"	U.S.	"	HR 681	"ashington Irving								9
"	M.E.	"	-	Fort Richelieu	1,000				395 Milk		1,395	
TOTAL "EST COAST					34,358	9,278	7,761	1,807	2,735	3,477	326 59,742	257

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS IN ITALY, SICILY AND SARDINIA FOR ARRIVAL DURING OCTOBER.

ried eans	Sugar & Dried Milk	Dried Salt Fish	Total Food	Med Sups & Drugs	Soap & Insect Powder	Carriers Cable Pack	Pot. Chlorate & Zinc Phosphide	Phosphate Rock	Welding Electrodes	Steel Wire	Drill Steel Std. Hollow	Insulating Material	News-Print	Paper Printing	Paper Bags Cement	Paper Bags	Pa
						1											
		120	120														
		206	206														
			7,761														
	2,682 Sugar		2,682														
	400 Milk		400														
			7,521														
			9,150														
			8,322														
			9,365														
														20			
														39			
2,239			3,585	(c)													
														25			
			8,278														
				149						114	9	-	56	84	49	76(e)	
				2													
			606	93			32 Pot. Chl									22(h)	
389																	
107			351														
				(g)													
												5	524				
				4													
				9	32 Insect powder		(j)										
	395 Milk		1,395														
7	2,735	3,477	326	59,742	257	32	1	32	1	134	9	5	580	168	49	98	

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS IN ITALY, DURING OCTOBER.

SICILY AND SARDINIA FOR ARRIVAL

ried eans	Sugar & Dried Milk	Dried Salt Fish	Total Food	Med Sups & Drugs	Soap & Insect Powder	Carriers Cable Pack	Pot. Chlorate & Zinc Phosphide	Phosphate Rock	"elding Electrodes	Steel "ire	Drill Steel Std. Hollow	Insulating Material	News-Print	Paper Printing	Paper Bags Cement	Paper Bags	P
						1											
		120	120														
		206	206														
			7,761														
	2,682 Sugar		2,682														
	400 Milk		400														
			7,521														
			9,150														
			8,322														
			9,365														
2,239			3,585	(c)													
			8,278														
				149													
				2													
389			606	93			32 Pot. Chl										
107			351														
				(g)													
				4													
				9	32 Insect powder			(j)									
	395 Milk		1,395														
2,735	3,477	326	59,742	257	32	1	32										
										20							
														20			
														39			
														25			
										114	9	-	56	84	49	76(e)	
																22(h)	
												5	524				
									1	134	9	5	580	168	49	98	

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FOR ARRIVAL

ll el . low	Insul- ating Mat- erial	News- Print	Paper Print- ing	Paper Bags Cement	Paper Bags	Paper	Cig- arette Cover Stock	Buttons	Ser- ing Mach- ines	Blasting Caps & Explosives & Dynamite	Sleev- ing Cotton "hite	Bolts & Nuts	Mach- inery Parts	Casein Glue	Total Non- Food	GRAND TOTAL
					32(a)										33	153
																206
															21	21
																7,761
																2,682
													(b)			-
																400
																7,521
																9,150
																8,322
																9,365
														(d)	20	3,605
		20													282	282
		39							243							8,278
															174	174
		25													3	3
								1							584	1,190
-	56	84	49		76(e)	20(f)			51							351
															22	22
					22(h)										1	1
										1(i)					14	14
												10			600	600
5	524					1(k)		2		26	1					1,395
5	580	168	49		98	53	-	3	51	270	1	10	-	-	1,754	61,496

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TABLE 24 - Details of Stores by Ships (Cont'd)

PERIOD	ORIGIN	DESTINATION	SHIP CODE	SHIP NAME	Wheat Flour	Barley	Dried Peas	Dried Beans	Sugar & Dried Milk	Dried Salt Fish	Total Food	Med Supps & Drugs	Sc & In Ro
28 Sep-	U.S.	Bari	HR 638	Smith Thompson			108	181			289		
7 Oct	U.K.	"	LL 93	Langleetarn									
8-17 Oct	U.S.	"	HR 669	Deborah Gannett			72	109			181		
18-27 Oct	N. Africa	"	-	Fort la Baye									
"	U.S.	"	HR 669	John Stevens									
"	M.E.	"	-	Benjamin Bourne		4,400					4,400		
8-17 Oct	N. Africa	Barletta	-	Cantakeit									
18-27 Oct	M.E.	Brindisi	-	Benjamin Bourne		3,000					3,000		
"	"	Ancona	-	Fort Stager	2,250						2,250		
8-17 Oct	Australia	Reggio	-	Eastgate	4,602(bagged)						4;602		
"	"	Crotone	-	Eastgate	4,500(bagged)						4,500		
18-27 Oct	N. Africa	"	-	Gaeta									
TOTAL EAST COAST					9,102	2,250	7,400	180	290			19,222	
18-27 Oct	N. Africa	Palermo		Gaeta									
TOTAL SICILY													
18-27 Oct	N. Africa	Cagliari		Rinucci									
TOTAL SARDINIA													
GRAND TOTAL					43,460	11,528	15,161	1,987	3,025	3,477	326	7 ,964	257

(a) Stationery
(d) 1,188 lbs

(b) 5 cwt.
(e) Used 30
plain 46

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Dried Beans	Sugar & Dried Milk	Dried Salt Fish	Total Food	Med Sups & Drugs	Soap & Insect Powder	Carriers Cable Pack	Pot. Chlorate & Zinc Phosphide	Phosphate Rock
181			289					
109			181		30 Soap			
			4,400					1,427
			3,000					
			2,250					
			4;602					
			4,500					4,550
290			19,222	30				5,977
								3,250
								3,250
								1,500
								1,500
								10,727
987	3,025	3,477	326	7.,964	257	62	1	32

Welding Electrodes	Steel Wire	Drill Steel Std. Hollow	Insulating Material	Newsprint	Paper Printing	Paper Bags Cement	Paper Bags
							25
				102			
						53	
				102		53	25
1	134	9	5	682	168	102	123

(b) 5 cwt.
(c) Used 30) 76
plain 46)
(c) Drugs 779 lbs.
(f) Enamel Book
(g) 95 lbs.
(h) Plain
(i)
(j) 935 lbs Zinc Phosphide
(k)

ationery
188 lbs

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l-g l	News-print	Paper Printing	Paper Bags Cement	Paper Bags	Paper	Cigarette Cover Stock	Buttons	Sewing Machines	Blasting Caps & Explosives & Dynamite	Sleeving Cotton White	Bolts & Bolts	Machinery Parts	Casein Glue	Total Non Food	GRAND TOTAL
				25(h)		47								72	361
					20(a)									20	20
	102					5								107	288
														30	30
			53											53	53
															4,400
														1,427	1,427
															3,000
															2,250
															4,602
															4,500
														4,550	4,550
	102		53	25	20	52								6,259	25,481
														3,250	3,250
														3,250	3,250
														1,500	1,500
														1,500	1,500
	682	168	102	123	73	52	3	51	270	1	10	-	-	12,763	91,727

(h) Plain
osphide

(i) 1,590 lbs, Machine blstg. CL
(k) Filter.

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(2)

MEDITERRANEAN TONNAGE ALLOCATION SUB-COMMITTEE

Minutes of

7th. meeting held on 23rd November, 1944.

Chairman : Major C.F. RUSSELL

Present : Lt.-Cdr G.B. STURT, RNVR — P.S.T.O. Representative
Lt. J.W.E. [illegible], RNVR — " "
Major J.A. BUIST — R.A.S.C. Water Transport Office
Major [illegible] — Tn(A)
Capt. QUINN — "
Capt. C.W.P. DESBOTTES — C-in-C(MoV & Tn)
Capt. G. SMART — "
Mr. R.D. HELMS — M.W.T.
Miss A. SELKIRK — Secretary

1. MINUTES OF PREVIOUS MEETING.

(a) Salt from SARDINIA to CASTELLAMMARE and/or CIVITAVECCHIA.

It was reported that owing to an emergency demand for coasters for the MOVE of TROOPS there was now a total of some 5,000 tons of salt to be moved from CAGLIARI for which shipping had not been allocated. Since CASTELLAMMARE was fully occupied in the discharge of grain it was unlikely salt could be accepted in addition, but 2000/3000 tons was acceptable nor at CIVITAVECCHIA.

Lt.-Cdr STURT agreed to the allocation of a coaster immediately one became available but indicated it was improbable the coaster could arrive loaded at CIVITAVECCHIA before the period 17 - 26 Dec.

(b) Railway Wagons from SARDINIA.

Arrangements for shipment were now in hand.

2. PROGRAMME FOR THE PERIOD 17 - 26 DEC.

(a) After consideration of the tonnages involved the Committee concluded that a total of some 24,000 tons for which coaster tonnage would be required could not be lifted during the period.

Lt.-Cdr STURT stated that the point had been reached at which the available coaster tonnage in the MEDITERRANEAN was insufficient to meet the demand and recommended that consideration be given to the replacement of the coaster tonnage employed on the SARDINIAN Coal Movement by ocean going shipping. Mr. HELMS agreed to investigate the possibility of interchanging the "C.E.F." for this purpose.

(b) Chairman stated that in an endeavour to employ more economically the coaster fleet in the MEDITERRANEAN, arrangements had now been made whereby demands for GREECE would be consolidated on a 30-day basis, [illegible] to the main ports. This arrangement

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Lt.-Cdr. [illegible], R.N.	
Major G.E. HUNT	R.A.S.C. Water Transport Office
Major [illegible]	Tn(A)
Capt. QUINN	"
Capt. C.W.S. DESBOROUGH	C-in-C(Mov & Tn)
Capt. G. STENT	"
Mr. R.D. HEARD	M.W.T.
Miss A. SLOAN	Secretary

1. LEVELS OF PREVIOUS ESTIMATES.

(a) Salt from SARDINIA to CASTELLAMARE and/or CIVITAVECCHIA.

It was reported that owing to an emergency demand for coasters for the SOUTH of ITALY there was now a total of some 5,000 tons of salt to be moved from SARDINIA for which shipping had not been allocated. Since CASTELLAMARE was fully occupied in the discharge of grain it was unlikely salt could be accepted in addition, but 2000/3000 tons was acceptable now at CIVITAVECCHIA.

Lt.-Cdr STUNT agreed to the allocation of a coaster immediately one became available but indicated it was improbable the coaster could arrive loaded at CIVITAVECCHIA before the period 17 - 26 Dec.

(b) Railway Wagons from SARDINIA.

Arrangements for shipment were now in hand.

2. PROGRAMME FOR THE PERIOD 17 - 26 DEC.

(a) After consideration of the tonnages involved the Committee concluded that a total of some 24,000 tons for which coaster tonnage would be required could not be lifted during the period.

Lt.-Cdr STUNT stated that the point had been reached at which the available coaster tonnage in the MEDITERRANEAN was insufficient to meet the demand and recommended that consideration be given to the replacement of the coaster tonnage employed on the BENGHAZI Coal Movement by ocean going shipping. Mr. HEARD agreed to investigate the possibility of interchanging the "C.EFA." for this purpose.

(b) Chairman stated that in an endeavour to employ more economically the coaster fleet in the MEDITERRANEAN, arrangements had now been made whereby demands for GREECE would be consolidated on a 30-day basis, thereby enabling large ships to be used to the main ports. This arrangement would not take effect, however, until the subsequent period.

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(c) Chairman indicated the Phosphate Rock bid appeared unusually large and requested C-in-C(Mov & Tn) to refer the matter for reconsideration. Owing to the fact that Phosphate Rock was no longer available ex SFAX the consignment reverted once more to the coaster fleet and moreover to the use of those coasters which were acceptable in the port of SFAX. It was for this reason that the point made by Lt.-Cdr STUNT (para 2(a)) should be strongly pursued.

3. SCHOONERS.

(a) Mr. HEARD indicated that A.C. were still not giving advice of the tonnages they required to be moved by schooner. C-in-C(Mov & Tn)

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(2)

agreed to investigate.

(b) A demand made by Major Whitman for movement of oranges from SICILY to NAPLES and LEGHORN was accepted for movement by schooners under B.S.C control. The Committee recommended however that shipment should be combined with other tonnages offered where this was practicable.

4. MISCELLANEOUS

(a) Major Whitman invited assistance in the movement of 1000 tons oranges and 800 tons onions from C.S.A.B.L.N.C. to MARSEILLES. Chairman suggested loading in the ship allocated to move some 3500 tons Red Cross parcels. Mr. HEARD agreed to make the necessary enquiry and inform Tn(a).

(b) R.N. Bids.

Lt. Cdr. STUNT stated he was receiving bids for movement of stores on R.N. account which did not appear in the figures placed before the Committee. Chairman requested the matter be taken up once more with the Navy. Their bids must be consolidated with all other demands made.

(c) Lt. Cdr. STUNT stated he had also received bids for coast-wise movement in the SOUTH of FRANCE. Chairman stated these must come as official demands from C.C. MED.BASE and requested Tn (a) to investigate.

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

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 45

(NS)

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 17 - 26 DEC:

TO		FROM								
		ME	ALGIERS	BONE	ORAN	MALTA	SICILY	CORSICA	SARDINIA	
ELBOW	BR USA	5377	4527	5960(A)	4917	10	2607	43 407	11150	
HEKL	BR USA	8859	7423	7300(B)	25 212	10	300	3950 3114	2500	
MIDEAST	BR USA		84		205 150	5				
NORTH AFRICA	BR USA	100				10	10			
CORSICA	BR USA		2							
SARDINIA	BR		13	1000(B)						
MALTA	BR		9				3			
SICILY	BR		225	7100(B)					3000	
LEGHORN	BR USA				550					
ANCONA	BR USA	2604	11							
FRANCE	USA BR		14		3263			453		
GREECE	BR USA	24281								
TOTALS =		41221	12308	21360	9322	35	2920	7967	15650	

(A) Incl SFAX or BONE 5200 Phosphate and 760 BONE Sups & Ord

(B) SFAX or BONE - Phosphate (C) Incl 25 tons for INDIA (D) Incl 12,064 ex HMCS and 4,500 ex [illegible]

GRAND TOTAL

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SECRET

MOVEMENTS MEETING NO. 45

CE TONNAGES BID FOR PERIOD 17 - 26 DEC:

	FROM											TOTAL
	MEF	ALGIERS	BONE	ORAN	MALTA	SICILY	CORSICA	SARDINIA	HEEL	ELBOW	FRANCE	
BR	5377	4527	5960(A)		10	2607	43	11150	4000			33674
USA				4917			407				202	5526
BR	8859	7423	7300(B)	25	10	300	3950	2500				30367
USA				212			3114					3326
BR		84		205	5				258	230		782
USA				150					50(C)	100		300
BR	100				10	10			1	66		187
USA									25	372		397
BR		2								50		52
USA										567		567
BR		13	1000(B)							10		1023
BR		9				3				1		13
BR		225	7100(B)					3000		300		10625
BR										4391		4391
USA				550								550
BR	2634	11							1350(A)(D)			16179
USA									525			525
USA				3263			453		50	2003		5769
BR		14								583		597
BR	24281								5546			29827
USA									50			50
	41221	12308	21360	9322	35	2920	7967	16650	24069	8673	202	

GRAND TOTAL BID FOR SHIPPING = 154727

(A) Incl 5200 Phosphate and
ard
- Phosphate (C) Incl 25 tons for INDIA (D) Incl 12,064 ex BIZERT and 1,500 ex [illegible]

Mr. Crosbie
Trans. Sub Comm (1)

SECRET

AGENDA

EIGHTY EIGHTH MEETING.

MEDITERRANEAN SHIPPING BOARD.
1100 HOURS 21st NOVEMBER, 1944

1. APPROVAL OF MINUTES OF MEETING NO. 87 DATED 14TH NOVEMBER, 1944 & MINUTES OF EXTRAORDINARY MEETING DATED 19TH NOVEMBER, 1944.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.
Minutes of Meeting No. 36 dated 13th November, 1944.

3. NORTH AFRICAN PORTS COAL SUB-COMMITTEE.
Minutes of Meeting held on 15th November, 1944

4. REPAIR SUB-COMMITTEE.
Minutes of Meeting No. 52 dated 17th November, 1944.

5. FRENCH SHIPPING ALLOCATION COMMITTEE.
Report No. 34 dated 16th November, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.
Report of 19th November, 1944.

7. MEDCO TONNAGE ALLOCATION SUB-COMMITTEE.
Minutes of 6th Meeting dated 13th November, 1944 and Minutes of Extraordinary Meeting dated 15th November, 1944.

8. HOMEWARD LOADING PROGRAMME.
Report for October, 1944 showing disposal of British controlled tonnage after release.

9. HARBOUR FACILITIES & SMALL CRAFT.
Report No. 32 dated 19th November, 1944.

10. TANKER COMMITTEE.
Summary of Tanker tonnage position in Western Mediterranean Theatre as on 18th November, 1944.

11. NORTH AFRICAN PORTS SUB-COMMITTEE.
Minutes of Meetings No. 11 dated 30th October, 1944 and No. 13 dated 13th November, 1944.

12. PORT STATE.
"North African, S. France and Greek Port State" and "Italian & Sicilian Port State" for 11th November, 1944 on which NAVY 628 has been despatched.

13. GREEK PORTS COMMITTEE.
Minutes of Meeting dated 2nd November, 1944.

14. NAVAL SITUATION IN THE AEGEAN.
Reports for July - October, 1944 inclusive.

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Minutes of Meeting No. 36 dated 15th November, 1944.

3. NORTH AFRICAN PORTS COAL SUB-COMMITTEE.
Minutes of Meeting held on 15th November, 1944

4. EGYPT SUB-COMMITTEE.
Minutes of Meeting No. 52 dated 17th November, 1944.

5. FRENCH SHIPPING ALLOCATION COMMITTEE.
Report No. 54 dated 16th November, 1944.

6. MEDITERRANEAN CIVIL SUPPLIES.
Report of 13th November, 1944.

7. MEDITERRANEAN TONNAGE ALLOCATION SUB-COMMITTEE.
Minutes of 6th Meeting dated 13th November, 1944 and Minutes of Extraordinary Meeting dated 15th November, 1944.

8. [illegible] LOADING PROGRAMME.
Report for October, 1944 showing disposal of British controlled tonnage after release.

9. HARBOUR FACILITIES & SMALL CRAFT.
Report No. 32 dated 13th November, 1944.

10. TANKER COMMITTEE.
Summary of Tanker tonnage position in Western Mediterranean Theatre as on 16th November, 1944.

11. NORTH AFRICAN PORTS SUB-COMMITTEE.
Minutes of Meetings No. 11 dated 30th October, 1944 and No. 13 dated 13th November, 1944.

12. PORT STATE.
"North African, S. France and Greek Port State" and "Italian & Sicilian Port State" for 11th November, 1944 on which N.A.S.F 688 has been despatched.

13. GREEK PORTS COMMITTEE.
Minutes of Meeting dated 2nd November, 1944.

14. WATER SITUATION IN THE AREA.
Reports for July - October, 1944 inclusive. 3639

15. TO DISCUSS AND CONSIDER THE EXTENT OF POWER TO BE EXERCISED BY MASTERS OF VESSELS IN CIVITA VECCHIA AND OTHER CIVILIAN PORTS IN THE AREA.

16. OTHER MATTERS.

(Walter E. Ferguson)
Secretary, MMSO.

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MEDITERRANEAN SHIPPING BOARD.

No. 90.

MINUTES OF MEETING HELD AT 1100 HOURS ON 21ST NOVEMBER, 1944.

	Mr. J. Gibson Graham	Chairman
Members:-	Captain F.H.D. Byron R.N.	N.C.S.O. Med.
	Captain W.E. Erskine U.S.N.	U.S. Navy.
	Commander D. . MacLean R.N.R.	S.O.S. to C in C Med.
	Lieut. Cmdr. G.B. Sturt R.N.V.R.	S.O.O. to F.S.T.O. Med.
	Colonel D.A. Greenhill	G-4 Movts Tn. (Dr.).
	Colonel J.F.B. Leese	Tn. (Dr.)
	Colonel J.T. Dunbar U.S. Army	G-4 Movts Tn. (Am.).
	Major J. Riddell	Q.M. Gen'l Section.
	Major A.A.A. Lauder	Petroleum Section.
	Captain J.C. Martin, Jr. U.S. Army	D.D.C. .C., W. Med.
	Mr. C.W. Kalloch	Reg.Dir., W.S.A. Med.
Present:-	Colonel E.H. Eastaye U.S. Army	G-4 Movts Tn. (Am.).
	Lt.Col. P.R. Evans	Q.M. Gen'l Section.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. R. Nicol	Dep.Asst.Dir., W.S.A. Med.
	Mr. R.R. Campbell	D.M.W.T.R.
	Mr. M.H. Taylor	Econ. Sub-Commission A.C.
	Mr. C. Crooks	Transp.Sub-Commission A.C.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.M.
	Mr. R.D. Heard	D.M.W.T.R.
	Mr. R. Hughes	D.C.M.C. Representative
	Mr. W.E. Forshay	Secretary
	Miss M.M. Mackie	Assistant Secretary

ACTION BY:-

1487. The Chairman introduced Mr. R.R. Campbell who was temporarily acting as liaison officer between M.W.T.R. MED and M.W.T.R., N.W. EUROPE, pending the arrival of the officer so appointed.

Mr. M.H. Taylor of Economic Sub-Commission, A.C. and Mr. C. Crooks of the Transportation Sub-Commission, A.C. were then introduced to the Board and welcomed to the Meetings by the Chairman.

1488. The Minutes of Meeting No. 87 dated 14th November and Minutes of Extraordinary Meeting dated 19th November, 1944 were approved with the following addition:-

COASTER POSITION. 2nd Sentence. Insert "to relieve other vessels" after "were urgently required".

An amendment to Minute 1443 of Meeting No. 86 was tabled on behalf of the Tonnage Allocation Sub-Committee who had pointed out that Lt.Col. Glanville had never attended one of their Meetings and it was presumably at the Schooner Control Meeting that his remarks had been made.

1489. CRANE SHIPS. Ref. 1462. A report from S.F.L.O. Marseilles stating that as the 150 ton floating crane was in operation a request had been made for the release of one of the crane ships there was referred to by Lt.Cmdr. Sturt. In view of the loss of the 250 ton crane the Port Commandant was, however, averse to acceding to this request. Crane ships were said to be required for use in the Adriatic and Greece but Colonel Greenhill said a report on the suitability of the sheer

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	Colonel D.A. Greenhill	G-4 ADV & Tn. (Br.).
	Colonel J.F. [illegible] Deese	Tn. (Br.)
	Colonel J.T. Dunbar U.S. Army	G-4 Adv & Tn. (Am.).
	Major J. Ri[illegible]ll	Q.M. Gen'l Section.
	Major A.A.A. Lauzier	Petroleum Section.
	Captain J.C. Martin, Jr. U.S. Army	D.D.G.O. & C., W. Med.
	Mr. C.W. Kalbach	Reg.Dir., W.S.A. Med.
Present:-	Colonel E.H. Hastaye U.S. Army	G-4 Adv & Tn. (Am.).
	Lt.Col. P.R. Evans	Q.M. Gen'l Section.
	Mr. I.D. Ca[illegible]bell	D.M.D. & T.R. Med.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. [illegible].
	Mr. R.R. Ca[illegible]bell	D.M.W. & T.R.
	Mr. M.H. Taylor	Econ. Sub-Commission A.F.H.Q.
	Mr. C. Croo[illegible]	Transp. Sub-Commission A.F.H.Q.
	Mr. A.C. Ho[illegible]rth	D.M.W.T.R.
	Lt.Col. K. Anderson	D.M.W.T.R.
	Mr. E.D. Howe	D.M.W.T.R.
	Mr. R. Hughes	D.C.M.C. Representative
	Mr. W.E. Fordy	Secretary
	Miss M.M. M[illegible]ato	Assistant Secretary

ACTION BY:-

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Mr. M.H. Taylor of Economic Sub-Commission, A.F.H.Q. and Mr. C. Brooks of the Transportation Sub-Commission, A.F.H.Q. were then introduced to the Board and welcomed to the Meetings by the Chairman.

1488. The Minutes of Meeting No. 87 dated 14th November and Minutes of Extraordinary Meeting dated 19th November, 1944 were approved with the following addition:-

COASTER POSITION. 2nd Sentence. Insert "to relieve other vessels" after "were urgently required".

An amendment to Minute 1443 of Meeting No. 85 was tabled on behalf of the Tonnage Allocation Sub-Committee who had pointed out that Lt.Col. Glanville had never attended one of their Meetings and it was presumably at the Schooner Control Meeting that his remarks had been made.

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1489. CRANE SHIPS. Ref. 1462. A report from S.T.L.O. Marseilles stating that the 150 ton floating crane was in operation a request had been made for the release of one of the crane ships there was referred to by Lt.Cmdr. Wurtz. In view of the/50 ton crane the Port Commandant was, however, averse to acceding to this request. Crane ships were said to be required for use in the Adriatic and Greece but Colonel Greenhill said a report on the suitability of the sheer legs at Salonika was still awaited, the use of which might obviate the necessity for a crane ship. Colonel Dunbar pointed out that locomotives were expected in the next 2 convoys to S. France and thought discharge might be delayed by the withdrawal of a crane ship. In view of the fact that a 100 ton crane, 150 ton floating crane and two crane ships were stationed at Marseilles it was considered that one of these vessels might well be released but that the matter should be deferred pending the receipt of a firm statement of what was required in the Adriatic.

1490. WATER SITUATION AT NAPLES. Ref. 1463. The agreement to release "HALF PRINCE"/

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/"GULF PRINCE" from her present employment for service as a harbour fuelle[illegible] was reported and Major Launder said that should the position later warrant the use of an additional waterboat the situation would be reviewed and a suitable substitute provided.

1491. "[illegible]". Ref. 1484. Reference was made to a signal from D.M.W.T.R., Athens requesting this grain elevator ship for Piraeus if still available. The Board felt that reasons for this demand should be amplified, Colonel Greenhill stating that "[illegible]" might be most useful at Genoa. In view of the necessity of retaining this vessel in the area it was decided to resist London's proposal for her transfer to N.W. Europe. Chairman.

1492. "[illegible]". Ref. 1485. Mr. I. Campbell reported that as a result of examination it was found that this vessel was unsuitable as a naval store carrying ship for S. France and also for use on Naples-Leghorn ferry service as she had no holds and could only make short voyages in sheltered waters.

1493. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1467. Item 2 on Agenda. Referring to Coal Minute 300 Mr. I. Campbell stated that in practice it appeared that vessels would not be able to moor alongside this berth with safety. The problem was one of engineering and a technical report on the matter was awaited. The delay to the acceptance of colliers was viewed with concern.

In response to Major Riddell who referred to Minute 301, Colonel Bastayo thought that no collier had yet been sailed to Leghorn.

Minute 303. Major Riddell said that the 6000 tons domestic coal requested monthly for discharge at Marseilles could be replaced by Sardinian coal, and in reply to the Chairman said that supply of Sardinian coal to S. France would be run on the same lines as supply of that coal to Corsica. As yet no freight rate had been worked out but this would be taken up with A.C. who was the authority selling the coal. The Chairman considered that the freight rate would have to be added to the price and felt some arrangement should be made with the French Government. Mr. I. Campbell undertook to pursue this matter at SHAEF. Mr.I.Campbell

In view of the many delays occasioned to the discharge of colliers, the Chairman enquired whether the total demands put forward were within the capacity of Port acceptance throughout the area. Major Riddell stated that no requests for coal were made until they had been approved by the long term Port Acceptance Committee but said that demands for N. Italy had been based on the supposition that Civita Vecchia would be open to colliers. As a result of the decision to allocate a rail-served berth for discharge of colliers in Naples, Colonel Greenhill felt that the temporary delay to discharge of colliers could be overcome.

1494. NORTH AFRICAN PORTS COAL SUB-COMMITTEE. Item 3 on Agenda. With reference to Minute 24 of Minutes of Meeting No. 4 Mr. I. Campbell considered Admiral [illegible]'s proposal for the institution of scale rate of discharge in N. African Ports should be supported to London and Washington. Both Mr. Kalloch and Mr. Nicol wished to investigate the position further but the Chairman felt the Colliers should be informed that in principle the idea was agreed and to request proposals. Chairman.

Minute 26. The Board stated their willingness to assist in obtaining the necessary spares for the maintenance of the cranes.

1495. REPAIR SUB-COMMITTEE. Ref. 1468. Item 4 on Agenda. Referring to Repair Minute 831 giving berths allocated to M.W.T./W.S... for repair work and to French Shipping Allocation Committee Meeting No. 34 Minute 4, Mr. I Campbell [illegible] that the position as disclosed by these two Minutes indicated that the

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1492. "A. TILEA". Ref. 1485. Mr. I. Campbell reported that as a result of examination it was found that this vessel was unsuitable as a naval store carrying ship for S. France and also for use on Naples-Leghorn ferry service as she had no holds and could only make short voyages in sheltered waters.

1493. MEDITERRANEAN COAL PRESUMPTION SUB-COMMITTEE. Ref. 1467. Item 2 on Agenda. Referring to Conclusion 300 Mr. I. Campbell stated that in practice it appeared that vessels would not be able to moor alongside this berth with safety. The problem was one of engineering and a technical report on the matter was awaited. The delay to the acceptance of colliers was viewed with concern.

In response to Major Riddell who referred to Minute 301, Colonel Castayo thought that no collier had yet been sailed to Leghorn.

Minute 303. Major Riddell said that the 6000 tons domestic coal requested monthly for discharge at Marseilles could be replaced by Sardinian coal, and in reply to the Chairman said that supply of Sardinian coal to France would be run on the same lines as supply of that coal to Corsica. As yet no freight rate had been worked out but this would be taken up with A.C. who was the authority selling the coal. The Chairman considered that the freight rate would have to be added to the price and felt some arrangement should be made with the French Government. Mr. I. Campbell undertook to pursue this matter at SHAEF. Mr.R.Campbell

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Minute 26. The Board stated their willingness to assist in obtaining the necessary spares for the maintenance of the cranes.

