

U-BOAT CAMPAIGNU-boats reported.

- 0945 U-boat below surface steering 140° position YXAA10 11 (homeward bound) (SEA LION 0945/6) Vide Attacks.
- 1200 coast watcher sighted s/m 5 miles SE Scarinish, Isle of Tiree going east (C-in-C Rosyth 1235/6)
- 1841 Casa Blanca reported one unknown s/m ?B of Santiago Course North (S.O.(I) Gib. 1621/7)

South Atlantic

- 1400 s/m (?French) sighted SE of San Nicholas I., C. Verde Is., (cf. 7/11) (Lisbon 1734/8)

A. G. W. I.

Enemy s/m reported by fishermen in 51° 40'N 56° 28'W (H.Q. Ottawa 1021/9)

s/m reported by S.H. SHERMAN 3 miles off Reculver Bay, Belle Isle Strait (Canadian SO(I) Halifax 1130/9)

s/m's attacked.

- 0931 SEA/LION made unsuccessful attack on s/m 55° 10'N 2° 10'E with 6 torpedoes in bad weather conditions (RA(S) 1341/8)

War Diary

MOST SECRET

28.8.40.

Wednesday.U-BOAT CAMPAIGNSubmarines Reported (Contd.)0515 (Contd.)

2 enemy submarines on the surface were sighted off Skerryvore by AMAZON at 0515 28/8 and made correct reply on being challenged. Request you will investigate east side of Coll and Tiree and Loch in Mull of Inchechn in case enemy are there. (N.O.I.C. Greenock, 1245/29 to WESTERN ISLES).

Your 1145/29. SABRE H.18 and SCIMITAR should have been in this position. AMAZON to confirm that it was submarines she sighted. (C. in C., W.A., 1259/29). AMAZON persists in belief submarines were sighted but consider he may have been mistaken. Suggest confirmation SABRE and SCIMITAR sighted AMAZON and exchanged pendants. (P.O.I.C. Greenock, 1459/29).

1449

Aircraft over convoy report U/b in 56.40 N., 9.19 W. (C. in C., W.A., 1449/29).

Estimated Dispositions

Italian - no news.

German - 1 in 54°50' N., 11° W. at 2324/27 may operate N. of 54° N. between 11° and 15° W.
3 others in N.W. approaches. 1 of these was in about 57°40' N. 12°20' W. at 0352/28 another in 56°34' N., 8°41' W. at 1815/26 and the third is probably S. of 56° N. and E. of 11° W.

No news of the one or more far out in the Atlantic.

1 W. and 1 E. of the Shetlands both homeward bound. (D.D.I.C., 1345/28, V.A.S. 1734/28).

HQST SECRET

28.9.1940
Saturday

War Diary

HOME COMMANDER

Enemy Air Activity, Contd.

ERENUS

Attacked by one aircraft in Edinburgh Channel. (ERENUS 1732/28)

I.P. Building

Time Bomb found about 50 feet across main road from Building. Request Disposal Unit be informed. (I.P. 1902/28 to Adty.)

Convoy H.X. 73^A
DALVEEN
QUEEN CITY

Enemy bombing Convoy H.X.A 58° 10' N., 2° 19' W., (POREY 2022/28) by 2025. One ship hit. Afloat, on fire forward. Position 58° 2' N., 2° 9' W., (POREY 2047/28) Send Tug (C. in C., Rosyth, 2043/28 to H.O.I.C. Aberdeen.) Air attack on Convoy H.X. 73A at 2022/28 in 58° 10' N., 2° 10' W., DALVEEN (British 5193 tons) sunk, and QUEEN CITY, (British, 4814 tons) damaged. Both abandoned early and 31 survivors of DALVEEN landed at Lyness, 12 missing. QUEEN CITY being towed to Aberdeen by rescue tug ABELILLE IV; 37 survivors landed at Lyness and Master and 14 men at Fraserburgh. (C. in C., Rosyth 1227/29 to Adty.) SS. QUEEN CITY now in tow ABELILLE IV for Aberdeen, cannot enter harbour until 1300/30. Necessary precautions have been taken. During night master reports enemy aircraft showing navigation lights, attacked from north, after attacking DALVEEN. One High Explosive bomb and one incendiary hit ship. Two near misses. Ship seaworthy steering gear disabled and upper deck burnt. Ship abandoned, but master, 2nd engineer and salvage officer now on board. (H.O.I.C. Aberdeen 1839/29) QUEEN CITY in tow of tug ABELILLE IV arrived off Aberdeen. (H.O.I.C., Aberdeen 1943/29) State of QUEEN CITY (H.O.I.C. Aberdeen 2133/29)

Mining

Operation M.U.

FLOWER reports operation completed at 0130/28 (V.A. DOVER 0714/28 to Adty.)