1495. REPAIR SUB-COMMITTEE. Ref. 1468. Item 4 on Agenda. Referring to Repair Minute 831 giving berths allocated to M.W.T./W.S... for repair work and to French Shipping Allocation Committee Meeting No. 34 Minute 4, Mr. I Campbell felt that the position as disclosed by these two Minutes indicated that the French had their own priority list for repairs independently of that authorised by the Repair Sub-Committee. As C in C Med. controls all repair facilities in the area the Board agreed that the matter should be brought to his attention. Chairman.

1496. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1469. Item 5 on Agenda. The Board sanctioned Lt.Cmdr. Sturt's proposal that as "ARRIGOT" would shortly be 3 weeks in Taranto for repairs the relief crew should be sent to that port. (Ref. Minute 8 of Report 34).

The Chairman reported that it had been agreed that French shipping in the/

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/the Mediterranean should be returned to the French for operation subject to the nature of vessels' employment being agreed by MEDTO. He had requested that a French representative be appointed to the Board and said that Monsieur Charlon would temporarily attend Meetings in order to acquaint himself with General procedure, and would then appoint a French member. The Board welcomed this policy.

Report No. 34. Minute 3. Colonel Dunbar referred to a report from DEMS BASE that until "SIDI BAHRI" and "G.G. LEPINE" had been fitted with bunks, cleaned and fumigated, these vessels were unsuitable for carriage of U.S. or British personnel. He recommended that the work, which should take about 2 weeks, be put in hand.

1497. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1470. Item 6 on Agenda. The Chairman reported that there appeared to be considerable confusion existing between London, Washington, SHAEF and AFHQ on the question of civil supplies and that information concerning proposed programmes and action taken did not appear to be interchanged between the Headquarters. He quoted an instance of French being authorised 5,000 t.p.d. port capacity in both Northern and Southern French ports, but said SHAEF appeared to be unaware that owing to other obligations this could not be fulfilled in the South. Colonel Greenhill said that all signals had been repeated to SHAEF and considered that frequent visits between different Headquarters would co-ordinate the position. The Chairman stated that Brigadier Phillips was taking up the whole matter in London and Paris and further discussion was deferred until his return.

Commander MacLean said that a decision to allow stern-to discharge of grain ships at Castellamare had not yet been reached, and asked if vessels could be lightened at Naples. It was explained that the use of Castellamare was intended to obviate such a practice and that in view of the very high priority attached to certain cargoes the matter was one of operational necessity. As A.F.W.T./N.S.A. were willing to accept the consequences the Chairman felt stern-to discharge should be permitted in all weathers.

1498. MEDO TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1443. Item 7 on Agenda. Minute No. 3 of 6th Meeting. In reply to Major Hall who enquired whether colliers would be released for carriage of Phosphate rock, Lt.Col. Anderson said the matter had been discussed and that in view of the high priority of the Sardinian coal programme which had to be fulfilled, only tonnage surplus to that programme could be allocated for phosphate rock cargoes.

Minute 5a. Lt.Col. Anderson stated that the 200/300 tons of coal/a month could be lifted in small parcels aboard colliers, but considered that owing to delays experienced with coke, the amount of 300 tons would have to be carried by other means. The Chairman considered, however, that in view of the necessity of this shipment the matter be further investigated. Lt.-Col.Anderson

The Minutes of the Extraordinary Meeting of 15th November were noted and Lt.Cmdr. Start reported that no coasters were available for the Naples-Leghorn ferry service.

In reply to Mr. Heard, who stated that the restriction on the sailing of schooners making less than 6 k. north of Naples would set back the civil programme, Commander MacLean said the Navy had now agreed to waive this restriction.

The Chairman pointed out that this Committee would now have to take into account the importation of French civil supplies in French ships into S.France.

In reply to the Chairman, Colonel Greenhill stated that the Committee had been able to allocate tonnage for all bids placed.

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weeks, be put in hand.

1497. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1470. Item 6 on Agenda. The Chairman reported that there appeared to be considerable confusion existing between London, Washington, SHAEF and MTOU on the question of civil supplies and that information concerning proposed programmes and action taken did not appear to be interchanged between the Headquarters. He quoted an instance of French Coaling authorised 5,000 t.p.d. port capacity in both Northern and Southern French ports, but said SHAEF appeared to be unaware that owing to other obligations this could not be fulfilled in the South. Colonel Greenhill said that all signals had been referred to SHAEF and considered that frequent visits between different Headquarters would co-ordinate the position. The Chairman stated that Brigadier Phillips was taking up the whole matter in London and Paris and further discussion was deferred until his return.

Commander Maclaren said that a decision to allow storm-to discharge of grain ships at Castellamare had not yet been reached, and asked if vessels could be lightened at Naples. It was explained that the use of Castellamare was intended to obviate such a practice and that in view of the very high priority attached to grain arrives the matter was one of operational necessity. The U.S.T./N.S.A. were willing to accept the consequences the Chairman felt storm-to discharge should be permitted in all weathers.

1498. MIXED TONNAGE ALLOCATION SUB-COMMITTEE. Ref. 1443. Item 7 on Agenda. Minute No. 3 of 6th Meeting. In reply to Major Hill who enquired whether colliers would be released for carriage of Phosphate rock, Lt.Col. Anderson said the matter had been discussed and that in view of the high priority of the Sardinian coal programme which had to be fulfilled, only tonnage surplus to that programme could be allocated for phosphate rock purposes.

Minute 5a. Lt.Col. Anderson stated that the 2,000/3000 tons of phosphate a month could be lifted in small parcels aboard colliers, but considered that owing to delays experienced with coke, the amount of 3,000 tons would have to be carried by other means. The Chairman considered, however, that in view of the necessity of this shipment the matter be further investigated. Lt.-Col.Anderson

The Minutes of the Extraordinary Meeting of 15th November were noted and Lt.Cmdr. Sturt reported that no coasters were available for the Naples-Leghorn ferry service.

In reply to Mr. Hurst, who stated that the restriction on the sailing of schooners making less than 6 k. north of Naples would set back the civil programme, Commander MacLaren said the Navy had not agreed to waive this restriction.

The Chairman pointed out that this Committee would now have to take into account the importation of French civil supplies in French ships into S.France.

In reply to the Chairman, Colonel Greenhill stated that the Committee had been able to allocate tonnage for all bids placed.

1499. HOMEWARD LOADING PROGRAMME. Ref. 1374. Item 8 on Agenda. The report for October, 1944 was noted. The Chairman said that returned military cargo was arriving in U.K. without information being received of weights or sizes of the articles. A new procedure was said to be in force but as yet a number of special B/Ls had not been received.

1500. HARBOUR CRAFT. Ref. 1423. Item 9 on Agenda. The loss of a Tamar tug, with casualties, on the East Coast was reported by Mr. Hughes who said that a report on the craft tug position would be submitted. The situation at Castellamare was said to be remedial.

1501. TANKER COMMITTEE. Ref. 1471. Item 10 on Agenda. Major Launder quoted the/

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/the following extract of a signal from Washington:-

"Acute shortage tankers presents serious problem next several months in meeting minimum required quantities petroleum products particularly to U.K. the Mid and Pacific areas. Problem causing much concern because from present indications ships requirement cannot be met. Request your every effort in reducing demands for products to minimum and in releasing for transocean service every possible tanker now held for shuttle and operational service."

1502. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1472. Item 11 on Agenda. In reply to Mr. I. Campbell who referred to Minute No. 63 of 11th Meeting, Colonel Greenhill said he had as yet received no reply from N. African regarding the Port Policy Committee, but would try to expedite this. Col. Greenhill.

1503. PORT STATE. Ref. 1473. Item 12 on Agenda. It was noted that Greece was included in the Port State for the first time, and the Chairman was pleased to see the improvement in the situation at Naples.

1504. GREEK PORTS COMMITTEE. Ref. 1447. Item 13 on Agenda. The initial situation was considered most satisfactory, and in reply to the Chairman, Colonel Greenhill said that the programme was well within the limits of reception possibilities.

The Chairman informed the Board that when the Greeks had an organisation capable of operating their own vessels it was intended to return Greek vessels to them but, as in the case of the French, the nature of vessels' employment was within jurisdiction of MEDBO.

Lt.Cmdr. Sturt instanced certain cases of shipping in Greek waters proceeding to destinations other than those ordered and felt authorities there were not receiving necessary information. Commander MacLean agreed to investigate the position. Cmdr. MacLean.

1505. WAR SITUATION IN THE AIR. Item 14 on Agenda. The Reports for July-October 1943 were noted and would be considered later.

1506. ITALIAN SEAMEN. Ref. 1450. APM Administrative Memo. No. 47 giving wages to be paid to civilians employed by Allied Forces in Italy also included wage scale for sea going crews, which rates Mr. I. Campbell pointed out were less than those at present being paid to seamen. He stated the scale in force had been agreed between owners and men and approved by Royal Decree. Colonel Greenhill said the rates contained in APM Administrative Memo had been issued by Wages Board and it was agreed that the Shipping Sub-Commission should approach A.C. on the subject. Chairman.

1507. ITALIAN SCHOONER POSITION. Ref. 1454. Mr. Taylor felt that movements of schooners might be speeded up by the introduction of tariff on a ton per mile basis, the principle of which he said had been agreed by CO.OR.MED. In this Connection Mr. I. Campbell stated that General Matteini had been asked to look into the matter and make out a tariff on these lines. It was agreed that A.C. should approach the schooner control on the matter. Mr. Taylor

A suggestion by the Italian Government that an Italian naval gunner be placed aboard schooners was mentioned by Mr. Taylor who stated that this would entail no expense and was subject to approval by MEDBO. The Board agreed and Mr. Taylor undertook to inform the Italian Government accordingly. Mr. Taylor.

1508. PORT EQUIPMENT. Ref. 1433. Mr. I. Campbell quoted the Civita Vecchia Port Control Committee Meeting Minutes which stated that N.A.I.C. had agreed to keep the cargo handling gear in safe custody and undertake its issue to stevedores and collection after use. The Chairman enquired whether there were any objection to its sale to the Italians to which Colonel Leone replied in the negative. Responsibility for replacements of gear was felt to devolve on A.C. and Mr.

Port Policy Committee, but would try to expedite this. Col. Greenhill.

1503. PORT STATE. Ref. 1473. Item 12 on Agenda. It was noted that Greece was included in the Port State for the first time, and the Chairman was pleased to see the improvement in the situation at Naples.

1504. CHECK POINTS COMMITTEE. Ref. 1447. Item 13 on Agenda. The initial situation was considered most satisfactory, and in reply to the Chairman, Colonel Greenhill said that the progress was well within the limits of reception possibilities.

The Chairman informed the Board that when the Greeks had an organisation capable of operating their own vessels it was intended to return Greek vessels to them but, as in the case of the French, the nature of vessels' employment was within jurisdiction of MEDBO.

Lt.Cmdr. Sturt instanced certain cases of shipping in Greek waters proceeding to destinations other than those ordered and felt authorities there were not receiving necessary information. Commander McLean agreed to investigate the position. Cmdr. McLean.

1505. WORK SITUATION IN THE AREA. Item 14 on Agenda. The Reports for July-October 1944 were noted and would be considered later.

1506. ITALIAN SEAMEN. Ref. 1450. AFHQ Administrative Memo. No. 47 giving wages to be paid to civilians employed by Allied Forces in Italy also included wage scale for sea going crews, which rates Mr. I. Campbell pointed out were less than those at present being paid to seamen. He stated the scale in force had been agreed between owners and men and approved by Royal Assent. Colonel Greenhill said the rates contained in AFHQ Administrative Memo had been issued by Wages Board and it was agreed that the Shipping Sub-Commission should approach A.C. on the subject. Chairman.

1507. ITALIAN SCHOONER POSITION. Ref. 1454. Mr. Taylor felt that movements of schooners might be speeded up by the introduction of a tariff on a ton per mile basis, the principle of which he said had been agreed by CO.CE.MA. In this Connection Mr. I. Campbell stated that General Mattioni had been asked to look into the matter and take out a tariff on these lines. It was agreed that A.C. should approach the schooner control on the matter. Mr. Taylor

A suggestion by the Italian Government that an Italian naval guard be placed aboard schooners was mentioned by Mr. Taylor who stated that this would entail no expense and was subject to approval by MEDBO. The Board agreed and Mr. Taylor undertook to inform the Italian Government accordingly. Mr. Taylor.

1508. PORT EQUIPMENT. Ref. 1433. Mr. I. Campbell quoted the Civita Vecchia Port Control Committee Meeting Minutes which stated that N.A.I.C. had agreed to keep the cargo handling gear in safe custody and undertake its issue to stevedores on collection of a fee. The Chairman enquired whether there were any objection to its sale to the Italians to which Colonel Leone replied in the negative. Responsibility for replacements of gear was felt to devolve on A.C. and Mr. Taylor stated they were already looking into this question. Mr. Kalloch would suggest to Washington that vessels with civil supplies should have sufficient equipment on board to ensure discharge of cargo onto the quay. Mr. Kalloch.

1509. HOUSING OF SHIPS IN THE AREA. As a result of the reception of independent sailings within the Mediterranean the Chairman felt a useful purpose would be served if Captain Tyren would explain and elaborate the new procedure to be followed as regards routeing vessels both to military and A.C. ports. It was/

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was agreed that a Meeting would be called for this purpose at which M.C.S.O. M.E., S.O.S. and representatives of G-4 Br. and Am., P.S.T.O. Med., N.A.T., ... and A.C. would attend. Secretary

1510. SHIPPING FOR YUGOSLAVIA. A letter reporting a Yugoslav request for 5,000 tons space aboard schooners for distribution of civil supplies was quoted by Colonel Greenhill. The Yugoslav view was that this should take priority over bids for Italy by reason of the better internal communications in that country. He proposed to reply that until the whole policy of civil supplies to Yugoslavia was decided no tonnage could be allocated. Colonel Greenhill also said the Yugoslavs were pressing for the return to them of several vessels now under the Italian flag, but it was agreed that this could not be envisaged at the Col.Greenhill present moment.

1511. "CAPE VIGOUR". The case of this vessel ordered to discharge deck cargo of planes at Brindisi and then to Bari to discharge part cargo of coal was mentioned by Mr. I. Campbell who said that on arrival at Brindisi "CAPE VIGOUR" was immediately sailed back to Taranto before deck cargo was discharged but has now to return as planes cannot be accepted at Taranto. It was felt that, as in a similar case, the position might have been due to bad weather conditions.

1512. "VIRGINIA DARE". This vessel is wrecked and a total loss off North Africa and Mr. Nicol stated that the French wished to salve and use the cargo still in the holds, to which U.S. Authorities had agreed.

1513. SERVICE BETWEEN SARDINIA & MAINLAND. At the end of the month Mr. Crooks reported that the cruiser plying between Sardinia and the mainland would be taken off and that A.C. were anxious to see norms of communication with the island maintained. Lt.Cmdr. Sturt said there was a continuous demand for moving civilian cargo between Cagliari and Italy and the Chairman suggested that an Italian vessel might be allocated to satisfy requests by all parties. It was agreed that A.C. should put their bids to P.S.T.O. Lt.Cmdr. Sturt requested he be informed of any anticipated personnel moves. Mr.Crooks

1514. RELIEF SHIPMENTS BY TURKEY. Commander MacLean said that Turkey was anxious to send relief supplies to Marseilles in "GOE" and enquired whether this might be sanctioned. Colonel Greenhill thought this was the same vessel in which the Turks wished to send supplies to Piraeus and felt there might be some misunderstanding. The Board agreed that relief cargoes could not be received at Marseilles but that they could be accepted in Greece.

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Italy by reason of the [illegible]. ... [illegible] to reply that until the whole policy of civil supplies to Italy was decided no tonnage could be allocated. Colonel Greenhill also said the Yugoslavs were pressing for the return to them of several vessels now under the Italian flag, but it was agreed that this could not be envisaged at the moment. Col.Greenhill

1511. "QUEEN VICTOR". The case of this vessel ordered to discharge deck cargo of planes at Brindisi and then to Bari to discharge part cargo of coal was mentioned by Mr. I. Campbell who said that on arrival at Brindisi "QUEEN VICTOR" was immediately sailed back to Taranto before deck cargo was discharged but has now to return as planes cannot be accepted at Taranto. It was felt that, as in a similar case, the position might have been due to bad weather conditions.

1512. "VIRGINIA DARE". This vessel is wrecked and a total loss off North Africa and Mr. Nicol stated that the French wished to salve and use the cargo of oil in the tanks, to which U.S. Authorities had agreed.

1513. SERVICE BETWEEN SARDINIA & MAINLAND. At the end of the month Mr. Brooks reported that the cruiser plying between Sardinia and the mainland would be taken off and that A.C. were anxious to see means of communication with the island maintained. Lt.Cmdr. Sturt said there was a continuous demand for moving civilian cargo between Cagliari and Italy and the Chairman suggested that an Italian vessel might be allocated to satisfy requests by all parties. It was agreed that A.C. should put their bids to P.W.B. Lt.Cmdr. Sturt requested he be informed of any anticipated personnel moves. Mr.Brooks

1514. RELIEF SHIPMENTS BY TURKEY. Commander MacLean said that Turkey was anxious to send relief supplies to Marseilles in "NOE" and enquired whether this might be sanctioned. Colonel Greenhill thought this was the same vessel in which the Turks wished to send supplies to Patras and felt there might be some misunderstanding. The Board agreed that relief cargoes could not be received at Marseilles but that they could be accepted in Greece.

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SECRET

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/[illegible]-CDM

16 Nov 44

Tel:FREEDOM 443.

Subject:- MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE.

Minutes of Coal Meeting No.36
held at 1000 hrs 15 Nov 44 in
G-4(Mov & Tn) Conference Room

In the Chair :	Col. D.A. Greenhill	G-4(Mov & Tn)
Present :	Lt. (E) A. Frodsham RN	A/F.E.O.
	Col. J.T. Dansher	HQ COMZONE
	Maj. J. Riddell	QMG (Coal Sec)
	Maj. S. Cowan	Tn (A).
	Maj. V. King	G-4(MOV & TN)
	Lt. Col. K. Anderson	M/T Rep.
	Mr. R. Nicol.	WSA Rep.
	Mr. T. Lynch	WSA Rep.
	J. Comd. M.E. Gribble	Secretary.

300. COAL BERTH, CIVITAVECCHIA (See Minute 284)

FORT TICONDEROGA would berth approx 18 Nov having lightened at NAPLES. BELGIAN TRAIL had been replaced by HERCULES ET. 1 Dec. QMG gave the target discharge figure at 750 tons per day. A.C. had been asked to obtain from the Port Committee the size and length of vessels acceptable.

ACTION : G-4(MOV & TN)

301. COAL BERTH - LEGHORN (See Minute 285)

Tn (A) stated that the obstruction to the [illegible] should be cleared between 25 and 30 Nov.

302. CARGO TO FT. MICINO FOR A.C. & C (See Minute 287)

WSA rep reported that work was in progress by Italian labour and that the wreck should have been cleared by approx 22 Nov.

303. STAL (See Minute 291).

This vessel has been routed to MARSEILLES. A signal had been received from SHAEF requesting the diversion of 25000 tons loco and 6000 tons domestic coal monthly to MARSEILLES. COMZONE MTOUSA had stated that 1000 tons could be accepted daily. It was agreed that in addition to the STAL, the TAMESIS TAYLOR should be made available for S. FRANCE. QMG would request the purpose for which "domestic" coal was to be used, and would suggest

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held at 1000 hrs 15 Nov 44 in
G-4(Mov & Tn) Conference Room

Tel:FREEDOM 443.

In the Chair :	Col. D.A. Greenhill	G-4(Mov & Tn)
Present :	Lt. (E) A. Frodsham RN	A/F.E.O.
	Col. J.T. Dencher	HQ COMZONE
	Maj. J. Riddell	QM (Coal Sec)
	Maj. S. Owen	Tn (A).
	Maj. V. King	G-4(MOV & TN)
	Lt. Col. K. Anderson	EWT Rep.
	Mr. R. Nicol.	WSA Rep.
	Mr. T. Lynch	WSA Rep.
	J. Comd. M.E. Gribble	Secretary.

300. COAL BERTH, CIVITAVECCHIA (See Minute 284)

FORT DUNCAN would berth approx 18 Nov having lightened at NAPLES. BELGIAN QUEEN had been replaced by HERCULES ETA 1 Dec. QM gave the target discharge figure at 750 tons per day. A.C. had been asked to obtain from the Port Committee the size and length of vessels acceptable.

ACTION : G-4(MOV & TN)

301. COAL BERTH - LEGHORN (See Minute 285)

Tn (A) stated that the obstruction to the [illegible] should be cleared between 25 and 30 Nov.

302. GRETA TO NAPLICINO FOR A.C./C (See Minute 287)

WSA rep reported that work was in progress by Italian labour and that the wreck should have been cleared by approx 22 Nov.

303. STAL (See Minute 291).

This vessel has been routed to MARSEILLES. A signal had been received from SHAEF requesting the diversion of 25000 tons loco and 6000 tons domestic coal monthly to MARSEILLES. COMZONE MTOUSA had stated that 1000 tons could be accepted daily. It was agreed that in addition to the STAL, the WALTER TAYLOR should be made available for S. FRANCE. QM would request the purpose for which "domestic" coal was to be used, and would suggest that SARDINIAN coal be used if considered suitable.

ACTION : QM 3635

304. RN COAL ANCONA (See Minute 292)

ETA of Naval collier ASTEL at ANCONA had been notified to AAI as 22 Nov.

....Contd...305....

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305. SIGNAL PROCEDURE EX SARDINIA (See Minute 293)

Sn (A) stated that all signals to and from SARDINIA would be routed via ROME, and would take approximately two days in transmission.

306. BULCO SIGNALS (See Minute 294).

G-4(Mov & Tn) had sent an agreed signal to TROOPERS regarding the "PENHALE" pointing out that breakdown had been given by holds but not by types of coal.

307. RAIL WAGONS AC o/c (See Minute 295).

From 19 Nov there would be a regular MT ship sailing from SARDINIA to PEEL - Rail wagons would be shipped on these vessels.

308. ORE CARRIERS (See Minute 296).

QM pointed out that these ore carriers had apprcx 17 bulkheads which would considerably decrease the rate of discharge. WS rep considered it unlikely that the 3 vessels in question would be allotted to this theatre for use as colliers, but that all available info had been at the disposal of NAPSOC when their acceptance was given.

309. NAPLES POSITION (See Minute 297)

(a) QM gave the following figures regarding requirements and discharges at NAPLES :-

Month	Requirement	Actually discharged.
Sep	36307	25539
Oct	37200	25586
Nov	27000	13000 (to date)

MWT rep stated that there were 3 colliers awaiting berth, and delay had also been caused by the swell at BAGNOLI. REINHOLD RICHTER had berthed on 13 Nov but had been taken off owing to the weather.

In view of the figures given above, and the fact that berths 5 and 6 had previously been used for discharging colliers, QM asked that a rail served berth be allotted in NAPLES. HQ CZ agreed to take action on this matter.

The position at NAPLES would be considerably eased when LEGHORN and CIVITAVECCHIA were operating.

G-4(Mov & Tn) stated that the possibility of discharging colliers at CASTELLAMMARE and TORRE ANNUNZIATA was being investigated.

ACTION : HQ COMZONE

310. SICILY DISCHARGES (See Minute 299(a))

Arrangements had been made with Mov.3 for the rail movement from TARANTO of 120 tons of coke to NAPLES and 80 tons to SALERNO ex PORT SAKISD.C.

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G-4(Nov & Tn) had sent an agreed signal to TROOPERS regarding the "PENCILLE" pointing out that breakdown had been given by holds but not by types of coal.

307. RAIL WAGONS AC s/c (See Minute 295).

From 19 Nov there would be a regular MT ship sailing from SARDINIA to HEEL - Rail wagons would be shipped on these vessels.

308. ORE CARRIERS (See Minute 296).

QM pointed out that these ore carriers had approx 17 bulkheads which would considerably decrease the rate of discharge. WS rep considered it unlikely that the 3 vessels in question would be allotted to this theatre for use as colliers, but that all available infm had been at the disposal of NAPSCO when their acceptance was given.

309. NAPLES POSITION (See Minute 297)

(a) QM gave the following figures regarding requirements and discharges at NAPLES :-

Month	Requirement	Actually discharged.
Sep	56307	25539
Oct	57200	25586
Nov	27000	13000 (to date)

NWT rep stated that there were 5 colliers awaiting berth, and delay had also been caused by the swell at BAGNOLI. REINHOLD RICHTER had berthed on 13 Nov but had been taken off owing to the weather.

In view of the figures given above, and the fact that berths 5 and 6 had previously been used for discharging colliers, QM asked that a rail served berth be allotted in NAPLES. HQ CZ agreed to take action on this matter.

The position at NAPLES would be considerably eased when LEGHORN and CIVITAVECCHIA were operating.

G-4(Nov & Tn) stated that the possibility of discharging colliers at CASTELLAMMARE and TORRE ANNUNZIATA was being investigated.

ACTION : HQ COMZONE

310. SICILY DISCHARGES (See Minute 299(e))

Arrangements had been made with Nov.3 for the rail movement from TARANTO of 120 tons of coke to NAPLES and 80 tons to SALERNO ex PORT SAKISDAC.

311. BERTHING OF COLLIERS.

It was agreed that :

(a) QM should decide according to requirement for coal whether ocean-going or SARDINIAN colliers should have priority of berthing.

(b) Ships lightening should have priority over those discharging completely.

(c) Agreed instrs for the order of berthing would be passed from Coal Committee through Tn (A) to P.B.S. for the port.

/Cont..... 312.....

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312. TURN-ROUND OF COLLIERS

A signal had been received from AFWAR stating that the turn-round of colliers was not considered to be completely satisfactory. The Chairman asked if the necessary eqpt for discharging by ships gear was available at ports where there were no coal berths, and HQ COMZONE agreed to investigate the matter with P.B.S. and A.C. in order further to increase the facilities to discharge.

ACTION : HQ COMZONE

313. COLLIERS DUE

(a) The impending congestion at NAPOLI would be temporarily relieved by three diversions of SARDINIAN colliers.

(b) Destinations were required for colliers in K.M.S. 69.

ACTION : A/F.E.O.

D.A. GREENHILL, Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

MEG/D.C

Distribution: As for MEDBO Minutes PLUS -

D. of Stores, Admiralty, LONDON.
Under Secretary of State for War, War Office.
(Attention DF Mov Q(M)9)
Mov HQ AAI (3)
CHQ, MEF (4)
COT (2)
NA District (NAMOV 2)
Allied Commission
Mov East ITALY.
Mov West ITALY.
Mov SICILY.
DQMG (Mov & Tn)

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MEDITERRANEAN SHIPPING BOARD
COAL RECEPTION COMMITTEE

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 15 NOV 44

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ALGIERS	ORAN	BIZERTA
W.A. JONES	27'5"	U.S.A.	UGS 56	21 Oct	Low Vol	Army	8600			8600
MARTIN JOHNSON	20'6"	"	UGS 57	28 Oct	High Vol	"	8429		8429	
MADRAS CITY	24'6"	"	UGS 58	3 Nov	R.O.M.	MWT	7719	7719	E.T.D. 22 Nov	
FORT ASSINIBOINE	26'0"	"	"	9 Nov	High Vol	Army	8552			
LOCHDEE(Planes)		"	"	4 Nov		MWT	8500	8500	ETD 20 Nov	
ANDREA CONTARINI		SARDINIA		16 Nov	R.O.M.		1600			
THISTLEFORD		U.K.	KMS 68	14 Nov	eleo & briquetting	Army	6950			
FLEETON		"	KMS 68	12 Nov	Eloc	Army	6320		6320	

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BOARD
E

COLLIERS DUE N. AFRICA AND CORSICA POSITION AS AT 15 NOV 44

PLACE	FROM	CONVOY	DUE DISCH	TYPE OF COAL	A/C	TONNAGE	ALGIERS	ORAN	BIZERTA	L.G. TUNIS	BONE	CORSICA
27'5"	U.S.A.	UGS 56	21 Oct	Low Vol	Army	8600			8600			
28'6"	"	UGS 57	28 Oct	High Vol	"	8429		8429				
24'6"	"	UGS 58	3 Nov	R.O.M.	MWT	7719	7719	E.T.D. 22 Nov				
26'0"	"	"	9 Nov	High Vol	Army	8552					8552	ETD 28 Nov
	"	"	8 Nov		MWT	8500	8500	ETD 20 Nov				
	SARDINIA		16 Nov	R.O.M.		1600						1600
	U.K.	KMS 60	14 Nov	eloa & briquetting	Army	6950					6950	
	"	KMS 60	12 Nov	Mloa	Army	6320		6320				

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COLLIERS DUE ITALY AND SICILY POSITION AS AT 15 NOV 44

NAME OF SHIP	DRAFT	FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	PALERMO	G
REINHOLD KICHTER		U.S.A.	UGS 56	25 Oct	High Vol	Army	8468			8468		
SAMFREEDOM	29'5"	S.AFRICA	AKS 66	2 Nov		"	9146				9146	A
KATERINGO HADJIP-ATERAS		SARDINIA		3 Nov	SARD	"	4800			4800		E
VAN OSTADE		"		5 Nov	SARD	"	3700			3700		
OMEGA		"		22 Nov	SARD	"	4800					
JOSE BONIFACIO	F 25'6" A 23'0"	S.AFRICA	GUS 57	14 Nov	TRANS-VAAL	"	8514		8514			
EDERA		SARDINIA		10 Nov	SARD	"	7000					
PELEGOSA		"		10 Nov	SARD	"	800					7
COVERT FLINCK	26'6"	U.S.A.	UGS 58	14 Nov	High Vol	"	8168					
OCEAN VICOUR (2 Lanes)		"	UGS 58	14 Nov		MWT	8200		8500			
FORT FREDERICK		"	UGS 58	14 Nov		Army	8869			8869		
FORT POMEROY	26'0"	"	UGS 58	14 Nov	R.O.M.	"	8515		4515			
HERCULES		SARDINIA		17 Nov	SARD	"	4000					
BOREAS		"		20 Nov	SARD	"	3600					40
FORT DUQUESNE	20'0"	R.A.F.	AH. 80	21 Nov	R.O.M.	"	4000	4000				
BELGIAN TRADER		SARDINIA		24 Nov	SARD	"	3800					
EMPIRE TRACERY		"		24 Nov	SARD	"	3500				3600	
FORT ROUILLE	27'6"	U.S.A.	UGS 59	24 Nov	High Vol		8460					
DUKE OF SPARTA	25'2"	"	"	24 Nov	R.O.M.		7943		4000			
OMIKA		SARDINIA		29 Nov	SARD	"	5000					
SCHAEFFER		"		30 Nov	SARD	"	4400			5000		
HERCULES		"		1 Dec	SARD		4000				4400	
KATERINGO HADJIPATERAS		"		1 Dec	SARD	"	5000					
FORT ROUILLE		RAU		1 Dec	High Vol		4460	4460		5000		
WISLA		SARDINIA		3 Dec	SARD		4200					

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APPENDIX 'B'

COLLIERS DUE ITALY AND SICILY POSITION AS AT 15 NOV 44

FROM	CONVOY	DUE DESTN	TYPE OF COAL	A/C	TONNAGE	ANCONA	BARI	NAPLES	PALERMO	CATANIA	PORT EMPEDOCLE	CIVITA VECCHIA	GALLIPOLI	TARANTO
U.S.A.	UGS 56	25 Oct	High Vol.	Army	8468			8468						
S.AFRICA	UKS 66	2 Nov		"	9146				9146	After part discharge CATANIA) ETD 25 Nov.				
SARDINIA		3 Nov	SARD	"	4800			4800						
"		6 Nov	SARD	"	3700			3700						
"		22 Nov	SARD	"	4800							4800		
"			TRANS											
S.AFRICA	GUS 57	14 Nov	-VAAL	"	8514		8514							
SARDINIA		10 Nov	SARD	"	7000					7000				
"		10 Nov	SARD	"	800						800			
U.S.A.	UGS 58	14 Nov	High Vol.	"	8163									8168
"	UGS 58	14 Nov		MWT	8500		8500							
"	UGS 58	14 Nov		Army	8869			8869						
"	UGS 58	14 Nov	R.C.M.	"	8515		4515							
SARDINIA		17 Nov	SARD	"	4000					4000				
"		20 Nov	SARD	"	3600								3600	
BARI	AH. 80	21 Nov	R.C.M.	"	4000	4000								
SARDINIA		24 Nov	SARD	"	3800						3800			
"		24 Nov	SARD	"	3600				3600					
U.S.A.	UGS 59	24 Nov	High Vol.		8460		4300							
"	"	24 Nov	R.C.M.		7943									7943
SARDINIA		29 Nov	SARD	"	5000			5000						
"		30 Nov	SARD	"	4400				4400					
"		1 Dec	SARD		4000							4000		
"		1 Dec	SARD	"	5000			5000						
BARI		1 Dec	High Vol		4460	4460								
SARDINIA		3 Dec	SARD		4200								4200	

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SHIP	CONVOY	CARGO	LOADING PORT	DESTINATION
THELLA	At San ANTIOCO loading 2500 tons Sardinian coal for Naval account at MADDALENA, LEG			
CARA	-	2500 W	ORAN	NAPLES (arrd)
EEKEL	Operational orders FONAM - Now discharging LEGHORN.			
AMSTEL	-	2500 W & N.C.	TARANTO	ANCONA
ZAAN ARNHEM	Operational orders C.S.15 - Now at GREECE.			
COLCHESTER	-	2500 W	ALGIERS	NAPLES (arrd)
EMPIRE F.L	KMS 64	6474 W	U.K.	TOULON (Dischargi
EMPIRE GARETH	H.P.5	3700 W	U.K.	GREECE
M. de LAGOTELLA	KMS 66	6000 W	U.K.	NAPLES (arrd)
OTTINGE	KMS 66	3320 N.C.	U.K.	ALEXANDRIA (arrd)
ANNA	KMS 67	6514 W	U.K.	GIBRALTAR (Dischar
ADA VAN VARA	K.X. 16	3300 W	U.K.	MALTA
[illegible]FORD	K.X. 16	3028 W	U.K.	NAPLES
SPEL	K.X. 16	3197 W	U.K.	MARSEILLES (For A
THEMISTOR	KMS 68	4973 N.C.	U.K.	MALTA
MATHILDA	KMS 68	4631 N.C.	U.K.	GIBRALTAR

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CONVOY	CARGO	LOADING PORT	DESTINATION	RELEASE TO
Ex Rail ARTIOCO loading 2500 tons Sardinian coal for Naval account at MADDALENA, LEGHORN and NAPLES				
-	2500 W	ORAN	NAPLES (Arrd)	C in C Med
Operational orders FUNDM - Now discharging LEGHORN.				
-	2500 W & N.C.	TARANTO	ANCONA	C in C Med
Operational orders C.S.15 - Now at CANDIA.				
-	2500 W	ALGIERS	NAPLES (Arrd)	C in C Med
KMS 64	6474 W	U.K.	TOULON (Discharging)	M.W.T.
H.P.3	3700 W	U.K.	GREECE	M.W.T.
KMS 66	6000 W	U.K.	NAPLES (Arrd)	M.W.T.
KMS 65	3320 N.C.	U.K.	ALEXANDRIA (Arrd)	M.W.T.
KMS 67	6514 W	U.K.	GIBRALTAR (Discharging)	M.W.T.
K.X.16	3300 W	U.K.	MALTA	M.W.T.
K.X. 16	3028 W	U.K.	NAPLES	M.W.T.
K.X.15	3197 W	U.K.	MARSEILLES (For Army)	M.W.T.
KMS 66	4973 N.C.	U.K.	MALTA	M.W.T.
KMS 68	4631 N.C.	U.K.	GIBRALTAR	M.W.T.

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NOVEMBER ARRIVALS

NAME	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE
WALKER TAYLOR		S.AFRICA	Indep	21 Nov		8500
PAXLARCHOS		U.K.				8500
ALBERT VAN DER NEER		U.S.A.				8500
SAINT BERNARD		"				8500

DECEMBER ARRIVALS

TEMPLE BAR		S.AFRICA				8500
FORT CALGARY		"				8500
HENRY G TUCKER		"				8500
BLAYSTOK	26'0"	"				9120
FORT BUFFALO		U.S.A.				8500
FORT ST NICHOLAS		U.S.A.				8500
THOMAS DONALDSON		U.S.A.	UGS 60	1 Dec		8400

JANUARY ARRIVALS

JESSE COTTRELL		S.AFRICA				8500
AUGUSTINE HEARD		S.AFRICA				8500
BRIDGEPOOL		U.K.				4650
JUNO/TOPIC		"				7250 Coal 250 Coke
LEONIDAS		"				5700
LOWLASTON		"				6500
JOHN S. SARGEANT		"				8535
VIN RIVER		"				5100
ANN STATHAYOU		"				7000
HERBERT D. CROWLEY		"				8535
JOHN H. BROOKS		"				8450

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APPENDIX 'D'

NOVEMBER ARRIVALS

	DRAFT	FROM	CONVOY	DUE AUGUSTA	TYPE OF COAL	TONNAGE	REMARKS
		S.AFRICA	Indep	21 Nov		8500	
		U.K.				8500	
		U.S.A.				8500	
		"				8500	

APPENDIX 'E'

DECEMBER ARRIVALS

		S.AFRICA				8500	
		"				8500	
		"				8500	
	26'8"	"				9120	
		U.S.A.				8500	
		U.S.A.				8500	
		U.S.A.	UGS 60	1 Dec		8400	

APPENDIX 'F'

JANUARY ARRIVALS

		S.AFRICA				8500	
		S.AFRICA				8500	
		U.K.				4650	BONE
		"				7250 Coal 250 Coke	ALGIERS
		"				5700	LA GOULETTE & TUNIS
		"				6500	" "
		"				8535	CASABLANCA
		"				5100	BONE
		"				7000	ALGIERS
		"				8535	ORAN & ALGIERS
		"				8450	ORAN & BONE

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SARDINIAN COAL PROGRAMME - OCT

NAME	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION
GAEGA	SARDINIAN	3 Week Oct	4800	CIVITAVECCHIA
EDEGA	"	4 Week Oct	7000	CATANIA
PELEGOS	"	4 Week Oct	800	PORT EMPEDOCLE

SARDINIAN COAL PROGRAMME - NOV

VAN OSTADE	SARDINIAN	1 Week Nov	3700	NAPLES
HERCULES	"	2 Week Nov	4000	CATANIA
ANDREA ODITARINI	"	2 Week Nov	1600	BASTIA
HERCULES	"	3 Week Nov	4000	CIVITAVECCHIA
EMPIRE THACKERAY	"	3 Week Nov	3600	PALERMO
GAEGA	"	4 Week Nov	5000	NAPLES
BORMAS	"	4 Week Nov	2800	GALLIPOLI
VISLA	"	4 Week Nov	4200	GALLIPOLI
SCHIAFFINO	"	4 Week Nov	4400	PALERMO
BELGIAN FLADES	"	4 Week Nov	3800	PORT EMPEDOCLE
KATTEDIJK HADJIPATERAS	"	4 Week Nov	5000	NAPLES

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APPENDIX 'J'

SARDINIAN COAL PROGRAMME - OCT

	TYPE OF COAL	ETS SAN ANTIOCO	TONNAGE	DESTINATION	REMARKS
	SARDINIAN	3 Week Oct	4300	CIVITAVECCHIA	
	"	4 Week Oct	7000	CATANIA	
	"	4 Week Oct	800	PORT EMPEDOCLE	

APPENDIX 'J'

SARDINIAN COAL PROGRAMME - NOV

	SARDINIAN	1 Week Nov	3700	NAPLES	
	"	2 Week Nov	4000	CATANIA	
	"	2 Week Nov	1600	BASTIA	R.O.M.
	"	3 Week Nov	4000	CIVITAVECCHIA	
	"	3 Week Nov	3600	PALERMO	
	"	4 Week Nov	5600	NAPLES	
	"	4 Week Nov	2800	GALLIPOLI	
	"	4 Week Nov	4200	GALLIPOLI	
	"	4 Week Nov	4400	PALERMO	
	"	4 Week Nov	3600	PORT EMPEDOCLE	
	"	4 Week Nov	5000	NAPLES	

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STATUS OF SHIPMENTS TO GREECE

NAME OF SHIP	DESTINATION	FROM	TONNAGE	REMA
HERON	PIRAEUS	MIDEAST Stockpile	400	-
ST. DUKE	"	" "	600	-
STAR OF CAIRO	"	INDIAN OCEAN	6334	-
FORT MARTIN	PATRAS	MIDEAST Stockpile	138	-
SAMOLAND	KALAMATA	" "	9	Ex vessels bunker
ELPIS	PREVEZA	" "	5	Ex vessels bunker
PANTELIA	VOLOS	" "	138	
-	SYROS	" "	249	Despatched in 4 C
			7860	

Original MIDEAST Stockpile = 10000
Less above = 1526
16474

To be made up from INDI
Less STAR OF CAIRO

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

PIRAEUS	5907
PATRAS	2400
KALAMATA	1430
PREVEZA	400
VOLOS	217
SALONIKA	1920
SYROS	29
KAVALLA	180
	12563

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APPENDIX 'C'

STATUS OF SHIPMENTS TO GREECE

DESTINATION	FROM	TONNAGE	REMARKS
PIRAEUS	MIDDLE East Stockpile	400	-
"	" "	600	-
"	INDIAN OCEAN	6334	-
PATRAS	MIDDLE East Stockpile	138	-
KALAMAI	" "	5	Ex vessels bunkers
PREVEZA	" "	5	Ex vessels bunkers
VOLOS	" "	138	
SYROS	" "	240	Despatched in 4 Caiques
		7860	

Original MIDDLE East Stockpile = 18000
Less above = 1526
16474

To be made up from INDIAN OCEAN = 20333
Less SHARE OF CARGO = 6334
13999

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

PIRAEUS	5967
PATRAS	2400
KALAMAI	1430
PREVEZA	400
VOLOS	217
SALONIKA	1920
SYROS	29
N.Vilos	100
	12563

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No 4

NORTH AFRICAN PORTS COAL SUB-COMMITTEE

Minutes of Meeting held at 1500hrs WEDNESDAY 15 Nov 44.

Chairman :	Major	H C	Stebbens	D.A.Q.M.G.(M) N.A.D.
Present :	Cdr	R K	Garrard RNR	S S T O Algiers
	Lieut	R W	Colcutt RNVR	S T O
	Capt	L J	Hutchings	Rep N.D.Tn (N A)
	Lieut	C	Smith	Rep Port Supt Algiers
	Mr	J H	Henderson	D M W T R (NA)
	Mr	R B	Scriven	D M W T R Algiers
	Mr	R A	MacDonnell	W S A (N.A.)
	Mr	JCS	Parsons	Rep Charbonnage Coy
	Mr		Nessler	Rep Groupement Charbonnier
	QMS	J	Burke	Secretary

The minutes of previous meeting were reviewed and approved.

21. PRESENT POSITION OF COLLIERS - NORTH AFRICA

The position of colliers at present in N.African ports was notified as follows :-

PENVILLE	ALGIERS	Quai Bizerte	EDC 0700hrs 15/11
LOCHDEE	"	" Charbon ii	EDC 21/11. Transporter breakdown today will necessitate re-allocation of cranes.
MADRAS CITY	"	Quai Dieppe	EDC 22/23 Nov
PLM14(Loading)	"	" Charbon ii (2nd off)	EDC 18/19 Nov
THISLEFORD	BONE		Arriving 16 Nov ETS68
FLEASTON	ORAN		Arrived 14 Nov ETS68

No delays are anticipated in discharge of the above, confirmation of this as far as Oran and Bone are concerned to be obtained by DMWTR

ACTION: Mr Henderson

22 FUTURE ARRIVALS

No further arrivals in November have been reported.

23 PROVISION OF ADDITIONAL BERTHS

Ref Minute 12. Cdr Garrard reported that following investigation of the various suggestions it has been agreed by all concerned that Audierne on Mole Voyageur is the most suitable berth for coal discharge and it is therefore proposed to utilise this berth immediately it becomes necessary to discharge a ship by own gear.

Lieut Smith reported the completion of 15 Japanese slings. Tests have already been carried out and further tests are due to be made tomorrow.

Information: C629

24. SPEEDING UP DISCHARGE OF COLLIERS.

Ref Minute 17. The question of introduction of 'scale rate of discharge' has been taken up with MEDFO. Concerning the proposed application of demurrage it was agreed that as the two proposals are closely bound up [illegible] awaited before considering further

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Mr	R B	Scriven	[illegible]
Mr	R A	MacDonnell	W C A (N.A.)
Mr	JCS	Parsons	Rep Charbonnage Coy
Mr		Nessler	Rep Groupement Charbonnier
QMS	J	Burke	Secretary

The minutes of previous meeting were reviewed and approved.

21. PRESENT POSITION OF COLLIERS - NORTH AFRICA

The position of colliers at present in N.African ports was notified as follows :-

FENDALE	ALGIERS	Quai Bizerte	EDC 0700hrs 15/11
LOCHDEE	"	" Charbon ii	EDC 21/11. Transporter breakdown today will necessitate re-allocation of cranes.
ULDAS CITY	"	Quai Dieppe	EDC 22/25 Nov
FLM14(Loading)	"	" Charbon ii (2nd off)	EDC 18/19 Nov
THISLEFORD	BONE		Arriving 16 Nov KN568
FLEASTON	ORAN		Arrived 14 Nov KN568

No delays are anticipated in discharge of the above, confirmation of this as far as Oran and Bone are concerned to be obtained by RNFR

ACTION: Mr Henderson

22 FUTURE ARRIVALS

No further arrivals in November have been reported.

23 PROVISION OF ADDITIONAL BERTHS

Ref Minute 12. Cdr Gerrard reported that following investigation of the various suggestions it has been agreed by all concerned that Audierne on Hole Voyageur is the most suitable berth for coal discharge and it is therefore proposed to utilise this berth immediately it becomes necessary to discharge a ship by own gear.

Lieut Smith reported the completion of 15 Japanese slings. Tests have already been carried out and further tests are due to be made tomorrow.

Information: 8629

24. SPEEDING UP DISCHARGE OF COLLIERS.

Ref Minute 17. The question of introduction of 'scale rate of discharge' has been taken up with MEDBO. Concerning the proposed application of demurrage it was agreed that as the two proposals are closely bound up with each other MEDBO reply should be awaited before considering further the demurrage proposal.

Discussing the labour question it was stated that the chief reason why difficulty is experienced in obtaining labour for coal discharge was the fact that there is no inducement in the way of extra pay for handling dirty cargo - the same rates of pay apply to coal and general cargo. The result is that men employed on coal discharge have the additional expense of baths etc. Another factor is the preference for employment on ships discharging 'attractive' cargo.

It was suggested that that paying of 'dirty money' and the provision of shower baths on the quay would have beneficial results.

Lieut Smith reported that the question of labour has already been discussed and is to be further discussed at the next meeting of the Commission Mixte on Friday.

ACTION: Cdr Gerrard
Lieut Smith

/ Over

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25 LENGTHENING OF BERTH AT QUAI DUFFES

Ref Minute 18. Mr Henderson reported that as a result of the meeting of a Committee to investigate the North African dredging position a recommendation is going forward that a self propelled suction dredger be brought up from Morrocco to work in Algiers.

Information:

26 MAINTENANCE OF CRANES.

Ref Minute 19. Discussing the question of provision of spare parts and material for crane maintenance, Mr Thomas stated that, at his request, detailed lists of material required had been re-submitted by the French. Two of these demands, the first of which was received by NAJHQ on 15th June, have been authorised through USA and UK sources but no further definite information is available. The third list was first received by Najem on 1st October. Procedure for placing of demands is for Groupement Charbonnier to submit to Ponts et Chaussees for screening who in turn pass on to Najem.
Mr Nessler stated that lists of requirements submitted since Jan '43 have not been met.
Following discussion it was generally agreed that the present crane position called for a definite line of action to ensure prompt supply of spares necessary to avoid serious breakdown of cranes in the near future.
With a view to ascertaining the immediate minimum requirements which are vital to keep cranes working it was agreed that representatives of A.D.Tn and Groupement Charbonnier should meet and draw up a list of such requirements when endeavour will be made to expedite supply by reference to MEDBO.

ACTION: A.D.Tn
Mr Nessler

27. PROVISION OF CRANE DRIVERS

In view of the acute shortage of skilled crane drivers Cdr Garrard enquired whether steps could be taken to obtain the release of drivers enlisted in the French Army.
As it is understood that demobilisation of certain classes of the French Army in North Africa is about to take place it was agreed that this application should be submitted to higher authority for consideration.

ACTION: Major Stebbens

Bearing on the question of the shortage of crane drivers Mr McDonnell suggested the introduction of single line automatic buckets (1 ton) which could be worked by ships derricks operated by winchmen.
It was agreed that this suggestion should be followed up with a view to ascertaining whether the necessary equipment could be obtained.

ACTION: Mr Henderson

Following discussion on the suggestion that ships' winchmen be employed Chairman requested that this question be raised at the next meeting of the Commission Mixte because of the complicated issues involved.

ACTION: Cdr Garrard

The next meeting will be held at
1500hrs on WEDNESDAY 22 Nov '44

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 52.

MINUTES OF REPEATH MEETING HELD AT 1600 HOURS ON THE 18TH NOVEMBER, 1944.

Present: Mr. I.D. Campbell in the Chair.
Commander M.L. Hardie R.N.
Lieut.-Commander H. Blain R.N.R.
Constructor Lieutenant J.C. Lawrence R.C.N.C.
Capitaine du Corvette Beilvaire.
Major Filo R.I.N.
Mr. R. Nicol
Mr. W.E.D. Dainton
Mr. G.W. Simmons
Mr. G.S. Ramsdale
Captain E.D. Bate
Captain T.L. Kidwell
Mr. W.E. Fereday Secretary.
Miss M.M. Michie Assistant Secretary.

ACTION BY:-

817. LA CIOTAT. Ref. 800. Mr. Dainton reported that advice had been received from D.N.W.T.R. Marseilles that the dock at La Ciotat would not be ready for 1st December, and the estimated time of completion was unknown.

818. "GEORGE W. McKNIGHT". Ref. 802. Mr. Dainton reported that a signal had been made to M.W.T. London that it had been arranged for this vessel to proceed to Oran for further inspection and any necessary temporary repair to enable her to proceed to a port outside the Mediterranean where she would be anticipated to arrive early December. Confirmation from London was still awaited.

819. "JOHN B. WATKINS". Ref. 803. Mr. Nicol hoped to have a reply early next week on the question of whether this vessel could be sent to a port outside the Mediterranean.

820. "ORBITA". Ref. 815. Mr. Dainton reported a signal from M.W.T. London that it had now been arranged that this vessel would proceed direct from the Middle East to the U.K. for repair. Commander Hardie referred to signals exchanged with C.S. Taranto on the question of taking the "ORBITA" in hand at the same time as the "ABERDALE", saying that he would now reply that this would no longer arise. Cmdr. Hardie.

821. REPAIRS AT BRINDISI. Ref. 815. Commander Hardie reported that there was no answer yet on the position at Brindisi, but Mr. Dainton stated that in the meantime a surveyor was being sent there from Algiers and should arrive on Monday.

822. CASABLANCA. Commander Hardie reported that the No.1 dock was presently occupied with repairs, and the "JUPINE" was left as the next priority. 3628

823. GIBRALTAR. Commander Hardie reported little change in the situation. The date for docking the "FULTON" in the No.1 dock after the H.M. Ship was still uncertain; the H.M. Ships in the No.2 dock were still expected to undock on the 22nd November but Gibraltar had now arranged that they would be followed by the "CELLINI" for 4 days; the H.M. Ship in the No.3 dock was still due to come out Captain Bate again stressed the need to drydock the

Mr. R. Nicol
Mr. W.E.B. Dainton
Mr. G.W. Simmons
Mr. G.S. Ramsdale
Captain R.D. Bate
Captain T.L. Kidwell
Mr. W.E. Feroday — Secretary.
Miss M.M. Michie — Assistant Secretary.

ACTION BY:-

817. LA CIOTAT. Ref. 800. Mr. Dainton reported that advice had been received from D.D.W.T.R. Marseilles that the dock at La Ciotat would not be ready for 1st December, and the estimated time of completion was unknown.

818. "CHARLES W. MORNIGHT". Ref. 802. Mr. Dainton reported that a signal had been made to M.W.T. London that it had been arranged for this vessel to proceed to Oran for further inspection and any necessary temporary repair to enable her to proceed to a port outside the Mediterranean where she would be anticipated to arrive early December. Confirmation from London was still awaited.

819. "JOHN S. HOPKINS". Ref. 803. Mr. Nicol hoped to have a reply early next week on the question of whether this vessel would be sent to a port outside the Mediterranean.

820. "ORBITA". Ref. 813. Mr. Dainton reported a signal from M.W.T. London that it had now been arranged that this vessel would proceed direct from the Middle East to the U.K. for repair. Commander Hardie referred to signals exchanged with C.S. Taranto on the question of taking the "ORBITA" in hand at the same time as the "ARDENVALE", saying that he would now reply that this would no longer arise. C/Cdr. Hardie.

821. [illegible] AT BRINDISI. Ref. 815. Commander Hardie reported that there was no answer yet on the position at Brindisi, but Mr. Dainton stated that in the meantime a surveyor was being sent there from Algiers and should arrive on Monday.

822. [illegible]. Commander Hardie reported that the No.1 dock was presently 3628 repairs, and the "JAINE" was left as the next priority.

823. GIBRALTAR. Commander Hardie reported little change in the situation. The date for docking the "FULCOR" in the No.1 dock after the H.M. Ship was still uncertain; the H.M. Ships in the No.2 dock were still expected to undock on the 22nd November but Gibraltar had now arranged that they would be followed by the "CORSAIR" for 4 days; the H.M. Ship in the No.3 dock was still due to come out about the end of November. Captain Bate again stressed the need to drydock the "[illegible] COAST" and "[illegible] CLAUDIO", but the Committee considered that they should be left as the next priorities for the No.3 dock.

824. ORAN. Commander Hardie stated that owing to previous ambiguous signals the report made at the Meeting on the 3rd November that the "JOHN S. CORBIN" had completed her drydocking (ref. Minute 706) was incorrect. The vessel in the dock with her had been changed but the "JOHN S. CORBIN" did not finally undock until the 15th November when French warships were put in, to be followed by two other French warships, which would occupy this dock until the end of November. Lt.Cdr. Blair reported that in view of the position thus disclosed the "OCEAN [illegible]" was to be sent to the Middle East for drydocking.

Commander Hardie drew attention to a signal from COMMOR proposing that the "FORT FIDLER" should be drydocked at Oran for examination and temporary/

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/temporary stiffening for passage to the U.K., and Mr. Dainton replied that this probably arose from a request made to the M.W.T. Surveyor there as to whether she could be temporarily stiffened with a view to putting her forward for the second bid for permanent repairs at a port outside the Mediterranean. Permanent repairs at Oran, however, would be a long job, probably about 2½ months. The Committee decided that the vessel should be drydocked at Oran after the French warships but for temporary stiffening only.

Commander Hardie added that there might be a gap of about 2/3 days between the docking of the respective French warships, and Mr. Dainton suggested that this might be utilised for the "GEORGE W. McKNIGHT", due at Oran in about 2/3 days time, if a short drydocking was found necessary before proceeding outside the Mediterranean (vide Minute 816), but the Committee felt that this could be left to Oran to deal with on an ad hoc basis.

It was reported by Commander Hardie that the No.3 dock would be fully bought up with U.S. warships and therefore the vessels programmed at the last Meeting for this dock had now been listed for the No.2 dock. The decision taken at the last Meeting (ref. 809) that the "CORFELL" should wait at Ferryville had been too late to stop the vessel and she had arrived at Oran, where COMNOB proposed she should dock on the 19th November. The "[illegible]" had been drydocked but it was now understood that she would require to re-dock for refitting stern tube and tail shaft, and it was agreed that she should be put in after the "CORFELL". She would then be followed by the "CALA" and "CAP FALCON" respectively. In response to a request from Captain Beilvaire that the "VILLE D'AJACCIO" be allowed to drydock at Algiers, this vessel was deleted from the Oran programme.

825. ALGIERS. It was reported that the "CHATEAU LAFOUR" should have undocked to-day and the "FINISTERE" then put in for two days. It was agreed that the next priority should be the "ORKLA", followed by the "VILLE D'AJACCIO" and "LIDO" respectively, or vice versa according to whichever arrived first at Algiers. Mr. Nicol stated that he had just received advice that the "GRAND-QUEVILLY", now about due Naples, required drydocking, and vessel could be sent to either Oran or Algiers where she would be available about the 23rd November. It was decided that the ship should be docked at Algiers, and she was added to the list for the No.1 dock accordingly. Mr. Nicol.

It was agreed that the "LES ISSERS" should be docked in the No.2 dock, the matter being left to the Captain of the Dockyard, Algiers to fit in with the docking of local craft.

In view of their indefinite position, other bids were deferred for the next Meeting.

826. FERRYVILLE. The Chairman drew attention to the fact that in view of the plague, all ships were required to fumigate at Ferryville, where difficulty was being experienced in housing the crews during this operation, the only place where they could be accommodated being at Tunis, and the Committee were of that it was undesirable to send further ships there for short drydockings at present.

Commander Hardie reported that the No.1 dock would still be occupied by the French warship until early December. The French warship in the No.2 dock was about due to undock, and it was agreed that the next priority should be the "SUNFLOWER" now ready at Bizerta, to be followed by the "TORE JARL" now en route for the port. Commander Hardie added that the French Naval tanker "ELORN" had requested drydocking, and it was decided that she should be put in after the "TORE JARL".

The "AGATHA" was ready to follow the "ALEXANDRE ANDRE" in the No.4 dock about the 20th November, and an H.M. ship would require to be put in thereafter

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It was reported by Commander Hardie that the No.3 dock would be fully booked up with U.S. warships and therefore the vessels programmed at the last Meeting for this dock had now been listed for the No.2 dock. The decision taken at the last Meeting (ref. 808) that the "CORFEIL" should wait at Ferryville had been too late to stop the vessel and she had arrived at Oran, where COMNOB proposed she should dock on the 19th November. The "[illegible]" had been drydocked but it was now understood that she would require to re-dock for refitting stern tube and tail shaft, and it was agreed that she should be put in after the "CORFEIL". She would then be followed by the "OMLA" and "GAP FALCON" respectively. In response to a request from Captain Bellville that the "VILLE D'AJACCIO" be allowed to drydock at Algiers, this vessel was deleted from the Oran programme.

825. ALGIERS. It was reported that the "CHATEAU LAFOUR" should have undocked to-day and the "FINISTERE" then put in for two days. It was agreed that the next priority should be the "OMLA", followed by the "VILLE D'AJACCIO" and "LILAO" respectively, or vice versa according to whichever arrived first at Algiers. Mr. Nicol stated that he had just received advice that the "GRAND-QUEVILLY", now about due Naples, required drydocking, and vessel could be sent to either Oran or Algiers where she would be available about the 25th November. It was decided that the ship should be docked at Algiers, and she was added to the list for the No.1 dock accordingly. Mr. Nicol.

It was agreed that the "LES ISSES" should be docked in the No.2 dock, the matter being left to the Captain of the Dockyard, Algiers to fit in with the docking of local craft.

In view of their indefinite position, other bids were deferred for the next Meeting.

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Commander Hardie reported that the No.1 dock would still be occupied by the French warship until early December. The French warship in the No.2 dock was about due to undock, and it was agreed that the next priority should be the "SUNFLOWER" now ready at Bizerta, to be followed by the "TOAE JAHL" now en route for the port. Commander Hardie added that the French Naval tanker "ELORN" had requested drydocking, and it was decided that she should be put in after the "TOAE JAHL".

The "AGATHA" was ready to follow the "ALEXANDRE ANDRE" in the No.4 dock about the 20th November, and an H.M. ship would require to be put in thereafter for 4/5 days.