North Minch

Consider that a Deep Minefield should be laid between Butt of Lewis and Cape Wrath and also between Barra and Tiree to prevent U-Boats from using the Minches which heavy Traffic in winter and bad Atlantic weather are likely to render a good U-Boat hunting ground unless steps are taken to prevent it (C. in C., Rosyth 1131/28 to Adty.)

/Firth of Forth.

War Diary

28.9.1940
Saturday

HOME COMMANDS

Shipping-Contd.

Rosyth
Escort Force

Admty. 1838/27 para B. If four sloops are attached to Rosyth Force in addition to those asked for in my 1747/27 one sloop would be available to back up E.N. and W.N. convoys transferring between Dunnet Head and Cape Wrath.

North Minch
Minefield

It is also considered that a deep minefield should be laid in the North Minch between Butt of Lewis and Cape Wrath and also between Barra and Tiree to deny the Minches to U-Boats. With the volume of traffic which will go through the Minches this winter and the bad weather which will be experienced in the Atlantic this route is likely to become a happy hunting ground for submarines unless steps are taken to prevent it. (C. in C., Rosyth 1131/28)

Commodores

Commodores of HX, HG, SC and SL convoys are in future always to report to the Admiralty Trade Division as convenient after arrival (D.T.D. 1730/28)

Absentees

Names of ships which have been included in convoy sailing telegram and return to Assembly ports after sailing should be reported to Admiralty on arrival. Examples GUNVOR MAERSK from HX.74 and SHEAF MOUNT from HX. 75. (D.T.D. 1803/28)

Balloon
Barrage

Admty. letter M/LD 8999/40 F/I, 26/8. As Channel Convoy is now working on an eight day cycle owing to difficulty in providing suitable vessels for service during winter months, it is suggested that Channel Mobile Balloon Barrage should be provided as follows:-
(i) Six craft to accompany each convoy
(ii) Two vessels in reserve with crews
(iii) Two spare crews.
Request remarks. (D. of L.D. 2031/28 to C. in C., Nore)

MOST SECRET.

War Diary.

17.6.1941.
Tuesday.

HOME COMMANDS.

Enemy Intelligence-Contd.

Convoy
and
destroyers.

Following JIM CROW report received from 11th Group. Twenty ships 15 miles North of Le Treport at 1525 in half moon formation in pairs line abreast. Ten ships in front about 2000 tons each. Behind each tan is a Flak ship. One pair of escorts half mile behind convoy and one pair escorts quarter mile in front of convoy. Three miles in front are two destroyers. H.E. 110's in vicinity. Haze over sea. Visibility of 6000 feet 10 miles. Convoy proceeding South. (V.A. Dover 1514B/17).

LUTZOW.
HIPPER.
SCHEER.
TIRPITZ.

At Kiel 1130B/17. (D.D.I.C. 1647B/17,
1852B/17).

Casualties and Defects.

S.S. EXPLORER.

Request you will sail SEAMAN to stand by S/S EXPLORER proceeding slowly to Clyde from Ringdove Rock Tires where ship grounded at 0130B/17. (F.O.I.C. Greenock 0438B/17).

Tug SEAMAN sailed 0900B in accordance with your 0438B/17 Delay in establishing W/T communication with SEAMAN is being investigated. (Capt. D. Londonderry 1001B/17 to F.O.I.C. Greenock).

Request you will investigate and inform me reasons for delay in sailing of SEAMAN in accordance with my 1438B/17. (F.O.I.C. Greenock 1012B/17 to N.O.I.C. Londonderry). Your 1012B/17/6. Explanation of delay. (Capt. D. Londonderry 1750/17 to F.O.I.C. Greenock.)

/HUTOR.....

War Diary.

28.11.1941.
Friday.

HOME COMMANDS.

Casualties and Defects.

BLAIRNEVIS,
(Torpedoed
24/11)
- Contd.

My 1252A. Request information whether rescue tugs are to be used. (F.O.I.C. Gt. Yarmouth 1716A/28 to C. in G. Nore).
F.O.I.C. Yarmouth 1252A/28 and 1716A/28.
F.O.I.C. Humber 1608A/28 and 1918A/28.
The most suitable day for this tow is 3/12 if Channel to beaching ground can be swept by this time.
2. F.O.I.C. Humber is requested to report when he expects to be ready for beaching.
3. It is required that if possible tugs other than Rescue Tugs based on Yarmouth or Harwich may be provided. (C. in G. Nore 2008A/28).

DORINGTON
COURT.
(Grounded
26/11)

My 1650A/27. Sailed SOUTHERN SPRAY escorting DORINGTON COURT, CARLOGIE, and HEIMGAR to Clyde. Amended E.T.A. 1000A/29.
(N.O.I.C. Oban 1508A/28).

SNOWFLAKE.

SNOWFLAKE has developed defects requiring 14 days to complete. There are indications that these are due to builders or subcontractors.
(F.O.I.C. Greenock 1555/28).

HAWTHORN.

HAWTHORN arrived Glasgow. Owners report following damage sustained at Tires. Dry docking essential. At least 2 to 3 weeks required for repairs.
(P.S.T.O. West of Scotland 1700/28).