827. TARANTO. Commander Hardie reported that the "JONATHAN WORTH", "MATL." and Italian warships were now expected to undock from the No.1 dock about the 23rd November, when an Italian warship would be put in for 12 days. An H.M. ship should by now be in the No.2 dock and would be expected to undock about the 25th November. The "NETTUNO" was in the No.12 dock until the 18th November, when H.M. ships would go in until the 25th November. The "FORT CARNOU" was still expected to come out from the No.13 dock about the 25th November, which would then be occupied by the "ABBEYDALE" for six days.

Lt.Cmdr. Blair stated that the "OCEAN GIPSY" and "FORT ASTORIA" could not be spared to wait a long time for a drydock. The Committee considered that/

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/that on the picture presented above, one of these vessels should be able to dock about the 25th November, but requested that an examination be made by D.D.T.O. Med. as to whether either or both could be sent elsewhere for docking. It has since been arranged that the "FORT ASTORIA" will drydock in the Middle East.

Captain Bate expected that the "SALTCREEK" would be available at Taranto about the 22nd November, and it was agreed that she should receive first priority.

Lt.Cmdr. Blair said that it was proposed the "FREIBURG" be used as a hospital transport, and Mr. Dainton considered that she would require 3/4 weeks for fitting out, but the Committee decided that she should be given the next priority for drydocking after the "SALTCREEK". The question was raised as to whether the repairs to the "ERNSE JARL" could be carried out at Brindisi, in view of the existing commitments at Taranto, but the Secretary drew attention to a signal from N.O.I.C. Bari that it had been intended to sail her in tow on the 17th November to Taranto for drydocking, and it was therefore agreed that the vessel should be included in the Taranto programme.

Captain Bate stated that it had been agreed that the "LUDWIGIA" would drydock in the Middle East.

Other drydocking bids were left for a subsequent Meeting, in view of their positions.

620. BRINDISI. The "OLWINA" had completed her second docking. The "LUCILLE" was expected to be ready for docking at Brindisi about the 20th November.

629. NAPLES. It was reported that the "T.L.H. 13" and the "AMELIA" had been docked, and the "AUDUN" was now in the No.1 dock for 10/16 days. It was decided that the next priorities should be "SAARBRUCH" then "TARVIRED" ready about 22nd and 25th November respectively.

A U.S. warship was in the No.2 dock until the 20th November, and it was agreed that the "EMPIRE FAY" should then be put in if ready.

The Committee discussed the question of the 600 tons ammunition on board the "SUTHERLAND", and Commander Hardie was requested to take up the matter with the Captain of the Dockyard, not only from safety considerations in docking a vessel with ammunition on board but also from the point of view of the weight involved. In the meantime it was decided that the vessel should dock in the No.2 dock after the "EMPIRE FAY" subject to this enquiry. Cmdr. Hardie.

It was agreed that the "TUNISINO" should be third priority for the No.2 dock.

An H.M. ship was to be put in the No.3 dock to be followed by another Naval vessel. The floating dock was still being used for Italian warships and local craft.

Lt.Cmdr. Blair was requested to examine whether the "EMPIRE ROSALIND" could be sent elsewhere for docking, to relieve the position at Naples, and it has since been arranged that the vessel will dock in the Middle East.

Other bids were left for discussion at a later Meeting.

3627

630. LEGHORN. Commander Hardie reported that the "EMPIRE HUGH" was about due to be put in the No.1 dock with the tug "EMPIRE DEVIL". Captain Bate said that he had received advice from Leghorn that it had been agreed that the "WELSH COAST" would drydock before the "CHRISTINE", and he had signalled to assert in when the former would complete discharge, when a chemist would be needed to certify her gas-freeing.

631. REPAIRS AT MARSEILLES. Mr. Nicol reported the following advice from the W.S.A. representative at Marseilles:-

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priority for drylocking after the "SAMCREEK". The question was raised as to whether the repairs to the "CRUISE JAIL" could be carried out at Brindisi, in view of the existing commitments at Taranto, but the Secretary drew attention to a signal from N.O.I.C. Bari that it had been intended to sail her in tow on the 17th November to Taranto for drylocking, and it was therefore agreed that the vessel should be included in the Taranto programme.

Captain Nate stated that it had been agreed that the "LUMINETTA" would drylock in the Middle East.

Other drylocking bids were left for subsequent meeting, in view of their positions.

C28. BRINDISI. The "QUEEN" had completed her second docking. The "LUCAIN" was expected to be ready for docking at Brindisi about the 23th November.

C29. NAPLES. It was reported that the "T.L.B. 13" and the "MUSIL" had been docked, that the "AUDUN" was now in the No.1 dock for 10/16 days. It was decided that the next priorities should be "SHEFLUGH" then "TAMFREDO" ready about 22nd and 25th November respectively.

A U.S. warship was in the No.2 dock until the 20th November, and it was agreed that the "EMPIRE FAY" should then be put in if ready.

The Committee discussed the question of the 500 tons ammunition on board the "SUTHERLAND", and Commander Hardie was requested to take up the matter with the Captain of the Dockyard, not only from safety considerations in docking a vessel with ammunition on board but also from the point of view of the weight involved. In the meantime it was decided that the vessel should dock in the No.2 dock after the "EMPIRE FAY" subject to this enquiry. Cmdr. Hardie.

It was agreed that the "TUNISINO" should be third priority for the No.2 dock.

An H.M. ship was to be put in the No.3 dock to be followed by another Naval vessel. The floating dock was still being used for Italian warships and local craft.

Lt.Cmdr. Bladi was requested to examine whether the "EMPIRE ROSALIND" could be sent elsewhere for docking, to relieve the position at Naples, and it has since been arranged that the vessel will dock in the Middle East.

Other bids were left for discussion at a later meeting.

3627

C30. LEGHORN. Commander Hardie reported that the "EMPIRE MAYOR" was about due to be put in the No.1 dock with the tug "EMPIRE DENIS". Captain Nate said that he had received advice from Leghorn that it had been agreed that the "WELSH COAST" would drylock before the "CHRISTINE", and he had signalled to ascertain when the former would complete discharge, when a chemist would be needed to certify her gas-freeing.

C31. REPAIRS AT MARSEILLES. Mr. Nicol reported the following advice from the W.S.A. representative at Marseilles:-

The Port Control Committee has now allocated for use by the U.S.A. and U.K.T. the following alongside berths for repair work:

No. 90 Wharf - 21 ft. of water.
North between 107 and 108 - 19 ft. of water.
No. 61 - 18 ft. of water.
No. 58 - 20 ft. of water.

C32. "ROUTOURNA". The Chairman referred to a request from the French Shipping Allocation Committee that this vessel, reflotted at Bougie and under-one satisfactory trials after preliminary repairs, be sent to another port in the Mediterranean for permanent repairs. It was understood that the estimated duration of the work was six months. After some discussion, it was agreed that in view of the position as stated in Minute C11, the matter should be/

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Mr. Daintor.

/to developed with Marseilles..

833. REPAIRS AT CASABLANCA. The Committee noted the following report from the French Shipping Allocation Committee:

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 programme of repairs drawn up for this port for merchant vessels cannot be maintained and one must anticipate that this programme will have to be shared by the ports of DAKAR, ORAN and ALGIERS.

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DRYDOCKING L[illegible]

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
ALGIERS.	CHATEAU LATOUR	DOCKED			
	FINISTERE	IN DOCK			
	ORKLA	At Algiers	ready	Jan.1944	Speed reduced from 7½ to
	LIDO	In S.France dschg.Then Algiers	24th Nov.	May 1944	Speed reduced from 8½ to 6 k. & damaged p
	CORCUEST	At Bastia ldg.for Leghorn	early Dec.	Mar.1944	" " " 9½ " 7 k. Hull defec
	ESPIGUETTE	Corsica/Sardinia	indefinite	Nov.1944	Foul,speed reduced from 8 to 5½ k. (Fren
	ASTRA	Due Ancon. to dsge.	1st Dec.	Feb.1944	Ital. Reduced speed
	EMPIRE LASS	In S.France	on relief	Apr.1944	Tanker. Damged prop. Been ashore
	LES ISSERS	At Algiers		Mar.1944	Cleaning & Painting (2 da
ORAN.	TAUTRA	DOCKED			
	CORFELL	At Oran	19th Nov.	Feb.1944	Speed reduced from 8½ to
	CAM.	At Naples awaiting dsge.	end Nov.	Oct.1943	Adurty. Collier
	CAP FALCON	At sea for Ajaccio		Mar.1944	Cleaning & Painting
	VILLE D'AJACCIO	Algiers/Ajaccio		Mar.1944	" " "
N.B.	OCEAN PRIDE	To dock in M.E.			
CASABLANCA.	VENDOME	DOCKED			
	JANUS	At Casablanca		Oct.1944	To re-dock (4 d
GIBRALTAR.	FULCOR	At Gibraltar			Ital.Tanker.Requires new stern tube, tail
	IVORY COAST	At Gibraltar	ready	Jan.1944	Tanker. Cleaning & Painting
	SAN CLAUDIO	At Gibraltar	ready	Sept.1943	Tanker.Cleaning & Painting & exam.of tai
BIZERTA.	SUNFLOWER	At Bizerta	ready	Nov.1943	Tanker. Cleaning & Painting
	AGATHA	At Bizerta	ready	Mar.1944	Tanker.Cleaning & Painting & exam.of ta
	TORR JANE	At sea for Bizerta	22nd Nov.	Mar.1944	Speed reduced from 8½ to
TARANTO.	ARGENTINA	DOCKED			
Cleaning &	OCEAN GIPSY	Dschg. at Bari	20th Nov.		Foul
Painting.	FORT ASTORIA	At Taranto	ready	Feb.1944	
	CHERCA	At Algiers for Taranto		Dec.1943	Cleaning & Painting.(Awaiting repairs) I
	WORCESTERSHIRE	Taranto/Greece	early Dec.		Personnel ship. Reduced spee
	AMSTEL	At Taranto for dsge.& return	early Dec.	Sept.1943	Reduced speed
N.B.	FORT VENANGO	To M.E.for cleaning & painting			
	ELM CREEK	At Ancona	21st Nov.	May 1944	Tanker. Reduced speed

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DRYDOCKING L[illegible]

7th NOVEMBER, 1944.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
DOCKED				
IN DOCK		Jan.1944	Speed reduced from 7½ to 5 k.	(PSTO BID)
At Algiers	ready	May 1944	Speed reduced from 8½ to 6 k. & dumged prop.	"
To dschg.Than Algiers	24th Nov.	Mar.1944	" " " 9½ " 7 k. Hull defects	"
In Idg.for Leghorn	early Dec.	Nov.1944	Foul,speed reduced from 8 to 5½ k. (French)	"
Bizen/Sardinia	indefinite	Feb.1944	Ital. Reduced speed	(MWTR BID)
In to dsge.	1st Dec.	Apr.1944	Tanker. Dumged prop. Been ashore	(FRENCH BID)
In In S.France	on relief	Mar.1944	Cleaning & Painting (2 days)	
At At Algiers				
DOCKED				
At Oran	19th Nov.	Feb.1944	Speed reduced from 8½ to 7 k.	(PSTO BID)
Awaiting dsge.	end Nov.	Oct.1943	Admty. Collier	(MWTR/FED BID)
Seen for Ajaccio		Mar.1944	Cleaning & Painting	(FRENCH BID)
Algiers/Ajaccio		Mar.1944	" " "	"
To dock in U.K.				
DOCKED			To re-dock (4 days)	(FRENCH BID)
At Casablanca		Oct.1944		
At Gibraltar			Ital.Tanker.Requires new stern tube, tail end & prop.	(MWTR BID)
At Gibraltar	ready	Jan.1944	Tanker. Cleaning & Painting	"
At Gibraltar	ready	Sept.1943	Tanker.Cleaning & Painting & exam.of tail end shaft	
At Bizerta	ready	Nov.1943	Tanker. Cleaning & Painting	(MWTR BID)
At Bizerta	ready	Mar.1944	Tanker.Cleaning & Painting & exam.of tail end shaft	"
Seen for Bizerta	22nd Nov.	Mar.1944	Speed reduced from 8½ to 7 k.	(PSTO BID)
DOCKED				(PSTO BID)
Idg. at Bari	20th Nov.			"
At At Taranto	ready	Feb.1944	Foul	(MWTR BID)
Viers for Taranto		Dec.1943	Cleaning & Painting.(Awaiting repairs) Ital.	(PSTO BID)
To Taranto/Greece	early Dec.		Personnel ship. Reduced speed	(MWTR/FED BID)
Into for dsge.& return	early Dec.	Sept.1943	Reduced speed	
To M.E.for cleaning & painting				(MWTR BID)
At Ancona	21st Nov.	May 1944	Tanker. Reduced speed	

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17TH NOVEMBER.

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TARANTO.	NETTUNO	IN DOCK			
For Repairs.	ORATA	At Taranto	26th Nov.	Not docked for 5 years.	Ital.Requires 1 month's repairs
	TURIDDU	At Taranto	end Nov.		Ital.(repairing till abt.27th Nov.) alignment of s
	TERESA SCHLAFFINO	At Taranto			Ital. Removal of prop.shaft
	FREIBURG	At Brindisi			For inspection (PR
	BRUSE JARL	At Bari		Sept.1944.	Damaged. Requires towage to d/d p
BRINDISI.	CETINA	DOCKED			
	LUBLIN	Naples for Brindisi	20th Nov.		Reduced speed
NAPLES.	P.L.M.13	DOCKED			
	ARSIA	DOCKED			
	AUDUN	At Naples due dock 17th	ready	June 1944	Speed reduced from 8½ to 6 k.Severe damage
	EMPIRE FAY	At Naples	19/20th Nov.	Jan. 1944	Tanker.Reduced speed. Changes crew at Napl
	TUNISINO	Due Naples	on arrival	Nov. 1943	Foul.Speed reduced from 8½ to 6½ k.
	TARVISED	At Naples	20th Nov.	Nov. 1943	Ital.Tanker. Reduced speed.Minor hull defe
	SAMFEUGH	At Leghorn dischg.	22nd Nov.		Rudder repairs & collision damage
	EMPIRE ROSALIND	At Naples dischg.	25th Nov.	Dec. 1943	Foul. Speed reduced from 9 to 7½ k.
	SAMOIS	ldg.Naples for Leghorn	30th Nov.	Feb. 1944	Foul. Speed reduced from 11½ to 9 k.
	SUTHERLAND	At Naples		June 1944	Damaged.Prop. & hull 8/14 days (800 tons c
	ANDREA CONTARINI	Due Ajaccio to dsge.	end Nov.	May 1944	Ital. Cleaning & Painting
	FANNY BRUNNER	On inter-island service	indefinite	Apr. 1944	(Ital.) Speed reduced from 10½ to 7 k.
	CAPO MELE	At Castellamare		Aug. 1942	" " " " 10½ " 6½ k.Rec
	TIUTON MARIS	At Castellamare	mid Dec.	Dec. 1943	Cleaning & Painting & draw shaft
	EMPIRE MIST	Bid withdrawn			
LEGHORN.	EMPIRE HARP	At Leghorn	ready	May 1944	Tanker. Reduced speed.
	WELSH COAST	At Leghorn	when discharged & gas free		Tanker.

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17th NOVEMBER, 1944.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
IN DOCK				
At Taranto	26th Nov.	Not docked for 5 years.	Ital:Requires 1 month's repairs & Cleaning & Painting	(MWTR BID)
At Taranto	end Nov.	Ital.(repairing till abt.27th Nov.)	alignment of shaft	"
TFING At Taranto		Ital.	Removal of prop.shaft	"
At Brindisi			For inspection	(PROVISIONAL PSTO BID)
At Bari		Sept.1944.	Damaged. Requires towage to d/d port.	(MWTR BID)
DOCKED				
es for Brindisi	20th Nov.		Reduced speed	(PSTO BID)
DOCKED				
DOCKED				
les due dock 17th	ready	June 1944	Speed reduced from 8½ to 6 k.Severe damage to rudder & prop. frame	(MWTR BID)(
At Naples	19/20th Nov.	Jan. 1944	Tanker.Reduced speed. Changes crew at Naples	"
Due Naples	on arrival	Nov. 1943	Foul.Speed reduced from 8½ to 6½ k.	(PSTO BID)
At Naples	20th Nov.	Nov. 1943	Ital.Tanker. Reduced speed.Minor hull defects	(MWTR BID)
Leghorn dischg.	22nd Nov.		Rudder repairs & collision damage	(PSTO BID)
IID At Naples dischg.	25th Nov.	Dec. 1943	Foul. Speed reduced from 9 to 7½ k.	"
Naples for Leghorn	30th Nov.	Feb. 1944	Foul. Speed reduced from 11½ to 9 k.	"
At Naples		June 1944	Damaged.Prop. & hull 8/14 days (300 tons ammunition on board)	(MWTR BID)
RINI Due Ajaccio to dsge.	end Nov.	May 1944	Ital. Cleaning & Painting	(PSTO BID)
R On inter-island service	indefinite	Apr. 1944	(Ital.) Speed reduced from 10½ to 7 k.	"
At Castellamare		Aug. 1942	" " " " 10½ " 6½ k.Requires repairs	(MWTR BID)
At Castellamare mid Dec.		Dec. 1943	Cleaning & Painting & draw shaft	"
Bid withdrawn				
At Leghorn	ready	May 1944	Tanker. Reduced speed.	
At Leghorn	when discharged & gas free		Tanker.	(MWTR BID)

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SECRET.

DOCKING PROGRAMME.

17th November, 1944.

CASABLANCA.

No. 1. Dock

Repairs until 20th Nov.
JANINE (4 days)(redocking)

No. 2. Dock

Local craft

GIBRALTAR.

No. 1. Dock

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

No. 2. Dock

H. M. Ships (out abt. 22nd Nov.)
ODZANI (4 days)

No. 3. Dock

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

No. 4. Dock

Dockyard craft

ORAN.

No. 1. Dock

French Warships (out end Nov.)
FORT FIDLER (temp. stiffening only)

No. 2. Dock

CORFEIL (2 days)
TAUTRA (to redock)
CAR.
CAP FALCON (2 days)

No. 3. Dock

U. S. Warships

ALGIERS.

No. 1. Dock

CHATEAU LAFOUR (abt. out)
FINISTERE (2 days)
ORKLA (2 days)
VILLE D'AJACCIO
LIDO (2 days)
GRAND-QUEVILLY

No. 2. Dock

Local Craft
LMS ISSMRS

FERRYVILLE.

No. 1. Dock

French Warship (out early Dec.)

No. 2. Dock

French Warship (abt. out)
SUNFLOWER (2 days)
TOWN JARL (2 days)

No. 4. Dock

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Repairs until 20th Nov.
JANUS (4 days)(redocking)

Local craft

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.)
ODZANI (4 days)

No. 3. Dock

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

No. 4. Dock

Dockyard craft

O R A N.

No. 1. Dock

French Warships (out end Nov.)
PORT FIELDER (temp. stiffening only)

No. 2. Dock

CORFELL (2 days)
ILDTRA (to redock)
CARA
C.P FALCON (2 days)

No. 3. Dock

U. S. Warships

A L G I E R S.

No. 1. Dock

CHATEAU LAFOUR (abt. out)
FINISTERE (2 days)
ORNIA (2 days)
VILLE D'AJACCIO
LIDO (2 days)
GRAND-QUEVILLY

No. 2. Dock

Local Craft
LMS ISSERS

F E R R Y V I L L E.

No. 1. Dock

French Warship (out early Dec.)

No. 2. Dock

French Warship (abt. out)
SUNFLOWER (2 days)
TORA JARL (2 days)
BJORN

No. 4. Dock

ALEXANDRE ANDRE (out 20th Nov.)
AGATHA
H. M. Ship

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T A R A N T O/

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T A R A N T O.

No. 1. Dock

Italian Warships, MOTI. & JONATHAN WORTH (out abt. 23rd Nov.)
Italian Warship (12 days)

No. 12. Dock

NETTUNO (out abt. 18th Nov.)
H. M. Ships (out abt. 25th Nov.)

No. 10. Dock

Warship

No. 2. Dock

H. M. Ships (out abt. 25th Nov.)

No. 13. Dock

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

No. 23. Dock

Warship

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

For cleaning & painting

SALT CREEK
OCEAN GYPSY

For Repairs

FREIBURG
ORATA
BRUSE JARL

B R I N D I S I.

As arranged by C. S. Taranto

LUBLIN

N A P L E S.

No. 1. Dock

AUDUN (10/16 days)
SAMFOSH
TARVISIO

No. 3. Dock

H. M. Ship
Italian Naval Ship

No. 2. Dock

U. S. Warship (t abt. 20th Nov.)
EMPIRE FAY (2 days)
SUTHERLAND (subject to confirmation)
TUNISINO (2 days)

Floating Dock

Italian Warships & Local Craft

L E G H O R N.

EMPIRE HARP & Tug
WELSH COAST
CHRISTINE (3 weeks)

P A L E R M O.

U. S. Warships

No. 12. Dock

NETTUNO (out abt. 18th Nov.)
H. M. Ships (out abt. 25th Nov.)

No. 10. Dock

Warship

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

No. 23. Dock

Warship

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

For clearing & painting

SALLY KRAEK
OCEAN GYPSY

For Repairs

FRAIBURG
CRATA
BRUSE JARL

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

LUBLIN

N A P L E S.

No. 1. Dock

AUDUN (10/16 days)
SANFORD
TARVISIO

No. 2. Dock

U. S. Warship (abt. 20th Nov.)
EMPIRE FAI (2 days)
SUTHERLAND (subject to confirmation)
TUNISINO (2 days)

No. 3. Dock

H. M. Ship
Italian Naval Ship

Floating Dock

Italian Warships & Local Craft

L E G H O R N.

EMPIRE HARP & Tug
WELSH COAST
CHRISTINE (3 weeks)

P A L E R M O.

U. S. Warships

M E S S I N A.

H. M. Ships

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SECRET

REPORT OF MERCHANT SHIP REPAIR POSITION FOR MEETING AT 1600 HRS ON 17th NOVEMBER 1944.

SIGNAL KEY

Dates anticipated or actual

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	Completion of temporary repair to proceed to other repair port, In tow G

Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS - 13/11/44				
SERULA	A) B) 28/10 C)	Routine D/D. Rudder & boiler repairs.	D 3/11 E 12/11	Commenced loading 12/11. Boiler repairs will complete 15/11.
P.L.M.14	A) B) 5/11	Fumigation.	E 6/11	Completed.
CORCHESTER		SAMGLORY OCEAN FAME	)	
BENJAMIN TAY		SAMTRUTH VON HONTHORST	) Minor repairs	
FORT CUMBERLAND		PENHALE EMPIRE SPLENDOUR	) since 6/11/44.	
FORT STAGER		LOCH DEE	)	
GIBRALTAR - 12.11.44.				
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps and valve extention rods.	E Ind.	Dockyard work stopped owing to labour shortage.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & 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 & engine repairs.	E 14/11	
ASHBURY	A 7/11	Main condenser to retube.	E Not stated.	Awaiting tubes from U.K.
STAL	A 9/11 B 10/11	Shafts for auxiliary turbo generator & lighting dynamo to repair.	E 14/11	
SANSOLA	A)	Feed pump chambers to	E 16/11	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS - 13/11/44				
SEMULA	A) B) 28/10 C)	Routine D/D. Rudder & boiler repairs.	D 3/11 E 12/11	Commenced loading 12/11. Boiler repairs will complete 15/11.
P.L.M.14	A) B) 5/11	Fumigation.	E 6/11	Completed.
CORCHESTER BENJAMIN TAY FORT CUMBERLAND FORT STAGER	SAMGLORY SAMTRUTH PENHALE LOCH DEE	OCEAN FATE VON HONTHORST EMPIRE SPLENDOUR		Minor repairs since 6/11/44.
GIBRALTAR - 12.11.44				
TAIGETE (T)	A 29/6 B 6/7	Repairs to cargo pumps and valve extention rods.	E Ind.	Dockyard work stopped owing to labour shortage.
FULGOR (T)	A 30/11	Requires new stern tube, propeller & 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 & engine repairs.	E 14/11	
ASHBURY	A 7/11	Main condenser to retube.	E Not stated.	Awaiting tubes from U.K.
SEAL	A 9/11 B 10/11	Shafts for auxiliary turbo generator & lighting dynamo to repair.	E 14/11	
SARSOLA	A) B) 11/11	Feed pump chambers to patch.	E 16/11	
MOSES ROGERS FORT BEDFORD FORT FREDERICK	PORT GUINEVERE FORT ROYAL CATAWBA (T)	ALETTA ST.ROSARIO PROCRIS.		Minor repairs since 31/10/44.
FORT HENLEY CHINESE PRINCE	EMPIRE PORTLAND ELIZABETH TERESA	SHUNA CORDILLERA		Minor repairs since 7/11/44.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
AUGUSTA - 10/11/44				
CITTA DI ALESSANDRIA (It.)	A) B) 9/11	Broken cylinder head.	E 11/11	
ELISH - 14/11/44				
ELISH (Greek)		Defective funnel dampers.		Delayed 24 hrs. Average speed on passage to Augusta 4 knots. Held for repair.
BONE - 14/11/44.				
No major repairs reported.				
SAMSPELGA EMPIRE ROSALIND FORT FINE	SALVORE STANHILL ATLE JARL	LINGE		Minor repairs since 7/11/44.
MALTA - 14/11/44 (No report rec'd for w/e 7/11/44).				
ELENA C. (It. Sch)	A 10/10 B 11/10	Diesel engine breakdown.	E Not stated.	Continued bearing trouble encountered.
ELENI	A) B) 10/11	Salting up of boilers.	E 16/11	
AGATHA CANTACEIT BALTIC	BRITANNY COAST OCEAN PILGRIM CID	BRITISH MERIT		Minor repairs since 7/11/44.
NAPLES - 16/11/44				
PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean & repairs. Re-wooding stern tube. Hull repairs.	D 8/11 E 27/11	Completion dependent on weather. Plates on harbour deck to be renewed.
FALKEFJELL	A) B) C) 6/11	Routine D/D.	D) E) 9/11	Completed.
SOUTHGATE	A) B) 8/11	Repairs to boiler feed check valves.	E 14/11	Completed.
SAMLEYTE	A) B) C) 9/11	Routine D/D and suspected bottom damage.	E 12/11	Completed.

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(Greek)			Average speed on passage to Augusta 4 knots. Held for repair.

BONE - 14/11/44.

No major repairs reported.

SAMSPELGA	SALVORE	LENCE	Minor repairs since 7/11/44.
EMPIRE ROSALIND	STANHILL		
FORT PINE	ATLE JARL		

MALTA - 14/11/44. (No report rec'd for w/e 7/11/44).

ELENA O. (It. Sch)	A 10/10 B 12/10	Diesel engine breakdown.	E Not stated.	Continued bearing trouble encountered.
ELENI	A) B) 10/11	Salting up of boilers.	E 16/11	
AGATHA	BRITANNY COAST	BRITISH MERIT	Minor repairs since 7/11/44.	
CANTARCIT	OCEAN PILGRIM			
BALTIC	CID			

NAPLES - 16/11/44

PASS OF MELFORT	A 24/10 B 25/10 C 1/11	Extensive general overhaul, boiler clean & repairs. Re-wooding stern tube. Hull repairs.	D 8/11 E 27/11	Completion dependent on weather. Plates on harbour deck to be renewed.
FALKEFJELL	A) B) 6/11 C)	Routine D/D.	D) E) 9/11	Completed.
SOUTHGATE	A) B) 8/11	Repairs to boiler feed check valves.	E 14/11	Completed.
SAMLEYTE	A) B) 9/11 C)	Routine D/D and suspected bottom damage.	E 12/11	Completed.
P.L.M.13	A) B) 12/11 C)	Routine D/D.	D 16/11 E 14/11	Completed. Vessel was held in D/D until 16/11 owing to bad weather.
EMPIRE OUTPOST	A) B) 13/11	Weather damage to hatch coamings & deck plates.	E 21/11	

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

NAPLES (Cont'd)

Minor repairs since 9/11/44.

THAMESFIELD	MIGUEL DE LARRINAGA	FORT BILOXI
SANCEBU	SAMSHIRE	CHAMPOLLION
FORT ASTORIA	FORT CARLTON	SANDAK
SANTAMPA	SAMDART	FORT MEDUCTIC
EACTO	OCEAN VULCAN	EMPIRE ROSALIND.
FORT COLUMBIA	EMPIRE MIST	
ANGLO AFRICAN	ARUNDEL CASTLE	
SAMSTRULE	EMPIRE OUTPOST	
FORT RICHELIEU	SAMOIS	
SOUTHGATE	CAPE SABLE	

REPORT RECEIVED FROM W.S.A. AS AT NOVEMBER 16, 1944.

ALGIERS

GEORGE SHIRAS	Minor repairs, Nov. 9 to Nov. 16.

CASABLANCA

JOEL CHANDLER HARRIS	Completed scrubbing operations.
HOWARD GIBSON	Work proceeding as per schedule. Est. complete Dec. 20th.

ORAN

JOHN S. COPLEY	Work proceeding on schedule. Est. complete middle of December.
DANIEL WEBSTER (L.A.S.F.)	

HENRY W. LONGFELLOW	JOSEPH WARREN	JAMES TURNER
OSCAR STRAUSS	P.T. ROWG	JOHN G. WHITTIER
MARTIN JOHNSON	EDMUND DICKENS	

TOULON

ELINOR WYLIE	Further survey indicates can be repaired afloat. Est. ready proceed home about 5 weeks.
JOHN HOPKINS	No further details. Expect ready for two Nov. 20th.

TARANTO:

JONATHAN WORTH	In D/D Est. completion date November 25th.

NAPLES

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Minor repairs since 9/11/44.

THAMESFIELD
SANCEBU
FORT ASTORIA
SANTAMA
FACTO
FORT COLUMBIA
ANGLO AFRICAN
SAMSERULE
FORT RICHELIEU
SOUTHGATE
MIGUEL DE LARRINAGA
SAMSHIRE
FORT CARLTON
SAMDART
OCEAN VULCAN
EMPIRE MIST
ARUNDEL CASTLE
EMPIRE OUTPOST
SAMOIS
CAPE SABLE
FORT BILOXI
CHAMPLAIN
SANDAK
FORT MEDUCTIC
EMPIRE ROSALIND.

REPORT RECEIVED FROM W.S.A. AS AT NOVEMBER 16, 1944.

ALGIERS

GEORGE SHIRAS — Minor repairs, Nov. 9 to Nov. 16.

CASABLANCA

JOEL CHANDLER HARRIS — Completed scrubbing operations.
HOWARD GIBSON — Work proceeding as per schedule. Est. complete Dec. 20th.

CRAIL

JOHN S. COPLEY
DANIEL WEBSTER (L.A.S.P.) — Work proceeding on schedule. Est. complete middle of December.

HENRY W. LONGFELLOW
OSCAR STRAUSS
MARTIN JOHNSON
JOSEPH WARREN
P.T. ROWG
EDMUND DICKENS
JAMES TURNER
JOHN G. WHITTIER

TOULON

ELINOR WYLIE — Further survey indicates can be repaired afloat. Est. ready proceed home about 5 weeks.

JOHN HOPKINS — No further details. Expect ready for two Nov. 20th.

TARANTO:

JONATHAN WORTH — In D/D Est. completion date November 25th.

NAPLES

ANNA SHAW
GEORGE GALE
HART CRANE
HOUSTON VOLUNTEER
WINGATE
JAMES DUKE
JOHN HOYT
JOSEPH ROBINSON
JOSEPH WARREN
COTTON MATHER
LELAND STANFORD
RACHEL JACKSON
SALMON CHASE
SEBASTIAN VIZCANO
JOHN SWEET
} Minor repairs Nov. 9th to Nov. 16th.

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LEGHORN

JOSEPH LEIDY
JOHN JAY
FRANCIS MARION
GENEFESCA
JAMES MOORE
} Minor repairs Nov. 9th to Nov. 16th.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN - 14/11/44. (Including w/e 7/11/44).				
JOHN S. COPLEY	C 14/9	Torpedo damage starb'd side Nos. 2 & 3 holds & very extensive damage in way Nos. 2 & 3 bulkheads.	D 15/11 E Not stated	Bottom of vessel badly damaged & lifted across ship.
AISNE	C 16/10	Routine D/D.	D 21/10 E Not stated.	Completed and sailed.
EGRET	A 21/10 B) C) 22/10	Routine D/D.	D 25/10 E 2/11	Completed.
CRACKSHOT	A 29/10 B) C) 30/10	Routine D/D. Stern tube to re-wood. Winch gear renewals. Extensive machinery repairs.	D 7/11 E 20/11	Delay in dock due to work on stern tube.
FORT FIDLER		L.A.S.F.		Arrangements being made to commence stiffening bulkheads. Moved to Oran 3/11.
TAUTRA	A 6/11 B 7/11 C 11/11	Routine D/D and extensive general repairs.	D 17/11 E 20/11	
CORFELL	A 7/11 B 10/11 C 15/11	Routine D/D.	D 21/11 E 30/11	
OCEAN PRIDE	A 9/11 B 13/11 C 30/11	Taken in hand for fitting additional accommodation & routine drydocking.		Work cancelled 16/11 for urgent return to service.
CORNELIUS GILMAN GEORGE SHIRAS MAROC	OSCAR STRAUSS SAMEDEN ANGELE "B"	GOSSE	Minor repairs since 31/10/44.	
EMPIRE GAIN JAMES TURNER	R.S. COPLAND JOHN WHITTIER	MAROC	Minor repairs since 7/11/44.	
TARANTO - 14/11/44				
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'	D 8/7 D 25/11 E 12/12	Final d/i for war-time and semi-permanent repairs (hull)

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in way Nos.2 & 3 bunkers.

AISNE	C 16/10	Routine D/D.	D 21/10 E Not stated.	Completed and sailed.
EGRET	A 21/10 B) 22/10 C)	Routine D/D.	D 25/10 E 2/11	Completed.
CRACKSHOT	A 29/10 B) 30/10 C)	Routine D/D. Stern tube to re-wood. Winch gear renewals. Extensive machinery repairs.	D 7/11 E 20/11	Delay in dock due to work on stern tube.
FORT FIDLER		L.A.S.T.		Arrangements being made to commence stiffening bulkheads. Moved to Oran 3/11.
TANTRA	A 6/11 B 7/11 C 11/11	Routine D/D and extensive general repairs.	D 17/11 E 20/11	
CORFELL	A 7/11 B 10/11 C 15/11	Routine D/D.	D 21/11 E 30/11	
OCEAN PRIDE	A 9/11 B 13/11 C 30/11	Taken in hand for fitting additional accommodation & routine drydocking.		Work cancelled 16/11 for urgent return to service.

CORNELIUS GILMAN GEORGE SHIRAS MAROC	OSCAR STRAUSS SAMEDEN ANGELE "B"	GOOSE	Minor repairs since 31/10/44.
EMPIRE GAIN JAMES TURNER	H.S. COPLAND JOHN WHITTIER	MARCO	Minor repairs since 7/11/44.

TARANTO - 14/11/44

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 25/11 E 12/12	Final d/a for war-time and semi-permanent repairs (hull)
VEST	A 3/12/43 B 19/7	Superstructure damaged by blast and fire.	E 15/12	Repairs in hand afloat to bridge poop etc. Progress satisfactory. D/D to arrange after completion of repairs.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
SFINGE	A 25/9 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 read. to rudder, necessitating 2nd docking for refitting.
CETINA (Brindisi)	A 25/9 C 28/9 C 11/11	To dock for removal of propellor.	D 3/10 D 14/11 E 15/11	Refitting of propeller completed. Vessel ready to sail.
ST. ANDREW (H.S.)	A 26/9 B 28/9 C 8/10	Hull & extensive machly repairs following near miss by mine.	D 14/10 F 25/11	Repairs to P.& S. main engines & auxiliaries proceeding satisfactorily. Further defect discovered in steam generator delaying completion date.
EMPIRE RAVEN	A 8/10 B 9/10	Repairs to boilers & mountings & auxiliaries.	E 12/11	Completed.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered & rudder missing.	D 23/11 E 30/11 Est.	New rudder and sole piece in hand.
TERESA SCHLAFFINO	B 20/10	Repairs to boilers etc.	E 11/11	Drydocking requested.
AMSTEL	A 30/10 B 2/11	- do -	E Not stated.	Sailed loaded. D/D to arrange on return.
PANLEHLEH	A 31/10 B 2/11 C 6/11	Routine D/D and repairs to keel plating.	D 17/11 E 26/11	
MOTIA	C 11/11	Routine D/D and minor repairs.	D 25/11 E 2/12	
PERTUSOLA	B 25/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 6/12	
GIUSEPPE	C 11/11	- do -	D 22/11	

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SPINGE	A 25/9 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 Repairs to machinery & E Ind. 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 Extensive repairs reqd. E 30/11 to rudder, necessitating 2nd docking for refitting.
CETINA (Requisd.)	A 25/9 C 20/9 C 11/11	To dock for removal of propeller.	D 5/10 Refitting of propeller D 14/11completed. Vessel ready E 15/11 to sail.
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 Repairs to P.& S. F 25/11 main engines & auxiliaries proceeding satisfactorily. Further defect discovered in steam generator delaying completion date.
EMPIRE RAVEN	A 6/10 B 9/10	Repairs to boilers & mountings & auxiliaries.	E 12/11 Completed.
JONATHAN WORTH	A 17/10 B 18/10 C 11/11	Grounding damage. Rudder stock sheered & rudder missing.	D 23/11 New rudder and E 30/11 sole piece in hand. Est.
TERESA SCHIAFFINO	B 20/10	Repairs to boilers etc.	E 11/11 Drydocking requested.
AMSTEL	A 30/10 B 2/11	- do -	E Not stated. Sailed loaded. D/D to arrange on return.
PAHLEMLEH	A 31/10 B 2/11 C 6/11	Routine D/D and repairs to keel plating.	D 17/11 E 26/11
MOTIA	C 11/11	Routine D/D and minor repairs.	D 23/11 E 24/11
PERTUSOLA	B 15/10 C 6/11	Routine D/D and minor hull repairs.	D 17/11 E 6/12
GIUSEPPE MESSINA	C 11/11	- do -	D 22/11 E 28/11
ARGENTINA	A 7/11 B 8/11 C 10/11	Routine D/D and minor engine repairs.	D 12/11 E 20/11
NETTUNO	A 13/11 B} C}14/11	Routine D/D and minor repairs.	D 16/11 E 20/11
WAR KRISHNA	A 14/11 B 16/11 C 20/11	Routine D/D and engine repairs.	D 25/11 E 27/11.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TARANTO (Cont'd)				
EMPIRE ROACH	A 9/11 B 11/11	Engine boiler & minor hull repairs.	E 23/11	
CORSTAR	A 9/11 B 13/11	Repairs to bulkheads, boiler cleaning and engine repairs.	E 30/11	

TARANTO:

EMPIRE ADUR, EMPIRE RAVEN, FAIVETTE, HERO, BENGLOE, ALBION STAR, LOCK, FORT FINLAY, SAMSTRIC, DUX, FORT KULLYSPELL, SAMDAN, NICOLAS MARIA

Minor repairs since 7/11/44

BRINDISI:

MARIGOT, FORT COLOGNE, EMPIRE UNICORN, FORT CRAIGIE, EMPIRE TERN, KING STEPHEN, PLANSTROOM, TOSCANA, EMPIRE DACE, SWITZERLAND

BARI:

SALTCREEK, EMPIRE BANTER, FORT LAWRENCE, EMPIRE CANDIDA, VANASKA PARK, CAMSTRUAN, NORKHOLM, OCEAN GIPSY, FORT AKLAVIK, DARIEN II, TELESFORA DE LARRINAGA

No report from CASABLANCA and MARSEILLE

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES

ALGER:

CHATEAU LATOUR	B 11/44	General repairs.	E 20/11	
CAP EL MAK	B 11/10	General repairs.	E 15/12	Provided nothing unexpected occurs.
LES ISSERS	B 3/11	Maintenance work.	E 20/11	
STRASBOURGEOIS	B 10/11	Repairs to steering gear & double bottom.	E 17/11	

ORAN

CEVENNES — General repairs.

CASABLANCA

NIL.

BIZERTE

MEDIS II — Replacement of tube E 15/12
Fosses Maintenance work

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EMPIRE ADUR	EMPIRE RIVEN	FAUVETTE	
SFERO	PENCLOE	ALBION STAR	
LOCH	FORT FENAIT	SAMAFRIC	Minor
DUX	FORT KELLYSPELL		
SADAK	NICOLAS MARIA		repairs
			since

BRINDISI:

			7/11/44
MARIGOT	FORT COLOGNE	EMPIRE UNICORN	
FORT GRAHAME	EMPIRE TERN	KING STEPHEN	
ZAANSTROOM	TOSCANA		
EMPIRE DACE	SWITZERLAND		

BARI:

SALTCREEK	EMPIRE BAXTER	FORT LAWRENCE	EMPIRE CANDIDA
VANASKA PARK	SIMSERULE	NORAHOLM	OCEAN GIPSY
FORT AKLAVIK	DARIEN II	TELESFORA DE LARRINAGA	

No report from CASABLANCA and MARSEILLE

REPORT RECEIVED FROM DIRECTION DE LA MARINE MARCHANDE ET DES TRANSPORTS MARITIMES

ALGER:

CHATEAU LATOUR	B 11/44	General repairs.	E 20/11
CAP EL HANK	B 11/10	General repairs.	E 15/12 Provided nothing unexpected occurs.
LES ISERES	B 3/11	Maintenance work.	E 20/11
STRASBOURGEOIS	B 10/11	Repairs to steering gear & double bottom.	E 17/11

ORAN

CEVENNES	General repairs.

CASABLANCA

	NIL.

BIZERTE

MEDIE II	Replacement of tube fascos. Maintenance work.	E 15/12
FORT DE FRANCE	Placing in state of preservation.	Subject labour facilities.
VILLE DE TIPAZA	General repairs after refloating.	- do -

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

REPORT OF ITALIAN MERCHANT SHIP POSITION ON 16/11/44

GIBRALTAR.

VESSELS IN HAND

TAIGETE	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.

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VESSELS L.A.S.F.

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

SEPINO	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 4/11 E 30/11	Repairs to machinery. Boilers suspended due to higher priorities. D/D completed. (repairs)
TERSA SCHIANTINO	B 20/10	Boiler tubes to be changed Shaft to be drawn out.		Repairs completed. D/D very urgent.
CRATA	A) B)10/11 C)	24 tubes to be changed. Cleaning & painting of hull.	D E	Repairs will be completed 26/11 for which date D/D is requested.
SANTA	Not stated.	Hull plating repairs.		Already docked once.

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TAIGETE	A 29/5 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 less rec'd from U.K. Final machining of stern tube not possible until ship docks.

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VESSELS L.A.S.F.

OLTENIA	A	Not repairable for the duration.	Has crew of 10 for greasing machinery.
POLESINO	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 24/6 C 19/10	Fairly extensive repairs following salvage.	D 4/11 E 30/11	Repairs to machinery. Boilers suspended due to higher priorities. D/D completed. (repairs)
TERESA SCHLAEPFINO	B 20/10	Boiler tubes to be changed. Shaft to be drawn out.		Repairs completed. D/D very urgent.
CRATA	A) B)10/11 C)	24 tubes to be changed. Cleaning & painting of hull.	D E	Repairs will be completed 26/11 for which date D/D is requested.
SANTA CHIARA	Not stated.	Hull plating repairs.		Already docked once. Repair to hull not completed at time due to restricted dock space.
PERTUSOLLA	A B 14/10 C 4/11	Boiler repairs. Shaft aligrment.	D 14/11 E	Arrangements made by Italian Navy to carry out repairs.
TURIDDU	A B 14/1 C	Small repairs following salvage. Shaft aligrment.	D- E 27/11	Estimated time 4 mths. but considered excessive.
MISENO	A B 10/11 C 4/11	General repairs. Ship mined.		3½ months requested.

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Vessel	Initial Rate	Main Defects	Final Date	Remarks
TARANTO (Cont'd)				
		KIDS 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. Unloading commenced.
NETTUNO	A B C	Rudder damaged.		High priority for D/D.
CHIOCA		Boiler & engine defects. Clearing and painting.		15 days have been asked for repairs. D/D 1 day only.
		VESSELS I.A.S.F.		
LILIA	A	General repairs. Ship mined.		4 months have been asked.
DORA		Badly damaged by torpedo.		
ORANO		- do -		
ASSUNZIONE		- do -		
APOLLO		No information received.		
CASABLANCA				
		VESSELS IN HAND		
ISONZO		General repairs afloat and in dry dock.		No report. Presumed all repairs completed.
NAPLES				
		VESSELS IN HAND		
SESTRIERE		Engine overhaul.		20 days asked.
TARVISIO	A 1/11 B 2/11 C 20/11	Very sensible leakage into D- tanks. Cleaning.	E-	Docking after making ship gas free. 30 days estimated for repairs.
ATTO	A			
CAPANO	B C 24/10	Not stated.	D 17/10 E 31/10	Completed.
ONORATO	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.
ACQUAREILA	A B 15/11	Auxiliary boiler defects.	E 25/11	

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			Near completion. Unloading commenced.
NETTUNO	A B C	Rudder damaged.	High priority for D/D.
CHERICA		Boiler & engine defects. Clearing and painting.	15 days have been asked for repairs. D/D 1 day only.

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VESSELS U.A.S.F.

LIBRA	A	General repairs. Ship mined.	4 months have been asked.
DUILIA		Badly damaged by torpedo.	
URANIO		- do -	
ASSUNZIONE		- do -	

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APOLLO	No information received.	

CASABLANCA

VESSELS IN HAND

ISONZO	General repairs afloat and in dry dock.	No report. Presumed all repairs completed.

NAPLES

VESSELS IN HAND

SESTRIERE		Engine overhaul.		20 days asked.
TARVISIO	A 1/11 B 2/11 C 20/11	Very sensible leakage into D-tanks. Cleaning.	D- E-	Docking after making ship gas free. 30 days estimated for repairs.
ATTO CAPARO	A B C 24/10	Not stated.	D 17/10 E 31/10	Completed.
GRORATO	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.
ANTARELLA	A B 15/11	Auxiliary boiler defects.	E 25/11	
PARTENOPE	B 23/8	General engine & hull repairs. Foul.		Repairs completed. D/D postponed owing to urgent need of vessel by Royal Navy.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
NAPLES (Cont'd)				
		DOCKS FOR REPAIRS		
ARNO.		Routine D/D.		1 day only asked.
CITTA DI ALESSANDRIA	A 15/10 B 17/10 C	Repairs to main engines, auxiliaries, electric winches etc.	D E	Docking very urgent because of serious leak thro' stern gland. D/D at Naples suggested.
GENEPESCA.		Engine overhaul.		15 days asked. Suggest vessel be held next arrival at Naples.

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2658

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

SUPPLEMENT

BIZERTE - 2/11/44.

ALEXANDRE ANDRE	A) B) 26/10 C 31/10	Underwater damage.	D) E) 20/11	Repairs proceeding satisfactorily.
GUDVIN (Norw.)	A) B) 29/10 C 8/11	Routine D/D. Dock & engine repairs.	D 12/11 E 18/11	

EMPIRE EMERALD, CHIAFFINO, UGO FIORELLI } Minor repairs since 7/11/44.

2659

(1)

D.M.W.T.R. NORTH AFRICA.
ALGIERS.
17th. November 1944.

No.34.

To: THE CHAIRMAN, MEDBO;

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

FRENCH SHIPPING ALLOCATION COMMITTEE.
16th. November 1944.

1 - PROGRAM FOR COASTERS: Copy enclosed. Read and approved without change.

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 the said lists.

3 - s.s."SIDI BRAHIM": (see para 6. No.33.) . At the request of MEDBO, this vessel is retained for a voyage M.FLES/LECHGRN and will then return to ALGIERS for return to the French. D.M. agreed .
"C.G.LEPINE" will repatriate a party of French troops on ORAN. D.W.T.R.N.A. informed the committee that the vessel was expected to carry out the following program:
One trip ORAN/MARSEILLES.
Two trips ORAN/TOULON.
The D.M.M. stated that confirmation would be asked from PARIS.

4 -s.s."KOUTOUBIA"(Liner).-(see para 7.No.33)- This vessel at BOUGIE will receive sufficient fuel-oil ex the "DJEBEL AURES" to enable her to proceed to ALGIERS or such port as may be decided, where she will remain for orders as to which port she shall proceed for further repairs.
The D.M.M. were informed that MARSEILLES is not yet in a position to accept such vessels, and that was already a stem of six vessels against that time.

5- s.s."ORSOVA" ex "EMPEROR"-(see para 4.No.32.)- D.M.M. informed Committee that the necessary steps were being taken to take delivery of this vessel at BARCELONA. The main question was that of procedure and their representative at NAPLES was being asked to obtain information on the matter.

6-s.s."RICARDEL"-(T)- This vessel has been used by the U.S.A. at ORAN, and D.M.M. were informed that she was no longer required and that D.M. were to decide what use they would make of her.

7-s.s."DJEBEL AURES": D.M.M. were informed that this vessel was required by the Allies for the transport of Sheep from NE/Italy. and it was proposed that she be taken on Charter for the period necessary. D.M.M. will ask for instructions from Paris.

8-CREW RELIEF:(see para 10 Rep.No.33.) "LAMIGOT": Relief crew will be ready at Algiers for the 21st.Nov "P.L." 13. "

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FRENCH SHIPPING ALLOCATIONS COMMITTEE.
16th.November 1944.

1 - PROGRAM FOR COASTERS: Copy enclosed. Read and approved without change.

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 the said lists.

3 - s.s."SIDI BRAHIM": (see para 6. No.33.) . At the request of MEDBO, this vessel is retained for a voyage NAPLES/LEGHORN and will then return to ALGIERS for return to the French. D.M. agreed .
"S.S.LEVRIER" will repatriate a party of French troops on GRAN.
REVIR.N.A. informed the committee that the vessel was expected to carry out the following program:
One trip GRAN/MARSEILLES.
Two trips GRAN/TOULON.
The D.M.T. stated that confirmation would be asked from PARIS.

4 -s.s."KOUTOUBIA"(Liner).-(see para 7.No.33)- This vessel at BONE will receive sufficient fuel-oil ex the "DJEBEL AURES" to enable her to proceed to ALGIERS or such port as may be decided, where she will remain for orders as to which port she shall proceed for further repairs.
The D.M.T. were informed that MARSEILLES is not yet in a position to accept such vessels, and that was already a stem of six vessels against that time.

5- s.s."OCEANA" ex "EMPIRE FOUNTAIN"-(see para 4.No.32.)- D.M.T. informed Committee that the necessary steps were being taken to take delivery of this vessel at BARCELONA. The main question was that of procedure and their representative at NAPLES was being asked to obtain information on the matter.

6-s.s."PICARDIE"-(T)- This vessel has been used by the U.S.A. at ORAN, and D.M.T. were informed that she was no longer required and that D.M.T. were to decide what use they would make of her.

7-s.s."DJEBEL AURES": D.M.T. were informed that this vessel was required by the Allies for the transport of Sheep from NE/Italy. and it was proposed that she be taken on Charter for the period necessary. D.M.T. will ask for instructions from Paris.

8-CHEF DES TFR:(see para 10 Rep.No.33.) "LAMIGOT": Relief crew will be ready at Algiers for the 21st.Nov."F.L.L.13.": Crew ready to embark Algiers 18th. "F.L.L.14": Change of crew carried out during the week."EAGLE": Crew left for destination to join. "CHEF POLLICE": Replacements would be ready for the 18th.at Algiers.

3618

P.F. LE BARS.
FRENCH LIAISON.
D.M.T.A.T.E.

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

(1)

SECRET

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

ALLIED FORCE HEADQUARTERS

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

19 Nov 44

Tel: FREEDOM 443

54. CEREALS - N. AFRICA:

The first vessel in the N. AFRICA programme is the 'HARRIET TUBMAN' in UGS 59 carrying 7,590 tons bagged wheat. This vessel sailed without prior advice having been received by NAJEM or this HQ. This point and the sailing of the 29 ft vessel to BIZERTA is being taken up specially with the responsible authorities in AMERICA.

It is assumed that a further two vessels are sailing in UGS 59 -

Vessel	Required at
ORIENT CITY	ALGIERS
HOPERANGE	BIZERTA

If the 'WITHROW PARK' is in the same convoy, this vessel is required at ORAN.

55. CEREALS - GENERAL:

Appendix 'A' shows current ships.

56. CEREALS - S. FRANCE:

The position of cereal ships ex MIDEAST for S. FRANCE is as follows -

PORT CASPEREAU	awaiting berth
CHERTSEY	due 18 Nov
HARLESDEN	due 25 Nov
SAMCOMAC	to sail 16 Nov ex ME
BARON MACLAY	" " 20 " " "
1 vessel	" " 25 " " "
FORT LATOUR	" " 29 " " "

These are in addition to vessels arriving from USA.

In view of past discharge figures, DELTAMSE has been asked if the above can be discharged without delay or if diversion or suspension of loading is recommended.

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57. MANUFACTURE OF SOAP IN S. FRANCE:

Ref para 51:

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

54. CEREALS - N. AFRICA:

The first vessel in the N. AFRICA programme is the 'HARRIET TUBMAN' in UGS 59 carrying 7,590 tons bagged wheat. This vessel sailed without prior advice having been received by NAJEM or this HQ. This point and the sailing of the 29 ft vessel to BIZERTA is being taken up specially with the responsible authorities in AFRICA.

It is assumed that a further two vessels are sailing in UGS 60 -

Vessel	Required at
ORIENT CITY	ALGIERS
HOPERANGE	BIZERTA

If the 'WITHROW PARK' is in the same convoy, this vessel is required at ORAN.

55. CEREALS - GENERAL:

Appendix 'A' shows current ships.

56. CEREALS - S. FRANCE:

The position of cereal ships ex MIDEAST for S. FRANCE is as follows -

PORT GASPEREAU	awaiting berth
CHERTSEY	due 18 Nov
HARLESDEN	due 25 Nov
SAMCONA	to sail 16 Nov ex ME
BARON MACLAY	" " 20 " " "
1 vessel	" " 25 " " "
PORT LATOUR	" " 29 " " "

These are in addition to vessels arriving from USA.

In view of past discharge figures, DELTABASE has been asked if the above can be discharged without delay or if diversion or suspension of loading is recommended.

3617

57. MANUFACTURE OF SOAP IN S. FRANCE:

Ref para 51:

(a) COMUBIE MEDUSA has agreed port clearance for TOULON and DELTABASE has been asked to advise TROOPERS accordingly.

(b) Since this, however, TROOPERS are now arranging shipment only 2,200 tons palm kernels and 2,300 tons ground nuts. These will be sufficient to meet the LAC 779 requirements of 3,000 tons.

(c) Arrangements for shipment of balance of 10,000 tons palm kernels, namely 7,300 tons, will be made by FRENCH authorities and included in FRENCH civil programme.

58. SUGAR - ITALY, JAN TO JUN 45 / Sheet 2

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58. SUGAR - ITALY, JAN TO JUN 45:

A monthly requirement of 2,700 metric tons has been approved.

59. RELEASE OF YUGO-SLAV MERCHANT SHIPPING:

Marshal TITO has requested release of 4 YUGO-SLAV merchant ships (totalling 20,000 tons) now sailing in Allied convoys. These vessels are required for the transport of wheat made available by RUSSIA from Black Sea to Dalmatian ports.

AGWAR has been requested to clarify the policy with regard to Russian participation in the supply of cereals to BALKAN countries.

60. SEED POTATOES - BALKANS:

(a) The civil sups programme envisages import of the following tonnages -

Dec	arrival	GREECE	1,000
"	"	DODECANESE	0
Jan	"	GREECE	5,000
"	"	YUGO-SLAVIA	5,000
"	"	DODECANESE	300
"	"	ALBANIA	600
Feb	"	YUGO-SLAVIA	9,000
"	"	ALBANIA	1,000

(b) III Corps, BALKAID and YUGAID have been asked to confirm their ability not only to accept these tonnages, if agreed, but also to deliver inland to planting areas at time of arrival. Quantities called for will only be those for which complete assurance is given.

(c) Replies from YUGAID and BALKAID are awaited. Meantime, port acceptance for GREECE has been given as under. The possibility of inland transportation will be made known later.

PORT	Jan		Feb
PIRAEUS	2,530	(i)	2,140
PATRAS	360	(ii)	350
CHIOS	160	(iii)	-
IRAKLION	450	(iv)	400
SALONIKA	-		2,110
	4,000		5,000

(i) = Can be accepted any time owing to large unallocated port capacity.

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Marshal TITO has requested release of 4 YUGO-SLAV merchant ships (totalling 20,000 tons) now sailing in Allied convoys. These vessels are required for the transport of wheat made available by RUSSIA from Black Sea to Dalmatian ports.

ACWAR has been requested to clarify the policy with regard to Russian participation in the supply of cereals to BALKAN countries.

60. SEED POTATOES - BALKANS:

(a) The civil ships programme envisages import of the following tonnages -

Dec	arrival	GREECE	4,000
"	"	DODECANESE	0
Jan	"	GREECE	5,000
"	"	YUGO-SLAVIA	5,000
"	"	DODECANESE	300
"	"	ALBANIA	500
Feb	"	YUGO-SLAVIA	9,000
"	"	ALBANIA	1,000

(b) III Corps, BALKAID and YUGAID have been asked to confirm their ability not only to accept these tonnages, if agreed, but also to deliver inland to planting areas at time of arrival. Quantities called for will only be those for which complete assurance is given.

(c) Replies from YUGAID and BALKAID are awaited. Meantime, port acceptance for GREECE has been given as under. The possibility of inland transportation will be made known later.

PORT	Jan		Feb
PIRAEUS	2,530	(i)	2,140
PATRAS	360	(ii)	350
CHIOS	160	(iii)	-
IRAKLION	450	(iv)	400
SALONIKA	-		2,110
	4,000		5,000

(i) = Can be accepted any time owing to large unallocated port capacity.
(ii) = Can be accepted 7 - 16 Dec.
(iii) = Subject to MIDEAST confirmation.
(iv) : Dependent on shipment of any relief to CRETE in Dec.

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(1)

61. CIVIL SUBS REQUIREMENTS - GREECE:

(a) Inflation has prevented effective purchase of local supplies, particularly olive oil. This and other causes, including complete dislocation of internal distribution by the destruction of the entire railway system, has led to a situation where, for the time being, at least, the cities must be supported almost entirely be imported supplies. The provinces will require approx 50% imported supplies.

(b) III Corps has recommended the following increases in food allocations for at least two months, subject to review at the end of that period -

	Present	III Corps Recommendation
Grain / Flour	52,050	65,000
Sugar	3,213	6,492
Other Foods	3,472	8,920
TOTALS =	58,735	79,412

(c) The additional tonnages can be handled and the recommendations are being considered.

VK/SC

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

DISTRIBUTION:

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CHQ, MEF
HQ AC (MAIN) (2)
DQMG (MOV & TN)
MOV 1

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

railway system, has led to a [illegible]. At least, the cities must be supported almost entirely by imported supplies. The provinces will require approx 50% imported supplies.

(b) III Corps has recommended the following increases in food allocations for at least two months, subject to review at the end of that period -

	Present	III Corps Recommendation
Grain / Flour	52,050	65,000
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VK/SC

DISTRIBUTION:

As for MEDBO Minutes PLUS -

UNDER SECRETARY OF STATE (WAR OFFICE), LONDON (2) BY AIR
(Attn DE MOV Q(M)9)
C-S, ATHQ (2)
MG MOV AAI
CMQ, MEF
MQ AC (MAIN) (2)
DQMG (MOV & TN)
MOV 1

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SHIP	Bulk Wheat	Bag Wheat	Bag Barley	Convoy	From	Due AUGUSTA	Draft	BARI	NAPLES	CASTELLAMARE	BRINDISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	CATANIA/CROTONE
JOEL HATHORN			6855	GUS56	IRAQ	27 Oct	24' Fwd 25'6" Aft					3855			
AFGHANISTAN	6800 (F)			GUS57/WN76	AUSTRALIA	6 Nov	24'6"						6800		
JACOB S MANSFIELD	7732	1711		MKS67	"	11 "	27'			2443					
ATLANTA		7075		MKS67	HE	11 "		7075							
HEINRICH			3162	GUS58	IRAQ	16 "	27'			1300				7162	
SCHUYLKILL	5818			GUS58	HE	16 "								5818	
ALEXANDER RAMSEY	7764			UGS59	USA	21 "			7764	Lighter suitable for CIVITAVECCHIA					
FORDHAM			7468	Sails 16 Nov	IRAQ	21 "	26'			7468					
FORT HALL	8000			Sails 18 Nov	HE	23 "					7250				
ELIZABETH	2200 (F)			Ready ALEX 18 Nov	HE	23 "									
BOETOOP	7468 (F)			Ready ALEX 22 Nov	AUSTRALIA	27 "	25'6"						7468		
FORT BEAUSEJOUR	8000			Ready ALEX 23 Nov	HE	29 "								8000	
AUGUSTUS STAHL	3500 (F)			Ready ALEX 25 Nov	AUSTRALIA	30 "							3500		
STEBERAK	7598			Expect to sail 17 No	"										
PEDRO MENENDEZ	8000 (F)			UGS60	USA	1 Dec				8000					
JAMES FH 360	8000 (F)			UGS61	"	11 "				8000					
" FH 359	8000 (F)			UGS61	"	11 "			8000						
" FA 62	8300			UGS61	"	11 "			8300						
" A 62	8300			UGS61	"	11 "			8300						
"	8000			UGS62	"	21 "			80						
"	8000			UGS62	"	21 "			8000						
"	8000			UGS62	"	21 "			8000						

(F) = Flour

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SECRET

APPENDIX 'A'

Bag Wheat	Bag Barley	Convoy	From	Due AUGUSTA	Draft	BARI	NAPLES	CASTELLAMARE	BRINDISI	CIVITAVECCHIA	LEGHORN	CAGLIARI	CATANIA /CROTONE	ANCONA	
	6855	GUS56	IRAQ	27 Oct	21' Fwd 25'6" Aft					3855					3000 disch'd CROTONE
3800 (F)		GUS57/VN76	AUST-RALIA	6 Nov	24'6"						3800				
711		MKS67	"	11 "	27'			2443							
712		MKS67	RE	11 "		7075									Discharge BARI to 21' suitable for SALERNO Also carries RE for [illegible]
	8162	GUS58	IRAQ	16 "	27'			1000				7162			
5818		GUS58	RE	16 "								5818			" " " " "
7761		UKS59	USA	21 "			7764	Lighter suitable for CIVITAVECCHIA							7052 wheat & 712 Flour
	7468	Sails 16 Nov	IRAQ	21 "	26'			7466							Also carries MT
7000		Sails 18 Nov	RE	23 "					7290						" " "
2200 (F)		Ready ALEX 18 Nov	RE	23 "									2257		Top loaded army stores
7466 (F)		Ready ALEX 22 Nov	AUST-RALIA	27 "	25'6"						7458				
8000		Ready ALEX 24 Nov	RE	29 "								8000			
3500 (F)		Ready ALEX 25 Nov	AUST-RALIA	30 "							3500				Transhipped in MIDEAST top loaded army stores
7598		Expect to sail 17 No	"												
8000(F)		UGS60	USA	1 Dec				8000							
8000(F)		UGS61	"	11 "				8000							
8000(F)		UGS61	"	11 "		4000									
8330		UGS61	"	11 "		8000									
8200		UGS61	"	11 "		[illegible]									
8000		UGS62	"	21 "		[illegible]									Planned to sail on 15 for 22 but sailing postponed.
8000		UGS62	"	21 "		8000									
8000		UGS62	"	21 "		8000									

SECRET. (1)

MEDITERRANEAN ALLOCATION SUB-COMMITTEE

Minutes of Extraordinary Meeting held on 15th November, 1944.

Chairman: Major C.F.Russell

Present:

Col.J.T.Boucher	Tn(A)
Major S.Cowan	Tn(A)
Major V.King	A-A(Mov & Tn)
Lt.-Cdr.C.B.Sturt,RNVR	P.B.E.C. Med.
Mr.I.D.Campbell	M.W.T.
Mr.R.D.Heard	"
Mr.R.Nicol	W.S.A.
Mr.S.A.Regan	"
Miss A.M.Simon	Secretary.

1. Chairman explained that the meeting had been called to consider a proposal from Chief of Transportation,AFHQ, that certain specifically named coasters should be allocated to the U.S.Army for operation on a permanent ferry service between Naples and Leghorn.

2. Col.Boucher stated that the proposal was intended as a means of economy in the use of Liberty type ships which at present were being used to carry U.S.Army cargo from Naples to Leghorn.

3. Chairman pointed out that the proposal as such was a departure from the accepted principle that demands for the movement of cargo should be made in terms of tonnage to be moved and not as a request for the use of specifically named ships; and that whilst the Committee would appreciate the object of the proposal,he felt that,if it was acceptable to move the tonnage from Naples to Leghorn by coaster, it should be left to the discretion of PSTO to say which coasters should be allocated to this service. Moreover it was probable that the coasters mentioned could more economically be used along routes where convoy implications were not involved.

4. After further discussion,the Committee unanimously recommended that the coasters under discussion (which had previously operated a ferry service between Sardinia and Corsica) revert forthwith to the control of P.B.E.C. for allocation in the normal way.

The Committee further suggested that Tn(A) adopt the principle,when making their demands for movement of stores,of indicating what tonnage they required to be moved by coaster.

5. The coasters referred to in paragraph 1 above are:-

PALLADE
RICHEBOURG
DESPIGUETTE
FANNY BRUSSER
ORELIA.

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Lt.-Cdr.C.B.Sturt,RNVR	P.S.T.O. Med.
Mr.I.D.Campbell	M.W.T.
Mr.R.D.Heard	"
Mr.R.Nicol	W.S.A.
Mr.S.A.Rogers	"
Miss A.M.Simon	Secretary.

1. Chairman explained that the meeting had been called to consider a proposal from Chief of Transportation,AFHQ, that certain specifically named coasters should be allocated to the U.S.Army for operation on a permanent ferry service between Naples and Leghorn.

2. Col.Dunbar stated that the proposal was intended as a means of economy in the use of Liberty type ships which at present were being used to carry U.S.Army cargo from Naples to Leghorn.

3. Chairman pointed out that the proposal as such was a departure from the accepted principle that demands for the movement of cargo should be made in terms of tonnage to be moved and not as a request for the use of specifically named ships; and that whilst the Committee would appreciate the object of the proposal,he felt that,if it was acceptable to move the tonnage from Naples to Leghorn by coaster, it should be left to the discretion of PSTO to say which coasters should be allocated to this service. Moreover it was probable that the coasters mentioned could more economically be used along routes where convoy implications were not involved.

4. After further discussion,the Committee unanimously recommended that the coasters under discussion (which had previously operated a ferry service between Sardinia and Corsica) revert forthwith to the control of P.S.T.O. for allocation in the normal way.

The Committee further suggested that Th(A) adopt the principle,when making their demands for movement of stores,of indicating what tonnage they required to be moved by coaster.

5. The coasters referred to in paragraph 1 above are:-

PALLADE
RICHELIEUBURG
ESPIGUETTE
PAUL EMILE
ORELA.

3615

C.F.RUSSELL,
Major,D.A.Q.M.G.(M)
C H A I R M A N.

Distribution: Those present
Secretary,MEDBO(120)

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

SECRET

M.E.C. TONNAGE ALLOCATION SUB-COMMITTEE.

Minutes of

6th meeting held on 17th November, 1944.

Chairman: Major C.F.Russell

Present:

Lt.-Cdr.G.B.Stuart, RNVR	P.S.T.O. representative
Lt.J.T.H.Munn, RNVR	"
Maj.J.L.Lusty	N.A.S.C. Water Transport Office
Capt.C.T.P.Desbottes	C-in-C(Med & En)
Capt.C.Sweet	"
J.Cmdr.L.A.C.Morris	"
Mr.S.A.Hogan	M.O.W.
Mr.H.D.Heard	M. of T.
Mr.T.Williams	M. of T.(Schooner Control)
Miss A.Simon	Secretary.

1. The following points arose out of the Minutes of the last Meeting:-

(a) Bearwood for Piraeus(3 c). It was reported that direct shipment was being arranged.

(b) Fully coated scow Palermo/Mideast(4 e). Chairman said direct shipment to Piraeus was not acceptable. Cdr.Sturt said storage difficulties had precluded shipment in GAIETY, and undertook, as a matter of urgency, to nominate another ship.

(c) Salt Fremantle/Ramles(4 d). Maj.Lusty undertook to move in RASC schooners the 1000 tons of salt still outstanding.

2. Programme 7th - 16th December.

The Committee considered the bids for this period. The Chairman pointed out that the programme included 35,000 tons relief stores for Greece and 16,000 tons wheat for France, for both of which shipping was provisionally earmarked.

After discussing individual bids as indicated hereunder, the Committee agreed that, except for the phosphate rock programme, all bids would be fully covered by the shipping available.

3. Phosphate rock.

Mr.Heard said MWT could not fulfil the whole of this programme except at the expense of the coal programme: Cdr.Sturt said PSTO would not be able to allocate a coaster owing to the shortage of coasters due to operational requirements. The Committee (i) asked Capt.Sweet to discuss with Coal Section what shipping in the period under review, could be released from the coal pro-

3C14

Chairman: Mr. or C.N.Russell

Present:	Lt.-Cdr.G.S.Sturt,RNVR	P.S.T.O. representative
	Lt.C. T.E.Munn,RNVR	"
	Maj.J.M.Lusty	R.A.S.C.Water Transport Office
	Capt.C.T.T.Desbottes	C-in-C(Nov & Tn)
	Capt.C.Sweet	"
	J.Comd.L. .C.Morris	"
	Mr.S.A.Hogan	M.O.T.
	Mr. H.P.Heard	M.O.T.
	Mr.F. Williams	M. .T.(Schooner Control)
	Miss .S.Simon	Secretary.

1. The following points arose out of the Minutes of the last Meeting:-

(a) Destroyers for Piraeus(3 c). It was reported that direct shipment was being arranged.

(b) Bulk wheat acts Palermo/Midcast(4 e). Chairman said direct shipment to Piraeus was not acceptable. Cdr.Sturt said storage difficulties had precluded shipment in SAMEX, and undertook, as a matter of urgency, to nominate another ship.

(c) Salt Tripoli/Naples(4 d). Maj.Lusty undertook to move in RASC schooners the 1000 tons of salt still outstanding.

2. Programme 7th - 16th December.

The Committee considered the bids for this period. The Chairman pointed out that the programme included 35,000 tons relief stores for Greece and 16,000 tons wheat for France, for both of which shipping was provisionally committed.

After discussing individual bids as indicated hereunder, the Committee agreed that, except for the phosphate rock programme, all bids would be fully covered by the shipping available.

3. Phosphate rock.

Mr.Heard said MOT could not fulfil the whole of this programme except at the expense of the coal programme: Cdr.Sturt said PSTO would not be able to allocate on account of the shortage of coasters due to operational requirements. The Committee (i) asked Capt.Sweet to discuss with Coal Section what shipping, in the period under review, could be released from the coal programme, having regard to the present intake capacity of Naples and the colliers now awaiting acceptance; (ii) noted that phosphate rock was likely to be short lifted in this period.

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4. A.C. bids.

(a) Chairman said that in future A.C. bids would be shown in detail as programmes circulated to the Committee.

(b) Mr. Williams stated that 3000 tons' schooner lift would be available to A.C. Chairman said A.C. had again failed to notify which, if any, of the bids in their programme were covered by schooner allocations, and promised to take this up with them again.

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(4 contd)

(c) Salt from Santa Margherita. Agreed - MOT to give C-4(Mov & Tn) details of the 4 schooners allocated by Schooner Control; Capt.Sweet to pursue with A.C. the possibility of rolling the salt to Barletta: Maj Lusty to investigate, in consultation with Capt.Sweet whether RASC could provide schooners.

(d) Wine-casks for Brindisi. Cdr. Sturt emphasised that when bids are made for wine it must not be assumed that space will necessarily be available to return the empty containers. Capt.Sweet promised to investigate the possibility of hailing the casks from Naples and Civitavecchia to Brindisi.

(e) Sulphur. Agreed - MOT to arrange the Porto Empedocle/Algiers and Licata/Arzew bids in French vessels, and to inform C-4(Mov & Tn) whether the Tunis bid could be moved in the same way; C-4(Mov & Tn) to inform A.C. that the Gallipoli bid was being held in abeyance for the period under review.

(f) 5032 tons Catania/Civitavecchia. Cdr.Sturt agreed to accept these bids, including 2000 tons wine and 1000 tons citrus fruit, as a Sea Transport commitment for movement in coasters.

5. Shipments between Cagliari and Naples.

(a) Use of colliers for transhipment cargo from Naples.

The Chairman mentioned correspondence on this subject between M.W.T.R. and C-4(Mov & Tn): the proposal involved moving 200/300 tons a month of stores in colliers to Cagliari, with an occasional larger shipment such as 600 tons of coke. Cdr.Sturt pointed out the advisability, if the scheme were agreed, of starting it at once, while advantage could be taken of the slight delays to colliers caused by the present congestion in Naples. Mr.Heard said that MOT agreed in principle to these shipments, provided the turnround of colliers was not prejudiced and provided the decision whether to accept each individual shipment remained with MOT.

The Committee (i) noted MOT's view; (ii) invited C-4(Mov & Tn) to ascertain the views of Coal Section.

(b) Railway wagons from Cagliari (bid for earlier periods)

With reference to 3c of the last Minutes, Capt.Sweet mentioned A.C.signal of 11 Nov., which said that these wagons could be handled by port gear in Cagliari. Agreed - PSTO and MWTR to pursue arrangements for moving these on colliers on receipt of details from C-4(Mov & Tn).

(c) Miscellaneous stores from Cagliari (bid for earlier periods)

Reference 4h of the last Minutes, Chairman said that the complete list of outstandings now received indicated the desirability of allocating a coaster of about 2000 tons' capacity. Agreed - C-4(Mov & Tn) to investigate the possibility (in view of the congestion at Naples) of releasing a suitable vessel from among those allocated for coal: failing which, PSTO to endeavour to provide a coaster as soon as possible.

. . .

6. Miscellaneous.

(a) 600 tons supplies Palermo/Naples. Agreed - GAETA on next voyage to pick up this and any other outstandings in order of priority, up to 1000 tons in view of draft at Terre Annunziata; C-4(Mov & Tn) to instruct Palermo accordingly.

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Licata/Arzew bids in French vessels, and to inform C-4(Mov & Tn) whether the Tunis bid could be moved in the same way; C-4(Mov & Tn) to inform A.C. that the Gallipoli bid was being held in abeyance for the period under review.

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The Committee (i) noted MWT's view; (ii) invited C-4(Mov & Tn) to ascertain the views of Coal Section.

(b) Railway wagons from Cagliari (bid for earlier periods)

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. . .

6. Miscellaneous.

(a) 600 tons supplies Palermo/Naples Agreed - GAETA on next voyage to pick up this and any other outstandings in order of priority, up to 1000 tons in view of draft at Torre Annunziata; C-4(Mov & Tn) to instruct Palermo accordingly.

(b) Coasting shipment in S.France. Reference Minute 4 of the 3rd meeting, Cdr.Sturt reported that only a part cargo had been ready for the ORPHEUS. The ODYSSEUS had now been allocated, on the strength of an assurance from the SSTO that a full cargo would be ready for her.

7. Clearance of Sicily

In reply to a question from Capt.Desbottes, Chairman said coasters on route in ballast from West Coast to Heel ports should load cargo ex Sicily depots for discharge in the Heel. Delay in shipment of cargoes ex Heel must be accepted if it should result.

C.F.RUSSELL, Major, DAQMG(M)
CHAIRMAN.

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SHIPPING PRIORITY OF MOVEMENTS MEETING NO. 44

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 7 - 16 DEC 44.

TO		FROM									
		M.E.	ALGIERS	BONE	ORAN	MALTA	HEEL	NAPLES	CORSICA	SARDINIA	SICILY
NAPLES	BR	7013	2631	4320(A)		10	1500	8	162	10500	5032
"	USA				7367				305		
HEEL	BR	11373	5481	4480(B)		81	1800	1500		2500	3925
"	USA				470						
MIDEAST	BR		367	300			365	239			
"	USA				50		50(C)	50			
N. AFRICA	BR	620				40	314	76	26		5016
"	USA						25	250			
SARDINIA	BR		24	200(D)			333				
CORSICA	BR		5								
"	USA								315		
MALTA			20					7			
GIBRALTAR	BR						6				
"	USA				210						
SICILY	BR			4000(E)			55			3000	
ANCONA	BR	1913	1150				8836				
LEGHORN	BR							4655			
"	USA				200						
FRANCE	BR	10000(F)	8					100			
"	USA				5621		84	4000	116		
GREECE	BR	40634					3967(G)				
"	USA						50				
TOTALS =		77750	9586	13300	14418	131	19381	10885	924	16000	11973

GRAND TOTAL BID FOR 3

(A) BONE or SFAX 3900 BONE 420
(B) BONE or SFAX 4000 BONE 480
(C) Incl 25 for HEEL
(D) SFAX or BONE
(E) SFAX or BONE
(F) Already set up in 2 vessels
(G) Incl 667 POL already shipped.

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

IORITY OF MOVEMENTS MEETING NO.44

SUMMARY OF MAINTENANCE TONNAGES BID FOR PERIOD 7 - 16 DEC 44.

	FROM											TOTAL
	ALGIERS	BONE	ORAN	MALTA	REGGIO	NAPLES	CORSICA	SARDINIA	SICILY	LEGHORN	FRANCE	
							162	10500	532			31176
13	2631	1520(A)		10	3500	8	305				5	7577
			7367									31140
73	5481	4430(B)		81	1800	1500		2500	3925			470
			470									1271
	367	300			365	239						150
			50		50(C)	50						6092
82				40	314	76	26		5016			275
					25	250						557
					333							5
	24	200(D)										1615
	5						315			1300		27
						7						6
	20											210
					6							7055
			210									11399
		1400(E)			55			3000				1655
913	1150				8836							200
						4655						16108
			200									10242
000(F)	8					100						44798
			5821		84	4000	116			225		50
851					3967(G)							
					50							
750	9686	13300	14118	151	19381	10835	924	16000	11975	1525	5	

GRAND TOTAL BID FOR SHIPMENT = 175678

OIL 3400 BONE 420
AX 4000 BONE 480
or ENDL.
ONE

(E) SPAX or BONE
(F) Already set up in 2 vessels
(G) Incl 667 POL already shipped.

(1)

HOMEWARD LOADING PROGRAMME.

DISPOSAL OF BRITISH TONNAGE ON RELEASE FOR OCTOBER 1944

IRON ORE:	Bone		51,017	
	Algiers		6,260	
	Benisaf		-	
	Melilla	Rif	40,430	
		Setolaza	7,680	
	Almeria		9,600	
	Huelva		12,256	
	Huelva		-	127,235
PYRITES:	Huelva			13,387
POTASH:	Nil			
PHOSPHATES:	Casablanca	to U. K.	52,365	
		to S. Africa	9,250	
		to Australia	15,994	
			77,609	
	Bone	to Australia	8,850	86,459
				227,081

Those figures do not include any iron ore or phosphates loaded as ballast, service cargo carried or any loadings in British controlled tonnage or Sardinian coal which amounted to 27,360 tons during the month.

16th October, 1944.

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(1)

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

19th November, 1944.

To: Chairman, Medto.

Weekly Report No. 32.

ITEM 38. TANAC AND TUSA TUG POSITION.

The full complement of tugs has now been received in the Theatre and a report is being prepared to be presented to the Board at the next Meeting.

ITEM 39. MILITARY FLOATING CRANES.

(a) It is reported with regret that the 30 ton floating crane BD 1200 has been lost while erroute to Southern France.

(b) The present position of the military floating cranes is:-

				Control	Latest Report
100 ton	BD 500	at Marseilles	Operating	U.S.Army	4th Nov.
60 ton Full Revolving	BD 713	at Naples	Operating	U.S.Army	15th Nov.
	PD 104	at Marseilles	Operating	U.S.Army	4th Nov.
	PD 105	at Leghorn	Operating	U.S.Army	29th Oct.
	PD 106	at Malta	Operating	R.N.	1st Nov.
	PD 107	at Bari	Operating	Tn (B)	1st Nov.
30 ton Stiff Legged Derrick	BD 1199	at Leghorn	Operating	U.S.Army	29th Oct.
" " "	BD 1200	Sunk Nov. 1944 erroute S. France		U.S.Army	
" " "	BD 1201	at Naples	Operating	U.S.Army	16th Nov.
Whiley Whirley	BD 1235	at Malta	Believed Operating	R.N.	No recent report
" "	BD 1237	at Gibraltar	not known if yet erected.	R.N.	

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	PD 104	at Marseilles	Operating	U.S.Army	4th Nov.
	PD 105	at Leghorn	Operating	U.S.Army	29th Oct.
	PD 106	at Malta	Operating	R.N.	1st Nov.
	PD 107	at Bari	Operating	Tn (B)	1st Nov.
30 ton Stiff Legged Derrick	BD 1199	at Leghorn	Operating	U.S.Army	29th Oct.
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Declassified E.O. 12356 Section 3.3/NND No. 785021

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3611

ITEM 40. EXPLOSION AT SENIGALLIA

An explosion occurred at Senigallia, believed due to a delayed action mine, which caused the following damage to craft and unfortunately loss of life:-

One launch completely destroyed

One MINCA completely destroyed

One MINCA damaged but repairable

Seven RCL's superficially damaged but easily repaired.

F. MINERS
CAPTAIN. R.N.R.
Director of Harbor Craft.

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SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

AS AT 1200 HRS 18 NOV 1944

	CLEAN No. of Vessels	CLEAN Cargo Capacity (bbls)	DIRTY No. of Vessels	DIRTY Cargo Capacity (bbls)	TOTAL No. of Vessels	TOTAL Ca
A. On Ocean Service						
1. With Cargo	19	1,862,000	6	370,000	25	2
2. In Ballast	11	1,214,000	3	210,000	14	1
3. In drydock or repairing	-		-		-	
B. On Coastal Service (including shuttle or lightening duties but excluding C, D, and E)						
1. Working	13	325,000	-		17	
2. Drydock or Repairs	13	209,000	3	142,000	16	
C. Water Carriers	22	223,000	-		22	
D. Harbour Fuellers	4	78,000	7	189,000	13	
E. On Operational Service (including R.F.A.)	9	163,000	7	330,000	16	

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SECRET

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER

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CLEAN No. of Vessels	CLEAN Cargo Capacity (bbls)	DIRTY No. of Vessels	DIRTY Cargo Capacity (bbls)	TOTAL No. of Vessels	TOTAL Cargo Capacity (bbls)
19	1,852,000	6	370,000	25	2,222,000
11	1,214,000	3	210,000	14	1,424,000
-		-		-	
17	325,000	-		17	325,000
13	209,000	3	142,000	16	351,000
22	223,000	-		22	223,000
4	78,000	7	189,000	13	267,000
9	163,000	7	330,000	16	493,000

(1)

Ref. 44 -

MINUTES OF MEETING HELD AT 1100 HOURS, 30th OCTOBER 1944

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.)
Lt. Col. J.T. Riddle	(AQMG NAD)	Lr. R.A. Macdonell	(WSA N.A.)
Major H.C. Stebbens	(DAQMG (M))	Mr. W.T. Thomas	(NAMN Coal Div.)
Capt. W.P. Addison	(Tn. AM.)		

Miss Dulla Sincox (Acting Secretary)

action

The Minutes of Meeting No. 10 ... 23rd October were reviewed.

No. 62. GROUPEMENT CRANES & PORT WORKING.

Referring to Minute 55 para. 2., Lt. Col. Triffitt pointed out that the instructions regarding night-work had been given in a more general sense than was indicated in the Minute. The Committee took note. Regarding night-work generally, the French have in the past been reluctant to accede to requests and it was thought that the Port Committee should press the point. Night shifts on cranes etc. were made difficult by lack of skilled operators. It was pointed out that the Port Control Committee would be meeting on Thursday Nov. 2nd. and Cmdr. Garrard undertook to follow up the matter.

Cmdr. Garrard.

No. 63. HANDING BACK OF PORT INSTALLATIONS TO FRENCH.

Lt. Col. Williams drew attention to No. 1376 of MEDBO Minutes, in which reference was made to Minute No. 46 of this committee. The Chairman explained that he thought that No. 46 had been given rather an unfortunate heading, and it was thought that any handing back would have to be commenced on a berth by berth basis, having regard to future programmes. Lt. Col. Williams explained that a joint directive was being issued by the C.O.C. and R.O.W.M., setting up a Port Policy Committee which would examine the question of the gradual handing back of berths, warehouse accommodation etc. to the French, and reporting to MAFSCO.

No. 64. COASTER PROGRAMME.

3609

The point raised in Minute No. 59 was reported to have been cleared up, the "MEAZZIA" destination according to latest signals being Tripoli.

No. 65. COAL SUB-COMMITTEE.

Lt. Col. Williams reported receipt of a signal from AMMO in which complaints were made regarding the turn-round of Colliers in North African ports, and stressing the worldwide shortage of shipping to meet present demands. This signal had made special reference to the loss of time in discharg...

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Lt. Col.	W. F. Lacleod	(Tn. Au.)	
Lt. Col.	E. L. Triffitt	(Tn. Sr.)	
Lt. Col.	E. Williams	(AQMG (M))	
Lt. Col.	J. T. Riddle	(AQMG NAD)	
Major	H. C. Stebbens	(DA/QMG (M))	
Capt.	W. F. Addison	(Tn. Au.)	
Cmdr.	T. R. Garrard, R.N.R.	(S.S.T.O.)	
Lt.	R. N. Calcutt, R.N.V.R.	(S.T.O.)	
Lt.	R. Bradley, U.S.N.R.	(Ret. Sec.)	
Mr.	R. A. Macdonell	(WSA N.A.)	
Mr.	W. T. Thomas	(NAMM Coal Div.)	

Miss Dalia Sincox (Acting Secretary)

Action

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No. 64. COASTER PROGRAMME.

?609

The point raised in Minute No. 59 was reported to have been cleared up, the "ALAZZIA" destination according to latest signals being Tripoli.

No. 65. COAL SUB-COMMITTEE.

Lt. Col. Williams reported receipt of a signal from AFHQ in which complaints were made regarding the turn-round of Colliers in North African ports, and stressing the worldwide shortage of shipping to meet present demands. This signal had made special reference to the loss of time in discharging the American vessel "FREDERICK L. DAU" at Tunisian ports. A general discussion took place on the question of Coal discharge, especially at the port of Algiers, and on Lt. Col. Williams' suggestion it was agreed that those members present who formed part of the newly founded Coal Sub-Committee should remain behind after this Meeting in order to draw up an agreed reply to the AFHQ signal.

So far as the "FREDERICK L. DAU" is concerned, Mr. MacDonell reported that this vessel will have been 24 days on her turnround before she can commence her voyage back to U.S.A. He pointed out that the coal discharge is handled by contract with a Tunisian stevedoring organisation, there being no longer any Military units operating. The same contractor operates for both British and American vessels, and Mr. MacDonell reported

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that one day on the "FREDERICK L.[illegible]" there were only four lorries to take the cargo away from the ship's side. After considerable pressure on the French, this situation had been improved temporarily. Another factor which tended to cause considerable delay in turnround was the fact that vessels arriving to discharge in UGS convoys had only a seven-day cycle in which to catch the next UGS, which would mean Tunisian ports having to average well over 1000 tons per day discharge, which seemed impossible with present facilities. In the case of the "DAU", however, he felt that the discharging time had not been properly utilised, and he had sent full reports thereon to Naples.

Major Stebbens pointed out that, with only one main coal berth at Algiers plus a shortage of floating cranes, there was quite a back-log at the present time, and two vessels recently offered to the port would suffer considerable delay in completing their discharge. He stated that this had been pointed out to AFHQ, but no reply had yet been received.

Commander Garrard drew attention to the several recent occasions on which heated bunkers had had to be taken out and replaced, thus putting an extra strain on the floating crane resources.

An additional difficulty was pointed out by Mr. Thomas, who stressed the paucity of berths on this coast which could receive, without lightening, the type of vessel which was now being utilised.

It was stressed that the French, being in most cases the ultimate Receivers, should be pressed to give full co-operation; otherwise, they should be told that they will have their supplies cut by the amount that they are unable to discharge within the allotted cycles. Lack of skilled cranemen seemed to be their main stumbling-block.

Following further general discussion of the situation, the Chairman stated that NWT were still represented in both Bizerta and Tunis and that he would obtain reports for the Committee together with any suggestions which the NWT Representatives had to make towards an improvement in the present position covering Coal reception. So far as Algiers port is concerned, Lt. Col. Williams stressed that Coal reception should take a permanent place on the Agenda of the Port Policy Committee.

Mr. Henderson.

The Chairman thought that by forward planning through the Coal Sub-Committee it should be possible to foresee the clashing of vessels, thus enabling that Committee to recommend to the Port Committee special cases where it appeared desirable to ask for night-work by Receivers.

No. 66. TANKERS.

Lt. Bradley stated that owing to lack of information regarding movements of Tankers, he had not been able to forewarn AFHQ that a certain vessel would miss the Convoy for which she was scheduled, whereas AFHQ had informed the States that vessel would connect. In this particular instance the Tanker had been delayed through the taking on of Stores and water. The Chairman stated that he thought that the passing of such information to [illegible]

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It was stressed that the French, being in most cases the ultimate Receivers, should be pressed to give full co-operation; otherwise, they should be told that they will have their supplies cut by the amount that they are unable to discharge within the allotted cycles. Lack of skilled craftsmen seemed to be their main stumbling-block.

Following further general discussion of the situation, the Chairman stated that NAT were still represented in both Bizerta and Tunis and that he would obtain reports for the Committee together with any suggestions which the NAT Representatives had to make towards an improvement in the present position covering Coal reception. So far as Algiers port is concerned, Lt Col. Williams stressed that Coal reception should take a permanent place on the Agenda of the Port Policy Committee.

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Lt. Bradley.

No. 67. PORT EQUIPMENT.

The Chairman reported having heard from NAIF to the effect that all details were not yet available, but that it was hoped these would be to hand shortly.

The Next Meeting of the Committee will be held at 1100 hours on Monday, 6th. November 1944.

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NORTH AFRICAN PORTS SUB-COMMITTEE

(Mediterranean Shipping Board)

No.13. MINUTES OF MEETING HELD AT 1100 HOURS, 13th. NOVEMBER 1944.

Present :-

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

Lt.Col. E.Williams	(AQMG (M))	Lt. R.W.Calcutt RNVR	(SEO)
Lt.Col. E.L.Triffitt	(Tn.Br.)	Lt. R.Bradley USNR	(Pet.Sec.)
Major Grylls	(NAMCV)	Mr. R.A.MacDonnell	(WSA)
Capt. W.P.Addison	(Tn.Am.)	Mr J. Cadbury	(NAJEM)
Comdr. T.K.Garrard.RNR	(SSEO)		

Miss J.Brock. (Acting Secretary)

Action

The Minutes of Meeting No.12 of November 6th. were reviewed.

No.71. FRENCH SHIPPING.

Referring to Minute No.69, it was reported by the Chairman that the "SIDI BRAHIM" would be required for an urgent lift from Naples to Leghorn thereafter returning to Algiers, whereas Lt.Col.Williams reported that the "G.G.LEPINE" would return from Naples to Oran to perform a voyage to Marseilles for the French Military Authorities, thereafter making two voyages from North Africa to Toulon for the French Government.

No.72. TRANSSHIPMENT OF CARGO AT CASABLANCA.

Amendment to Minute No.70 : For "GEORGE W.GIBSON" read "HOWARD J.GIBSON".

Lt.Col.Williams reported that he was in touch with Naples with regard to the difficulties being experienced at Casablanca with this transshipment.

No.73. NORTH AFRICAN CEREALS PROGRAMME.

Mr. J.Cadbury, Chairman of NAJEM Food Division, accompanied by Mr. Gesschalk and M. de Curton, was present during the discussion on this matter.
There was some doubt as to whether the "HARRIET TUBMAN" was actually in UGS 59, but in any case the French representative asked that the first available vessel should be ordered to Bizerta for discharge, and as advice of the "ORIENT CITY" and "CAPE RANGE" being already en route had already been received, destinations were agreed as Algiers for the former and Bizerta for the latter, followed by the "WITHROW PARK" for Oran if in the same convoy.

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Present :-

Mr. James M. Henderson (D. . M.T.P. M.A.) - Chairman.

Lt.Col. E.Williams	(AQMG (M))	Lt. R.W.Calcutt RNVR	(SIO)
Lt.Col. E.L.Triffitt	(Tn.Br.)	Lt. R.Bradley USNR	(Pet.Sec.)
Major Grylls	(NAMOV)	Mr. R.A.MacDonnell	(WSA)
Capt. W.P.Addison	(Tn.Am.)	Mr J. Cadbury	(NAUEM)
Comdr. T.V.Garrard.RNR	(SSTO)		

Lieut. J.Brock. (Acting Secretary)

Action

The Minutes of Meeting No [illegible] November 6th. were reviewed.

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Lt.Col. Williams undertook to signal AFHQ accordingly.

Lt.Col.Williams.

The Chairman stressed the necessity of having ample bags available at the various discharge ports, and the French representative confirmed that there should be no difficulty on this account.

Lt.Col. Williams referred to the emergency arrangement, which had been made owing to the doubt whether there was indeed any grain vessel in UGS 59, whereby about 1000 tons of grain on Army stocks should be sent by rail to Tunis, followed by about 1800 tons by French Coaster. Capt.Addison reported on the railway situation as so far as the forwarding of the 1000 tons was concerned, and Mr.Cadbury advised that he understood a special train of 250 tons capacity was being allocated for the job.

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No. 74. CONVERSION OF BARGES TO WATER CARRIERS.

The Chairman referred to a signal from the Director of Harbour Craft, in which details were asked as to the time taken to convert two Minus Barges at Algiers, and also asking for a report on their performance. Lt. Col. Triffitt agreed to make some enquiries hereon.

Lt. Col. Triffitt.

No. 75. CAROUTING OF MERCHANT SHIPS.

Comdr. Garrard referred to a signal asking him to send forward ex the "TESSELBERG" the 48 crew reliefs for the RFA "ORANGELEAF" now stationed at Piraeus, and stated that he was examining the question as to whether the men could be sent direct to Greece or whether they would require to go via the Heel.

Comdr. Garrard.

No. 76. COAL DISCHARGE.

Referring to Minute 68, it was reported that various meetings had been held, and that the position generally appeared to be more satisfactory.

No. 77. MEAT MEETINGS.

It was suggested by the Chairman and agreed by Lt. Col. Williams that MEDSO should be asked to include the Minutes of the AFHQ Meat Meetings with their Agenda.

Mr. Henderson.

The Next Meeting of the Committee will be held at 1100 hours on Monday, 20th. November 1944.

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MEDDO SHIPPING INTELLIGENCE AND DIVERSIONS ROOM

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

Proforma for [illegible] and "North African" "Eastern Ports" and "Southern France" [illegible] for 1st, 11th and 21st of each month. Ref.

	"OCEAN GOING" Store Ships	CASA.	ORAN	ALGIERS	BONE	GREECE	SOUTHERN FRANCE	MALTA
A.	No. of vessels awaiting discharge	NIL	NIL	NIL	NIL	2	24	NIL
B.	No. of vessels discharging	NIL	2	6	NIL	11	39	2
C.	No. of vessels empty awaiting convoy or orders.	2	1	NIL	NIL	2	8	NIL
D.	No. of vessels waiting to load	NIL	1	NIL	NIL	NIL	NIL	NIL
E.	No. of vessels loading	2	5	1	3	NIL	NIL	NIL
F.	No. of vessels loaded awaiting convoy or orders	1	NIL	NIL	1	NIL	NIL	NIL
	TOTAL	5	9	7	4	15	71	2

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

NASAB 688 despatched accordingly.

TOTAL

7093

2692

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

MEDO SHIPPING INTELLIGENCE AND DIVERSIONS ROOM

11th NOVEMBER, 1944.

N.

O. [illegible] "Storm Cones" [illegible] Ref. N.A.S.A.B. 605.

Ships	CASA.	ORAN	ALGIERS	BONE	GREECE	SOUTHERN FRANCE	MALTA	TOTAL
ing	NIL	NIL	NIL	NIL	2	24	NIL	26
arging	NIL	2	6	NIL	11	39	2	60
awaiting	2	1	NIL	NIL	2	8	NIL	13
ng to load	NIL	1	NIL	NIL	NIL	NIL	NIL	1
ing	2	5	1	3	NIL	NIL	NIL	11
ed awaiting	1	NIL	NIL	1	NIL	NIL	NIL	2
AL	5	9	7	4	15	71	2	113

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

TOTAL 113

NASAB 688 despatched accordingly.

1003

GREEK PORTS COMMITTEE.

SECRET.

MINUTES OF MEETING No.2 held at H.Q., 3 CORPS at 1500 hours 8th November, 1944.

PRESENT:	Mr. F.J.O. Graham	- Chairman,	D.M.W.T.R.
	Capt. J.O. Campbell,	- Rep.	S.B.M.O. Greece.
	Commander R.W. Sumpton R.N.R.	-	D.S.S.T.O. "
	Commander A.A. Bachas,	-	Greek P.S.T.O.
	Col. M.Y. Davidson,	- Rep.	Col. "Q".
	Col. G.W. McMullen	-	C.E.
	Major K.R. Crarer	(	
	Major I.D.O. Tullock	(- Rep.	M.L. Greece.
	Capt. Sullivan	- Rep.	W.S.A.
	Mr. A.C. Hogarth	-	M.W.T. Caserta.
	Mr. K.F. Walker	-	Secretary

MINUTES OF FIRST MEETING. - The Minutes were agreed subject to the acceptance of a letter from C.E. in which he sets out in more detail his duties in connection with the provision of port facilities at Piraeus and Patras referred to in the Minutes.

It was also agreed that in future minutes the members named to take action would be shown in the right hand column.

SHIPPING INTELLIGENCE ROOM.

Chairman stated he had discussed this matter with Commander Sumpton and his own views were, that in view of the relatively small number of ships which were likely to be in the area at any one time the necessary information could be made available to those interested with very little extra pooling and collation of present intelligence. Capt. Campbell cited two instances where he had received wrong information and agreed Secretary, D.S.S.T.O. Greece S.O.O. and representative of W.S.A. should collate information and arrange for a signal to be sent to Piraeus daily in connection with shipping movements.

PORT STATE REPORT.

Agreed report should be sent to Medbo each Monday in order that it should be included in the return prepared for the period ending each Monday.

PORTS.

PREVEZA. - Col. Davidson advised lack of M.T. was holding up discharge and Major Tullock replied that additional M.T. had now been made available. Capt. Campbell reported that ships drawing 18'6" could now use the channel.

PATRAS.

Reported work on a vessel at present there was proceeding in a satisfactory manner although a true appreciation could not be gained owing to the discharge being interrupted on account of naval activities.

KALAMATA.

Reported no change at this port and that work was progressing satisfactorily.

3606

PIRAEUS. - PORT FACILITIES.

...ble for making decisions regarding

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

Col. M.Y. Davidson,	- Rep.	Col. "Q".
Col. G.W. McMullen	-	C.E.
Major K.R. Crarer		
Major I.D.O. Tullock	- Rep.	M.L. Greece.
Capt. Sullivan	- Rep.	W.S.A.
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PIRAEUS. - PORT FACILITIES.

Capt. Campbell asked who was responsible for making decisions regarding the provision of Port Facilities, and was advised the Port Development Committee had made the recent decisions in this connection. Col. Davidson then enquired the position of the two extra berths that were being prepared, and Col. McMullen stated he was pushing forward with the above water work but could not guarantee that the under water work would be completed by the end of the month. Capt. Campbell stated that a preliminary under water survey had already been carried out but until the top debris was removed the available depth of water at the berths which would ultimately be available could not be ascertained. Col. McMullen stated the work on repairing the breakwater was in hand and requested the use of floating sheer-legs to speed this up. Commander Sumpton agreed to look into the availability of floating sheer-legs but pointed out that the discharge of ships claimed first priority in their use. It was agreed that the repairing of the breakwater was high priority work and Col. McMullen said/

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/said that in his opinion if the work was delayed, the damaged portions would crumble away. Commander Bachas concurred in this.

Cmdr. Sumpton.

Col. Davidson stated that as the port of Piraeus was being put into a suitable condition to handle 4000 tons per day exclusive of bulk cargoes, it was desired that a statement should be made as to what tonnage the port should be committed as those who are responsible for the planning and handling of cargoes were anxious to provide sufficient personnel and facilities. The question as to whether any additional quantities are to be forwarded to other ports was also raised. The Chairman agreed to write to the G.O.C. and request that any information to hand regarding this should be made available to the Committee.

Chairman

VOLOS.

A report was read stating that vessels could enter the port, but discharge would be into lighters, as no alongside berths were available.

SALONIKA.

The clearing of the harbour was being carried out and a report was read concerning this but more accurate advices are awaited.

KAVALLA.

No news of this port is yet to hand.

MYTILENE.

It was agreed that Khios would be used instead of Mytelene.

SYROS AND KHIOS.

No further news was available.

PAYMENT OF LABOUR.

Capt. Campbell advised that he understood ship labour at Piraeus who are paid by the Government, were discontented and were threatening to strike. After some discussion and following a statement by Lt. Maeburn A.O. to E.S.S.T.O. Greece, it was agreed that Chairman should advise G.O.C. of the position and that any further developments should be reported immediately.

Chairman.

EMPLOYMENT OF AGENTS.

Capt. Campbell stated that he thought the Swedish Red Cross were getting better work through employing an agent to handle their vessels at Piraeus. Chairman advised that unless we were in a position to pay a higher rate for labour he did not think that under the present circumstances the employment of agents would have any effect on the work but Commander Sumpton, Col. Davidson and himself were watching the position closely and that when the currency was stabilised possibly some other arrangements would be made. In any event as the Greek Government were providing and paying for the labour it was not at present clear as to whether we could do much in the matter, and before any steps could be taken, it would be necessary to consult the Greek Government.

REQUISITION OF VESSELS.

Chairman drew members attention to instructions dated 29th October issued by Force Commander in regard to the immediate employment of shipping found on the occupation of Greece. Commander Sumpton reported a different

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Committee.

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REQUISITION OF VESSELS.

Chairman drew members attention to instructions dated 29th October issued by Force Commander in regard to the immediate employment of shipping found on the occupation of Greece. Commander Sumpton reported a different procedure had been agreed with the Greek Government respecting small craft and it was agreed that Commander Sumpton should report on the matter to G.O.C. Med. and also write D.S.T.O. Med. in this connection.

Cmdr. Sumpton.

Next meeting will be held at 1500 hours on the 15th November, 1944.

(Sgd) K.F. WALKER

SECRETARY.

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2697

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

WATER SITUATION REPORT. JULY 1944.

PORT	1. Grand total of drinking and boiler water issued during last month. (a) Warships Tons	1. (b) Mercantile Marine Tons	2. No. of water carriers employed and capacity. (a) Mobile Tons	2. (b) Dumb Tons	3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements? (a) Mobile	3. (b) Dumb	4. SHORE SOU
GIBRALTAR	7493	1628 Admty. sources. Council Sources 5721 total	One 3750 (ALETTA - [illegible] sources). Three total 450. Five total 373	One 120 Two total 250.	Yes	Yes	Restricted augmenting sources.
ORAN							
ALGIERS	11646 metric	41021 metric	Four 50 metric each	Nil	Yes	Yes	Adequate
BIZERTA	4673	6551	Two 1065	One 100	Yes	Yes	Adequate
PHILIPPEVILLE	3420 (Distilled water 419)	329	Upgrade 220 Fresh water	Quad 120 Distilled water.	Not at present pressure. Use to fill at Bizerta.	---	Restricted be obtai in case
MALTA	15113 Vict. Yard craft. 2020 shore hydrants.	673 Vict.Yard craft. Nil.shore hydrants.	Six 185 150 150 150 60 150 Total 865	Nil -temp.duty pending new engines.	Yes - provided that 2 vessels are employed continuously on shift work.		Require other b
SYRACUSE	542	372	Nil	Nil tons	Nil	Yes	Restric

2698

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

WATER SITUATION REPORT. JULY 1944.

1. (b) Mercantile Marine Tons	2. No. of water carriers employed and capacity. (a) Mobile Tons	2. (b) Dumb Tons	3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requir... (a) Mobile	3. (b) Dumb	4. SHORE SOURCE OF SUPPLY
628 Admty. sources. [illegible] sources 721 total	One 3750 (ALMTA - [illegible] sources). Three total 450. Five total 373	One 120 Two total [illegible].	Yes	Yes	Restricted. Requires augmenting from outside sources.
1021 metric	Four 50 metric each	Nil	Yes	Yes	Adequate.
551	Two 1065	One 100	Yes	Yes	Adequate.
329 er 419)	Aiguade 220 [illegible] water	Oued 120 Distilled water.	Not at present pressure. Has to fill at Bizerta.	----	Restricted. Waterboat can be obtained from Bizerta in case of urgency.
673 Vict.Yard craft. Mil.shore ydrants.	Six 185 150 150 150 50 150 Total 865	Nil -temp.durb pending new engines.	Yes - provided that 2 vessels are employed continuously on shift work.		Requires augmenting from other bases.
372	Nil	Nil	Nil	Yes	Restricted.

26999

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

WATER SITUATION REPORT. JULY 1944 CONTINUED.

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
AUGUSTA	No record kept but approx. 25% of total merchant ship consumption.	1-8th July actual 4000. 9-31st July actual 12700 + ARENA loaded 23600 for Malta.	PO terminated service 27/7/44. MINCIO 350 Small water-boat 100				
MESSINA	Impossible to assess as all water points are open & no meters are fitted.						Adequate but pressure & p be resorted t that stocks scarce later Necessary to pressure sys boat.
PALERMO							
MADDALENA	2150	1320	Six - total 465.	Nil	Yes	N.A.	Restricted t plus auxilia tons per day
NAPLES							
CIVITA VECCHIA	1043	155	One 600	---	No longer attached.	---	Should be ad H.M. Ships &
TARANTO							
BARI	9034	18216	One 120		Yes		Adequate.

2700

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

WATER SITUATION REPORT. JULY 1944 CONTINUED.

	2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE OF SUPPLY
	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
	PO terminated service 27.7.44. MINCIO 350 Small water-boat 100				Adequate but of low pressure & pumping has to be resorted to. Feared that stocks may become scarce later this summer. Necessary to augment pressure system by water-boat.
	Six - total 465.	Nil	Yes	N.A.	Restricted to 1200 daily plus auxiliary supply 200 tons per day.
	One 600	—	No longer attached.	—	Should be adequate, for H.M. Ships & local craft.
	One 120		Yes		Adequate.

All water points are open & no meters are fitted.

2701

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

WATER SITUATION REPORT. AUGUST 194[illegible].

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOUR
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
GIBRALTAR							
ORAN							
ALGIERS	10544 metric	29741 metric	Four 50 metric each.	Nil	Yes	Yes	Adequate.
BIZERTA	3281	7412	1 - 825 1 - 240	1 - 100	Yes	Yes	Adequate. No but does not augmenting sources.
PHILIPPEVILLE							
MALTA	2042 Vict.Yard Craft. 2929 Shore hydrants	320 Vict.Yard Craft. Nil Shore hydrants	Six 185 150 150 150 80 150 Total 865	Nil -temp.dumb pending new engines.	Yes - provided that 2 vessels are employed continuously on shift work.		Requires au other bases.
SYRACUSE	1326	360	Nil	14 tons	Nil	Yes	Restricted.

2702

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

WATER SITUATION REPORT. AUGUST 1944.

1. (b) Mercantile Marine Tons	2. (a) Mobile Tons	2. (b) Dumb Tons	3. (a) Mobile	3. (b) Dumb	4. SHORE SOURCE OF SUPPLY
29741 metric	Four 50 metric each.	Nil	Yes	Yes	Adequate.
7412	1 - 825 1 - 240	1 - 100	Yes	Yes	Adequate. Not unlimited but does not require augmenting from other sources.
320 Vict.Yard Craft. Nil Shore hydrants	Six	185 150 150 150 80 150 Total 865	Nil - temp. hand pumping set engines.	Yes - provided that 2 vessels are employed continuously on shift work.	Requires augmenting from other bases.
360	Nil	1¼ tons	Nil	Yes	Restricted.

2705

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

WATER SITUATION REPORT.

AUGUST 1944 CO

PORT	1. Grand total of drinking and boiler water issued during [illegible].		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's anticipated requirements.		SHORE SU
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
AUGUSTA.	approx. 40% of total Merchant ship consumption.	9880 + ARENA [illegible] for [illegible].	MINCIO 350 (repairing) Small waterboat 100. "Y" 77. 900 arr. 29th Aug. undergoing tank cleaning & minor repairs.				Adequate demands.
MESSINA	620 (figures approx. only)	1300	2 Trailer Tanks 1-4 tons & 1-5 tons. LAGUNA 300.	Nil	Yes	Nil	Adequate winter b summer. augmenti bases.
PALERMO	From water barges:- 3400 (No method of measuring water from pipe line outlets)	2300	2 - 100 T. each	Nil	Yes		Adequate summer w No augm bases n
MADDALENA	3650	4218	5-total 400	Nil	Yes	N.A.	Restrict plus nu tons pe
NAPLES	13665	16830	8:- 3 @ 450 ea. (1 unserviceable 10 days) 1 @ 350 4 @ 100 (1 unserviceable whole month)	Nil	Daily demands usually exceed amount of portable water available.		Unlimit often v affects boats, to fill necessa
LEGHORN	From lighters:- 3598 (no check on water from shore hydrants direct to ship - approx. 30,000 per mth.)	1564	5-total 900 T. (1-100 T. being under repair). 1-100 ton barge in very poor condition).	Nil	Yes		Unlimit Does no ing.
BARI	3196	27869	One	Nil	Yes	Yes	Adequat

27064

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

WATER SITUATION REPORT. AUGUST 1944 CONTINUED.

1. Total of drinking and water issued during month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE OF SUPPLY
(a) ships tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
40% of Merchant [illegible]	9880 + ARENA [illegible] 300 for [illegible].	MINCIO 350 (repairing) fwll waterboat 100. "Y" 77. 900 arr. 29th Aug. undergoing tank cleaning & minor repairs.				Adequate for all normal demands.
s approx. only)	1300	2 Trailer Tanks 1-4 tons & 1-5 tons. LAGUNA 300.	Nil	Yes	Nil	Adequate. Unlimited in winter but restricted in summer. Does not require augmenting from other bases.
rom water barges:-	2300	2 - 100 T. each	Nil	Yes		Adequate, except in summer when restricted. No augmentation from other bases necessary.
thod of measuring from pipe line ts)	4218	5-total 400	Nil	Yes	N.A.	Restricted to 1200 daily plus auxiliary supply 200 tons per day.
	16830	8:- 3 @ 450 ea. (1 unserviceable 10 days) 1 @ 750 4 @ 100 (1 unserviceable whole month)	Nil	Daily demands usually exceed amount of portable water available.		Unlimited but pressure often very low which affects filling of water-boats. Castellamare used to fill water boats when necessary.
From hydrants:-	1564	5-total 920 T. (1-100 T. boat under repair).	Nil	Yes		Unlimited & adequate.
ck on water from hydrants direct to approx. 30,000 per mth.)		1-100 ton [illegible] 1 condition).				Does not require augmenting.
	27869	One	Nil	Yes	Yes	Adequate.

2195

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

WATER SITUATION REPORT. SEPTEMBER, 194

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		SHORE
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
GIBRALTAR	7968	1430 Admty. Sources 2870 Council Sources 4300	One 3750 (Utility - but no water from outside sources). Three total 450. Five total 373.	One 120 Two total 250.	Yes	Yes	Restri... augmen...
ORAN							
ALGIERS	12685 metric	34018 metric	Four 50 metric each.	Nil	Yes	Yes	Adequa...
BIZERTA	1426	3840	1 - 825 1 - 240	1 - 100	Yes	Yes	Adequa... but do... augmen... source...
FERRYVILLE							
MALTA	12390 Met. Yard Craft. 2695 Shore Hydrants.	2.2 Met. Yard Craft. Nil Shore Hydrants.	Six	185 150 150 150 80 150 Total 865	Nil	Yes - provided that 2 vessels are employed continuously on shift work.	Requir... other...
SYRACUSE				-(in hand for new engine).			

27061

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

WATER SITUATION REPORT. SEPTEMBER, 1914.

1. ...l of drinking and ...ter issued during ...r. ...os	1. (b) Mercantile Marine Tons	2. No. of water carriers employed and capacity. (a) Mobile Tons	2. (b) Dumb Tons	3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements. (a) Mobile	3. (b) Dumb	4. SHORE SOURCE OF SUPPLY
	11,430 Adelty. Sources 4300 ...ther Mothball Sources 4,300	One 3750 (HEMY - brid ...ter fr... utable sources). Three total 1,450. Five total 375.	One 120 Two total 250.	Yes	Yes	Restricted. Requires augmenting from outside ...rces.
...ric	34018 metric	Four 50 metric each.	Nil	Yes	Yes	Adequate.
	3840	1 - 825 1 - 240	1 - 100	Yes	Yes	Adequate. Not unlimited but does not require augmenting from other sources.
...t. ...Craft. ...e ...unts.	3,2 Viet. Vessel Craft. Nil Shore Hydrants.	Six 135 150 150 150 80 150 Total 865	Nil -(in hand for new engine).	Yes - provided that 2 vessels are employed continuously on shift work.		Requires augmenting from other ...es.

2701

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

WATER SITUATION REPORT. SEPTEMBER 1944 CON

PORT	1. Grand total of drinking and boiler water issued during past month. (a) Warships Tons	(b) Mercantile Marine Tons	2. No. of water carriers employed and capacity. (a) Mobile Tons	(b) Dumb Tons	3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements. (a) Mobile	(b) Dumb	SHORE
AUGUSTA	approx.30% total Merchant ship consumption.	8750 ARTA loaded 2500 for Malta. ESTRIA loaded 4500 for Maddalem.	MINCIO - 350 (in commission 21st Sept.). "Y77" - 900 (left for Naples 21st Sept.). Small water-boat - 100.				Adequat demands
MESSINA	997 (approx. only as no meters fitted).	4769	2 Trailer Tanks 1-4 tons & 1-5 tons. LAGUNA 300.	Nil	Yes	Nil	Now res not req from c
PALERMO	From water barges:- 3300 (No method of measuring water from pipe line outlets).	400	2 - 100T.each	Nil	Yes		Adequa summer No aug other
MADDALENA	705	1760	5 - total 400T.	Nil	Yes	N.A.	Restri daily of 200
NAPLES	11554	26337	8:-3 @ 450 ca. 1 @ 350, 4 @ 100 ca.	Nil			Unlimi freque affect waterb Castel neces
CIVITAVECCHIA	From lighters:- 3559 (No check on water from shore hydrants direct to ship.- approx.30,000 per month).	22,250	5 - total 320T. (1-100T. barge under repair. 1-100T. barge in very poor condition).	Nil	Yes		Unlimi Doc: n ing.
LEGHORN	2135	32585	1 - 120T.	Nil	Yes		Adequa

2708

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

WATER SITUATION REPORT. SEPTEMBER 1944 CONTINUED.

1. Total of drinking and water issued during month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE OF SUPPLY
(a) ships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
.30% Merchant onsump-	8750 Traffic loaded 2,500 for Malta. ISTRIA loaded 4500 for Maddalena.	MINCIO - 350 (in commission 21st Sept.). "Y77" - 500 (left for Naples 21st Sept.). Small water-boat - 100.				Adequate for all normal demands.
	4769	2 Trailer Tanks 1-4 tons & 1-5 tons. LAGUNA 300.	Nil	Yes	Nil	Now restricted but does not require augmenting from other bases.
From water barges:- 400		2 - 100T. each	Nil	Yes		Adequate, except in summer when restricted. No augmentation from other bases necessary.
method of measuring er from pipe line lets).	1760	5 - total 400T.	Nil	Yes	N.A.	Restricted to 1200 tons daily + auxiliary supply of 200 tons per day.
	26337	8:-3 @ 450 ea. 1 @ 350, 4 @ 100 ea.	Nil			Unlimited but pressure frequently very low which affects rapid filling of waterboats. Castellamare used when necessary.
From lighters:- 22,200		5 - total 920T.	Nil	Yes		Unlimited & adequate Does not require augmenting.
chools or tenders from shore ents direct to ship:- rox. 30,000 per month).		(1-100T. barge under repair. 1-100T. barge in very poor condition).				
5	32585	1 - 120T.	Nil	Yes		Adequate.

27097

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

WATER SITUATION REPORT.

OCTOBER 194

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity-allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		SIMI
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
GIBRALTAR							
ORAN							
ALGIERS	6514 metric	30990 metric	Four 50 metric each	Nil	Yes	Yes	Adeq
BIZERTA	1931	3226	1 - 825 1 - 240	1 - 100	Yes	Yes	Adeq but c being other
PERRYVILLE							
MALTA							
SYRACUSE							
AUGUSTA	approx. 30% of total Merchant ship consumption.	6070 ARENA loaded 16400 for Malta. ARENA loaded 5000 for Taranto.	1 - 350 1 - 100	Nil	Sufficient for present demands.		Adeq

2710

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

WATER SITUATION REPORT.

OCTOBER 1944.

1. tal of drinking and ater issued during th.		2. No. of water carriers employed and capacity.		3. Is carrying capacity-allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE OF SUPPLY
ps	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
ric	30990 metric	Four 50 metric each	Nil	Yes	Yes	Adequate.
	3226	1 - 825 1 - 240	1 - 100	Yes	Yes	Adequate. Not unlimited but does not require being augmented from other sources.
% of rchant sump-	6070 ARENA loaded 16400 for Malta. ARENA loaded 5000 for Taranto.	1 - 350 1 - 100	Nil	Sufficient for present demands.		Adequate.

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

PORT	1. Grand total of drinking and boiler water issued during past month.		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		SHORE SO
	(a) Warships Tons	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
MESSINA	853 (Approx. only as no water meters fitted).	376	2 Trailer Tanks 1 @ 4 T. & 1 @ 5 T. LAGUNA - 300.	Nil	Yes	Nil	Now rest not req from ot
PALERMO							
MADDALENA	272	335	5 - total 400T.	Nil	Yes	N.A.	Restric daily of 200
NAPLES	8161 (Capri	30995 7130)	9:- 1 @ 1000, 3 @ 450 ea. 1 @ 350, 4 @ 100 ea.	Nil			Unlimi frequen affecte waterb used w
	From lighters:- 19348						Unlimi Does n ing.
TARANTO	4204 (No check on water from shore hydrants direct to ship - approx. 30,000 per month).		6 - total 1720 (2 - 100 T. barges in poor condition).	Nil	Yes		
BARI	2444	31355	1 - 120 T	Nil	Yes		Adequa
ANCONA	6000 approx.	5267	1 - 290 T	2 - 60 T	Yes	Yes	Restri

2712

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

1. of drinking and r issued during		2. No. of water carriers employed and capacity.		3. Is carrying capacity allocated 1 & 2 (a) & (b) sufficient for present & next month's estimated requirements.		4. SHORE SOURCE OF SUPPLY
s	(b) Mercantile Marine Tons	(a) Mobile Tons	(b) Dumb Tons	(a) Mobile	(b) Dumb	
only as no water fitted).	376	2 Trailer Tanks 1 @ 4 T. & 1 @ 5 T. LACUNA - 300.	Nil	Yes	Nil	Now restricted but does not require augmenting from other sources.
	335	5 - total 400T.	Nil	Yes	N.A.	Restricted to 1200 tons daily + auxiliary supply of 200 tons per day.
(Capri	30995 7130)	9:- 1 @ 1000, 3 @ 450 ea. 1 @ 350, 4 @ 100 ea.	Nil			Unlimited but pressure frequently very low which affects rapid filling of waterboats. Castellanne used when necessary.
From lighters:- ck on water from hydrants direct to approx. 30,000 per).	19348	6 - total 1720 (2 - 100 T. barges in poor condition).	Nil	Yes		Unlimited & adequate. Does not require augmenting.
	31355	1 - 120 T	Nil	Yes		Adequate.
prox.	5267	1 - 290 T	2 - 60 T	Yes	Yes	Restricted.

SECRET.

MEDITERRANEAN SHIPPING BOARD.

(1)

No. 87.

MINUTES OF MEETING HELD AT 1100 HOURS ON 12TH NOVEMBER, 1944.

	Mr. Ian D. Campbell	In the Chair
Members:	Captain P.H.D. Byron 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.
	Lieut.Cmdr. C.P. Sturt R.N.V.R.	S.O.C. to F.S.T.O. Med.
	Colonel D.A. Greenhill	G-4 Mov & Tn. (Br.)
	Colonel J.F.M. Loose	Tn. (Br.)
	Colonel J.T. Dorcher U.S. Army	G-4 Mov & Tn. (Am.)
	Major J. Riddell	Q.M. Coal Section
	Major A. ... Launder	Petroleum Section
	Mr. R. Nicol	Dep.Reg.Dir., W.S.T. Med.
Present:	Captain D.H. Hammersley Johnston R.N.	Chief of Staff to F.O.N.A.M.
	Commander J.S. Sharp R.N.R.	N.O.I.C. (N.A. Med.)
	Colonel E.H. Lastayo U.S. Army	G-4 Mov & Tn. (Am.)
	Mr. A.C. Hogarth	D.[illegible].T.R.
	Lt.Col. K. Anderson	D. [illegible].T.R.
	Mr. R.D. Acard	D.[illegible].T.R.
	Mr. R. Hughes	D.[illegible].H.C. Representative
	Mr. W.E. Foreday	Secretary
	Miss M.M. Michie	Assistant Secretary

ACTION BY:-

1460. The Chairman welcomed to the Meeting Captain D.H. Hammersley Johnston, R.N. Chief of Staff to F.O.N.A.M.

1461. The Minutes of Meeting No. 86 dated 7th November were approved.

1462. CRANE SHIPS. Ref. 1435. Colonel Dorcher stated he could not yet say when the 150 ton floating crane would become available for use, upon which the release of the "EMPIRE VALOUR" was dependent.

1463. WATER SITUATION AT NAPLES. Ref. 1436. It was reported by Commander Sharp that N.O.I.C. Naples was willing to release the waterboat "GULF PRINCE" provided conditions remained the same. Lt.Cmdr. Sturt felt that the release of this vessel might adversely affect the turn-round of vessels and Colonel Greenhill stated that KMF convoys were now programmed to arrive every 20 instead of 37 days and in this connection considered rapid turn-round of personnel ships would be hampered if water could not be taken on in time. As it appeared that Naples Port Authorities were unaware of new KMF cycle it was agreed that the employment of "GULF PRINCE" should be reviewed in this light. Cmdr. Sharp.

Major Launder had heard that this vessel was supplying contaminated water and suggested that as N.O.I.C. Naples was willing to forego her services that she be employed as a harbour fueller, for which purpose she was urgently required by F.E.O. He suggested that should this proposal be approved, F.E.O. should agree to provide another water boat for Naples if this were found necessary. It was stated that "GULF PRINCE" had been cleaned before allocation as water boat and no information had been received that water supplied from her was impure, and the Board decided her release from her present employment be further examined.

3601

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Colonel J.F.M. Leese
Colonel J.T. Dunbar U.S. Army
Major J. Liddell
Major A..... Launder
Mr. R. Nicol

Tn. (Br.)
G-4 Mov & Tn. (Am.)
Q.M. Coal Section
Petroleum Section
Dep.Reg.Dir., W.S... Med.

Present:

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Commander J.S. Sharp R.N.R.
Colonel N.H. Lastayo U.S. Army
Mr. A.C. Hogarth
Lt.Col. K. Anderson
Mr. R.D. Heard
Mr. R. Hughes

Chief of Staff to F.O.N.A.M.
N.C.S.O. (N.A. Med.)
G-4 Mov & Tn. (Am.)
D.D.M.T.R.
D. .M.T.R.
D.D.M.T.R.
D.D.N.C. Representative

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Secretary
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1464. "HARMAL". Ref. 1437. In view of existing facilities at Piraeus and Salonika, Mr. Hogarth considered that this grain elevator ship could not usefully be employed in these ports. This being the case Colonel Greenhill considered she should be offered to [illegible] for use at Genoa and agreed to approach them on the matter. Col. Greenhill.

1465. COASTERS FOR GREECE. Ref. 1449. In response to Colonel Greenhill who asked how the matter stood, Mr. Hogarth stated that III Corps were awaiting confirmation that the coasters should be made available, and said they had not seen the signal containing the Board's view that the request was reasonable and that allowances had been made for such a situation.

In this connection Lt.Cmdr. Sturt enquired who was to allocate the vessels and by whom they were to be run. The Chairman understood coasters would be allocated from the Middle East and that they would be operated by the Greeks. It was thought generally that some control should be retained over these vessels to ensure that they were put to best use, but Mr. Hogarth explained that the decision/

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decision to hand them back to the Greeks was the result of diplomatic negotiations on a very high level. The Board nevertheless felt that the serious effects of possible uncoordinated trading by these vessels should be represented to London and the proposal put forward that they should be run on the same lines as French "B" list vessels. The Chairman undertook to draft a signal to this effect for agreement with P.S.T.O., G-4, W.S.A., M.W.T. and G-5 Balkans.

Chairman.

A request from III Corps for the allocation of "MONT LEBAN" was reported by Lt.Cmdr. Sturt who said the vessel was required for coastal trading between Greek ports and inter-island service. Colonel Greenhill felt III Corps should be asked to provide a programme when the matter would be further considered.

Lt.Cmdr. Sturt.

1466. "CELLENZA". Ref. 1452. Replying to Commander MacLean the Chairman stated that this vessel had not yet been released from the Prize Court but that the matter was in hand.

1467. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 1438. Item 2 on Agenda. Coal Minute 284. The Chairman reported that the wrecked mine sweeper had been removed and the draft was now 24'6".

Reference Minute 285 Colonel Dansher reported that a vessel with 1800 tons coal had been nominated for discharge at Leghorn, but Major Riddell understood that the railway was still blocked, and thought clearance would not be possible.

1468. REPAIR SUB-COMMITTEE. Ref. 1439. Item 3 on Agenda. Noted.

1469. FRENCH SHIPPING ALLOCATION COMMITTEE. Ref. 1440. Item 4 on Agenda. With reference to Minutes 6 and 8 of Report 33, the Chairman stated that "allocated to the French" should be read for "placed at the disposal of the French".

"SIDI BRAHIM" (ref. Minute 6) had been authorised to make one voyage Naples-Leghorn with allied personnel and as Colonel Dansher requested she make an additional run the Chairman said he would take up the matter with Algiers. Colonel Dansher also stated that after lifting personnel to Oran "G.G. LEPINE" was required to proceed from there to Marseilles and then make two voyages Algiers-Toulon, all on French account.

The Chairman considered that Minute 7 should be placed before the Repair Sub-Committee for examination in the light of present conditions, and that Minute 9 should be brought to their notice.

Chairman.

It was agreed that representatives of M.W.T., W.S.A., G-4 and P.S.T.O. should meet the following day to examine and discuss fully the position regarding the use of French personnel carriers. (vide MAF300 Meeting 12 para 69).

Colonel Dansher asked what progress was being made with the salvage of "PROVIDENCE" (ref. 1341) and Commander MacLean agreed to ascertain the position.

1470. MEDITERRANEAN CIVIL SUPPLIES. Ref. 1441. Item 5 on Agenda. The Chairman reported that ALCOM had a vast programme for import of civilian goods into Italy, Sicily and Sardinia which amounted to about ½ million tons from January to June, 1945. He felt that this programme was in no way related to considerations of port acceptance and capacity and pointed out the serious consequences which might arise. Colonel Greenhill said that ALCOM had been informed that all requests for imports would have to go through the normal machinery and replying to Mr. Nicol also stated that so far as U.N.R.R.A. were concerned they too were aware of the practice to be followed.

Colonel Dansher thought that Authorities shipping civilian goods into the theatre should be warned of limiting drafts of ports and quoted the case of one vessel with Canadian wheat for the French at Bizerta with draft of 25'3" fore and 30'3" aft which would first have to lighten at Algiers.

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1471. TANKER COMMITTEE. Ref. 1442. Item 7 on Agenda. In view of the requirements for gas oil at Ancona, Major Launier asked whether special escorts for tankers could yet be provided. He stated that in the event of 8th Army requiring 2 tankers at once it might mean a cargo vessel would have to be excluded at Ancona. Colonel Greenhill thought this was a question of priority that A.A.I. would have to decide. He did not think that F.O.T.A.L.I. had any more escort vessels available now than formerly when he was unable to accede to a request on a high level for special escorts for coasters in the/

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/the Adriatic. It was however agreed that Commander MacLean should raise the matter once more. Cmdr. MacLean.

Major Launder reported that replacement crews for LHEA and BAHREM had arrived in S. France whilst both vessels were discharging in the Med and Mr. Nicol said that arrangements would be made for them to be sent to S. Italy. Mr. Nicol.

1472. NORTH AFRICAN PORTS SUB-COMMITTEE. Ref. 1420. Item 8 on Agenda. The Chairman drew the Board's attention to Minute 68 para (2) in which a newly constituted Port Policy Committee was mentioned. He had received a circular setting out the functions of the Committee in which it was stated that they would consider all Labour and transport problems and also the gradual handing back of the Port to the French as and when conditions permitted. As the Port Policy Committee was purely a local Committee he felt that the question of handing back the Port to the French should rather be discussed at N.A.P.S.C.O. who were directly responsible to MEDBO, to whom the matter should then be referred. (vide Minute 1376).

With reference to para (3) of Minute 68 the Chairman pointed out there were 40 one-ton coal buckets at Algiers which could be sent elsewhere and which Major Riddell felt could be usefully employed in Italy.

1473. PORT STATE. Ref. 1422. Item 9 on Agenda. Position noted.

1474. SITUATION IN SOUTH FRANCE. Ref. 1445. A signal from A.F.H.Q.W.A.R. in reply to one reporting on the position in S. France was quoted by Colonel Dannher as follows:-

"Accept your estimate of capability to handle vessels intended for LEGS Discharge. Critical world wide shipping shortage requires both you and we follow your discharge capability carefully however. Every effort must be made to avoid less ships' time awaiting discharge".

In this connection Mr. Nicol reported that W.S.A. Washington had signalled emphasising the importance of rapid turn-round of all vessels in the area.

1475. "[illegible]BURG". Ref. 1429. The question of obtaining a crew for this ex German hospital carrier was raised by Commander MacLean, for the prize crew presently on board were to remain for about three weeks. The Chairman stated he had already requested London for men to be sent out and would endeavour to ascertain when they were due to arrive. Before she could be put into service Lt. Cmdr. Sturt said that she would need examination and drydocking which could be carried out at Taranto. Chairman.

1476. [illegible] EQUIPMENT. Ref. 1408. A letter from G-4 to ALGOM setting out 39 items of gear for Civita Vecchia which the Army had lent to M.W.T./W.S.A. for common pool was referred to by the Chairman. He considered this equipment should rather be lent to ALGOM who had signed for U.S. gear for the ports of Castellamare, Torre Annunziata and Cagliari and it was agreed that M.W.T./W.S.A. should take up the matter with them. M.W.T./W.S.A.

1477. DREDGING COMMITTEE. Ref. 1394. The Chairman quoted a letter from the Office of the Commander in Chief which stated that the Dredging Committee was not a Committee appointed by C in C Med. but in fact a sub-Committee of MEDBO, the Chairman of the Dredging Committee while not a Member of MEDBO being a representative of C in C Med. who was represented on MEDBO. He therefore considered that the position was now clarified.

1478. INTERNAL MEDITERRANEAN SAILINGS. Ref. 1396. The Chairman reported the British and U.S. Internal Mediterranean Sailings for October, excluding DRAGOON, as follows:-

BRITISH	U.S.
[illegible]	27 M.T. (incl. 3 on British account) 8

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1473. PORT STATUS. Ref. W.22. Item 9 on Agenda. Position noted.

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1478. INTERNAL MEDITERRANEAN SAILINGS. Ref. 1306. The Chairman reported the British and U.S. Internal Mediterranean Sailings for October, excluding DRAGOON, as follows:-

BRITISH		U.S.	
M.T.	47	M.T. (incl. 3 on British account)	8
Stores	23	G.O.S.	8
Cereals (joint account) (M.W.T.ships for one trip with grain)	5	Mules	4
P.C.L. (joint account)	2		
	77		20

1479. COASTER POSITION. Ref. 1346. Lt. Cmdr. Sturt reported that Tn. (Nav.) had/

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[illegible] requested [illegible] on the cessation of the Sardinia-Corsica service the six French and Italian coasters presently on that run should be allocated to them for a Naples-Leghorn shuttle service. He however stated that these vessels were urgently required for operations in the Adriatic and asked that they be re-allocated to P.S.T.O. Colonel Dancher explained that the service to Leghorn was in support of both 5th and 8th Armies and considered a priority between the two Commands should be established. As it was not possible to consider the use of larger ships in the Adriatic, Lt.Cmdr. Sturt suggested that Liberty ships be used on the Naples-Leghorn ferry in which proposal Colonel Dancher concurred provided the Board agreed. Colonel Greenhill pointed out that C.C.S. had made a provisional coaster allocation and therefore felt that the matter should be discussed further and it was agreed that a special Meeting of the Tonnage Allocation Committee should be called at which all interested parties would consider the allocation of vessels for both purposes.

Secretary.

The coaster "CHIARA" which is allocated to P.S.T.O., was reported by Lt. Cmdr. Sturt to have been nominated by COMZONE NATOUSA to load at Algiers for Naples without reference to P.S.T.O.

1480. SHIPPING INTELLIGENCE & DIVERSIONS ROOM. Ref. 1227. In view of the withdrawal of the U.S. Army member of the staff of the Room at Naples Commander Sharp enquired whether a replacement could be provided. Mr. Nicol said that W...A. would be able to send a relief shortly.

Mr. Nicol.

1481. WHEAT FOR YUGOSLAVIA. A signal from MACMIS stated that TITO had requested release of 4 ships of Yugoslav Merchant Fleet, minimum total tonnage of 20,000 for transport of wheat made available by Russia from Black Sea to Dalmatian ports, was quoted by Lt.Col. Anderson. This signal had been passed to London and their reply was to the effect that the matter should be discussed between ...F.H.Q. and Yugoslav Government who should both put the matter to CCC Washington in a combined telegram in relation to SACMED's programme for Mediterranean Civil Affairs. It was stated that combined shipping authorities would look to MEDBO for advice as to whether Yugoslav ships in the area should be used. Colonel Greenhill stated the question had been considered with G-5 and it was felt that in view of political backgrounds ...F.H.Q. were not in a position to decide whether Russia was to participate in the supply of relief tonnages to countries in the Mediterranean but thought that the matter could best be taken up with Russia by C.C.S. through diplomatic channels. The Board agreed that a signal to London should be drafted on these lines.

Col. Greenhill.

In reply to Commander MacLean, Colonel Greenhill said that grain stocks in U.K. held for Yugoslav relief would be diverted elsewhere in the event of grain being supplied by Russia.

1482. SHIPMENT OF CEMENT FROM TOULON TO CORSICA. A signal from SHAEF Main stating that their shipment of 2000 tons cement in French vessels was approved, subject to arrangement with French of discharge and clearance, was referred to by Colonel Dancher. Colonel Greenhill felt that the matter should first be approved by COMMED and SHAEF then asked what shipping was to be used.

Col. Dancher.

1483. MADDALENA. Commander MacLean reported that the Navy were due to leave Maddalena and Colonel Greenhill enquired how this would affect sailings of schooners allocated to ALCOM. Commander Sharp explained that routes to and from Maddalena would be provided from the last port and stated that there was a B.N.L.O. at Cagliari, that an N.C.S.O. had now been appointed there who would also concern himself with Maddalena. He did not consider that schooner trade would suffer.

The small fleet of shuttle tankers supplying Corsican ports, which Major

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purposes.

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1480. SLIDING INTELLIGENCE & DIVERSIONS ROOM. Ref. 1227. In view of the withdrawal of the U.S. Army member of the staff of the Roomat Naples Commander Sharp enquired whether a replacement could be provided. Mr. Nicol said that W.O.S.A. would be able to send a relief shortly.

Mr. Nicol.

1481. WHEAT FOR YUGOSLAVIA. A signal from MACMIS stated that TITO had requested release of 4 ships of Yugoslav Merchant Fleet, minimum total tonnage of 20,000 for transport of wheat made available by Russia from Black Sea to Dalmatian ports, was quoted by Lt.Col. Anderson. This signal had been passed to London and their reply was to the effect that the matter should be discussed between A.F.H.Q. and Yugoslav Government who should both put the matter to MOC Washington in a combined telegram in relation to S.H.C.M.B.'s programme for Mediterranean Civil Affairs. It was stated that combined shipping authorities would look to M.E.D.B.O. for advice as to whether Yugoslav ships in the area should be used. Colonel Greenhill stated the question had been considered with G-5 and it was felt that in view of political backgrounds A.F.H.Q. were not in a position to decide whether Russia was to participate in the supply of relief supplies to countries in the Mediterranean but thought that the matter could best be taken up with Russia by C.C.S. through diplomatic channels. The Board agreed that a signal to London should be drafted on these lines.

Col. Greenhill.

In reply to Commander MacLean, Colonel Greenhill said that grain stocks in U.K. held for Yugoslav relief would be diverted elsewhere in the event of it being supplied by Russia.

1482. SHIPMENT OF CEMENT FROM TOULON TO CAEN. A signal from SHAEF Main stating that this shipment of 2000 tons cement in French vessels was approved, subject to arrangement with French of discharge and clearance, was referred to by Colonel Donnher. Colonel Greenhill felt that the matter should first be approved by COMZONE and SHAEF then asked what shipping was to be used.

Col. Donnher.

1483. MADDALENA. Commander MacLean reported that the Navy were due to leave Maddalena and Colonel Greenhill enquired how this would affect sailings of schooners allocated to ALCOA. Commander Sharp explained that routes to and from Maddalena would be provided from the last port and stated that there was a N.N.L.O. at Cagliari, that an N.C.S.O. had now been appointed there who would also concern himself with Maddalena. He did not consider that schooner traffic would suffer.

The small fleet of shuttle tankers supplying Corsican ports, which Major Lumber stated had been working under instructions of N.O.I.C. Maddalena, would now have these issued by N.N.L.O.

Lt.Col. Anderson said that vessels at Maddalena had most issued to them by the Navy but in view of their impending departure the Chairman considered that supplies would have to be procured from another source.

1484. ROUTEING FOR ITALY. A signal stating that unless contrary instructions were requested all merchant ships for W. and E. Italy would be ordered to Augusta for calling forward was quoted by Colonel Donnher who considered that in this/

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/thi[illegible]manner delays would be occasioned to those vessels proceeding to Leghorn. His view was that ships for Naples and northwards should be routed direct to Naples. Commander Sharp said that Naples was not a control port and could not hold many ships during the winter and therefore Augusta was considered more suitable. Should any special cases arise, however, arrangements could be made for the vessel to proceed to Naples.

1485. "AQUILEA". A request for this vessel, which had been salved at Leghorn, had been made by R.N., Commander MacLean stating that she was required as a naval store carrying ship for S. France. At present she was at Naples and Commander Sharp believed she was formerly a local ferry capable of carrying 500 persons on very short runs in sheltered waters. The Chairman considered she should first be examined before any action were taken. Chair. Sharp.

1486. WATER SITUATION IN THE AREA. It was stated that with one exception, the three monthly estimates of water required, vide Minute 1325, had not yet been submitted therefore F.E.O. considered that until these had come in there was little object in calling a Meeting of the Water Committee. The Secretary added that monthly reports from July onwards covering the water situation at each port in the area were by no means complete but the Board requested that the position, so far as known, be tabled at the next Meeting. Secretary.

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(1)

SECRET.

MEDITERRANEAN SHIPPING BOARD.

MINUTES OF AN EXTRAORDINARY MEETING HELD AT 1030 HOURS ON 19TH NOVEMBER, 1944.

Mr. I. D. Campbell in the Chair

Present:	Commander D. M. MacLean R.N.	S.O.S. to C.inC.Med.
	Lt. Commander G. B. Sturt, R.N.V.R.	S.O.C. to PSTO Med.
	Colonel D. A. Greenhill	G-4 Mov. & Tn. (Br.)
	Colonel J. T. Donaher U.S.Army	G-4 Mov. & Tn. (Am.)
	Colonel E. H. Lastayo U.S.Navy	G-4 Mov. & Tn. (Am.)
	Major A. H. A. Launder	Petroleum Section
	Mr. R. Nicol	Dep.Reg.Dir.WSA Med.
	Miss M. M. Ritchie	Assistant Secretary

1. The Chairman explained that this extraordinary meeting had been called to discuss a signal from COMZONE MTOUSA ADV. requesting the allocation of coasters to deliver supplies to Sete, in direct support of an operational requirement. The signal stated that on the latest examination of the Port it was thought undesirable to use Liberties at Sete as manoeuvering vessels of their size in such narrow waters was hazardous, especially during winter.

2. It was stated that 30,000 long tons at the rate of 1,500 tons per day were required at once, after which maintenance would be at the rate of 1,000 tons per day. On these figures it was estimated that 10 coasters would be needed to carry out the programme. The Chairman enquired whether any cased petrol carriers would be wanted and Major Launder replied that it was proposed to supply bulk petrol as soon as possible in small shuttle tankers from Port de Bouc, and he, therefore, did not consider any would be needed after the arrival of "LIDO", now waiting at Toulon fully loaded, whose diversion to Sete was requested in the signal under reference. The Board agreed that this diversion should be authorised.

3. Lt. Commander Sturt gave a list of the coasters presently in the South France area, or in position to be sailed to South France without difficulty, which he considered might be used to satisfy the demand. The use of Greek coasters was suggested by Colonel Greenhill, who thought that those now on routes which could be sailed by ocean going ships, might be released. The Chairman pointed out that these were under orders of P.S.T.O. M.E., but it was thought that, if necessary, arrangements could be made for their allocation elsewhere. The Board felt that if Italian coasters had to be used they should be replaced at an early date as they thought sailings of such vessels between French ports should, if possible, be avoided.

4. The Board decided that any suitable coasting vessels which could be immediately sailed to Sete should be routed there, if necessary sailing light, but that those in North Africa should load any available supplies for South France. It was left to Colonel Donaher and Lt. Commander Sturt to decide on the [illegible] this allocation would, however, reduce the ton-

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Lt. Commander G. B. Sturt, R.N.V.R. — S.O.S. to PSTO Med.
Colonel D. M. Greenhill — G-4 Mov. & Tn. (Br.)
Colonel J. T. Dansher U.S.Army — G-4 Mov. & Tn. (Am.)
Colonel E. H. Eastaye U.S.A.A.F. — G-4 Mov. & Tn. (Am.)
Major A. A. A. Launder — Petroleum Section
Mr. R. Nicol — Dep.Reg.Dir.WSA Med.

Miss M. M. Michie — Assistant Secretary

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4. The Board decided that any suitable coasting vessels which could be immediately sailed to Sete should be routed there, if necessary sailing in ballast, but that those in North Africa should load any available supplies for South France. It was left to Colonel Dansher and Lt. Commander Sturt to decide on the particular vessels required. This allocation would, however, reduce the tonnage required for operations in the Adriatic and it was felt that P.S.T.O. M.E., might be called upon for assistance on this point. Until the arrival of the coasters the Board considered the use of Liberties should be continued and in this connection the Chairman pointed out that special arrangements would have to be made for them to be swept in and for berthing tugs to be provided.

5. A signal to COMZONE MTOUSA ADV. giving names and flags of coasters allocated was to be sent by Colonel Dansher who would enquire the advisability of accepting Italian vessels later. He would also point out that coasters could only be released for the specific operational requirement and would ask the probable length of its duration.

COL. DANSHER.
LT.COM. STURT.

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

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COL. DANAHER.
LT.COL. STURT.

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SECRET

Subject : Reception and Discharge of Cereal and Other Civil Sups Ships.

MINUTES of Meeting held at AFHQ - 14 Nov.

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn)

23 Nov 44

Tel: FREEDOM 443

Chairman :	Col D.A. GREENHILL	G-4 (Mov & Tn)
Present :	Lt J.W.H. MUNN, RNVR	PSTO (Med) Rep
	Col J.T. DANAHER	HQ CZ
	Col J.F.M. LEESE	DD Tn
	Lt Col K. ANDERSON	MWTR Rep
	Maj M.J. GLENN	G-5
	Maj V. KING	G-4 (Mov & Tn)
	Capt G.M. HART	Allied Commission Rep
	Capt L.F. PALMER	" " "
	Capt G. SWEET	G-4 (Mov & Tn)
	Lt G.W.E. WORLEY	Allied Commission Rep
	Mr I.D. CAMPBELL	MWTR
	Mr R. NICOL	WSA Rep

112/5

1. LONG TERM PLANNING:

Present import tonnages had been planned to arrive in the proportion of 2/3 West Coast, 1/3 East Coast. Recent requests from AC had been for all ships to discharge West Coast. With present tonnage capacity allotted, this was impossible.

AC Rep agreed -

(a) to programme vessels to the maximum capacity of CIVITAVECCHIA and NAPLES satellite ports,

(b) to investigate the procurement of warehousing at East Coast ports,

(c) to examine present and future tonnage capacities allotted and recommend any revision necessary.

3597

2. ALLOCATION OF SHIPS TO PORTS:

Future procedure was agreed as under -

(a) AFHQ would advise AC of the ships scheduled to arrive against the AC requirements

(b) AC would notify AFHQ the required destinations. These views would be represented by G-5 at AFHQ diversion meetings

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Col J.F.M. LESS	DD Tn
Lt Col K. ANDERSON	MWTR Rep
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(b) AC would notify AFHQ the required destinations. These views would be represented by G-5 at AFHQ diversion meetings

(c) AFHQ would notify to AC the acceptances or diversions decided at the AFHQ shipping diversion meeting

(d) AC would advise the Area rep of the ships scheduled for his area

(e) In military-controlled ports, AC rep would secure appropriate berthing priority with the Area Port HQ.

(f) DMWTR and WSA rep (in the case of NAPLES) would, by arrangement with AC regional rep and Port Commander, arrange the movement of their vessels from NAPLES to satellite ports whenever vacant berths existed at the latter.

3. DELAYS / Sheet 2

R. Cobbs copy.

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3. DELAYS:

Delays had been caused by -

(a) shortage of MT for quay clearance,

(b) closing of hatches and work stopping during bad weather,

(c) inadequate supervision of labour on the ship and shore,

(d) failure to provide sufficient police for veh escorts.

4. REMEDIES:

(a) Allied Commission had no MT resources. Regional rep would continue to press the urgency of this requirement at Port Meetings and HQ CZ would investigate the provision of MT from PBS resources.

ACTION - AC and HQ CZ

(b) HQ CZ undertook to consult the opinion and experience of Port Comdt in the use of tent hatches or other approved means of discharge during rain. Any solution which could be reached would be immediately put into effect.

ACTION - HQ CZ

(c) HQ CZ would investigate the provision of Italian personnel for labour and police duties.

ACTION - HQ CZ

5. HANDLING GEAR - CASTELLAMMARE:

AC rep confirmed that all required gear had been delivered to CASTELLAMMARE but that some of the lighters supplied were in a leaking condition. HQ CZ would remedy this.

ACTION - HQ CZ

6. STERN-TO BERTHING - CASTELLAMMARE:

MWTR and WSA reps would advise C-in-C Med of the conditions in which they were prepared to accept ships for stern-to berthing at CASTELLAMMARE in order that a ruling might be given to NOIC.

ACTION - MWTR and WSA

7. PORT FACILITIES - CIVITAVECCHIA:

AC rep confirmed that when the repairs and alterations to the quays had been effected (in about 10 days' time), all known requirements

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(b) closing of harbours [illegible]

(c) inadequate supervision of labour on the ship and shore,

(d) failure to provide sufficient police for veh escorts.

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ACTION - MWTR and WSA

7. PORT FACILITIES - CIVITAVECCHIA:

AC rep confirmed that when the repairs and alterations to the quays had been effected (in about 10 days' time), all known requirements would have been met. Timber for building platforms was in course of procurement.

8. CIVILIAN CONTRACTORS:

(a) The meeting recommended that MWTR and WSA approach AC with the regard to the possible employment by MWT and WSA of their own civilian agents or contractors for the discharge and loading of vessels at non-military operated ports.

ACTION - MWTR/WSA

Contd / Sheet 3

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RECEPTION AND DISCHARGE OF CEREAL AND OTHER CIVIL SUPS SHIPS (Contd)

8. CIVILIAN CONTRACTORS (Contd)

(b) Civil sups imports were now mainly on a commercial basis against bills of lading which demanded an efficient tally. The Army could not undertake this task and the meeting recorded that the accounting would shortly be carried out by Italian civilians under arrangements to be made by I.C.E.

(D.A. GREENHILL) Col.
for Brigadier,
DDMG (Mov & Tn).

VK/DC

DISTRIBUTION:

PSTO
MWTR
WSA
G-4
G-5
D Tn
HQ CZ
CO, [illegible]BS
Tn [illegible]Tr, PBS
HQ MOVEMENTS, N. ITALY
All present.
HQ Allied Commission ROME.

3796