EMPIRE
TARPON.

My 1850/27. E.T.A. 1800/29.
(EMPIRE TARPON 1730/28 to S.N.O. Courock).

BOADICEA.

N.O.I.C. Londonderry's 1105A/27. Arrangements can be made for BOADICEA to be taken in hand for damage repairs at Devonport.
(D.O.D. H. 2000A/28).

Shipping and Conveys.

O.G.77.

Sailed BLACK SWAN, POWEY and CARNATION escorting O.G.77. (F.O.I.C. Greenock 0014A/28).

D.S.17.

Sailed NEWARK in accordance with F.O.I.C. Greenock's 1226A/27, and 2155A/27.
(N.O.I.C. Londonderry 0645A/28).

/SAN....

War Diary.

19.1.1942.
Monday.

HOME COMMANDS.

Casualties & Defects. - contd.

WITHERINGTON. WITHERINGTON docked for A/S repairs.
(Capt. D. Londonderry, 1452A/19).

CORNISH ROSE. My 1016/6/1. Details of CORNISH ROSE salvaged by
tug MASTADONTE are as follows. Details.
(H.O.I.C.Oban, 1520A/19).

EMPIRE TARPON. Your 1330A/19. Report if EMPIRE TARPON requires
assistance. (F.O.I.C.Greenock, 1619A/19 to
AIREDALE).

Cancel all previous orders. Proceed with all despatch to assist
EMPIRE TARPON in difficulties in 55° 20' N. 05° 55' W. at 1330A
today. AIREDALE standing by.

(F.O.I.C. Greenock, 1625A/19 to TENACITY).

Your 1619A/19. Have lost touch with EMPIRE TARPON in 055° 15' N.
005° 54' W. Visibility half to one mile. Her course when last
seen 140° speed 3 knots. (AIREDALE 1745A/19 to N.O.I.C.Greenock).
(F.O.I.C. Greenock, 1955A/19 to TENACITY).

Your 1330A/19 and 1745A/19. Check and repeat name of ship. EMPIRE
TARPON is not believed to be in this area. Endeavour to regain
contact and report position. Rescue Tug TENACITY keeping constant
W/T watch on 500 KC/3. (F.O.I.C.Greenock, 2003A/19 to AIREDALE).
Your 2003A/19. Am in touch with EMPIRE TARPON. My position 055°
12' N. 5° 42' W. F.O.I.C. Greenock pass to TENACITY.
(AIREDALE, 2240A/19).

My 1625A/19. Position of EMPIRE TARPON at 2240A/19 was 055° 12' N.
005° 42' W. AIREDALE standing by. Proceed to that position with
all possible despatch.
(F.O.I.C.Greenock, 2359A/19 to TENACITY.)

LARISTAN. Received at 1930/19 G.M.T. 3 0 3 De LARISTAN.
Ashore off Tiree, approx. 56° 33' N. 7° W.
(Port Patrick Radio, 1930/19).

Received from LARISTAN at 1929 G.M.T. LARISTAN ashore off Tiree
position approx. 56° 33' N. 7° W. At 1936 G.M.T. LARISTAN reports
leaking water fast. Require immediate assistance. Malin Head
Radio. Ends. (Port Patrick Radio, 1938/19).

R.A.F. interception from Port Patrick Radio. LARISTAN Shore Islay,
position 56° 32' N. 06° 56' W. Water in engine room over foot
plates, pump room half full. (C. in C. Plymouth, 2039/19).
Your 2120/19. Proceed to assist LARISTAN. Tobermory life boat
being sent. (C. in C. W.A., 2315A/19 to SNOWDROP).

HARPOON. Impossible to raise steam. Require tug immediately.
Approx. position 180° 5 miles Mull of Kintyre.
(HARPOON, 1945/19).

Request you sail ST. OLAVES to assist HARPOON in approx. position
180° Mull of Kintyre 5 miles at 1945A.
(F.O.I.C.Greenock, 2225A/19 to H.O.I.C.Campbeltown).

EUGENIA S. 3 0 3. Big damages on tiller and propellers.
EMBIRICOS. Bearing from GPK 325 uncalibrated Sector.
(Port Patrick Radio, 1947/19).

The following has been read. 3 0 3 S.S.EUGENIE
EMBIRICOS. My steering gear and propeller is disabled. I require
/immediate ...

War Diary.

9.2.1942
Monday.

HOME COMMANDS.

U-Boats.

ANNA KNUDSEN Tanker appears salvageable. Request tug be sent. (THIRLMERE 0810A/9.)
(Norwegian Tanker, 9057 Tons) Request you sail FREEBOOTER with despatch to assist ANNA KNUDSEN. THIRLMERE standing by. (P.O.I.C. Greenock 0903A/9 to H.O.I.C. Stornoway) torpedoes contd. Sailed FREEBOOTER. (H.O.I.C. Stornoway 1014A/9)
P.O.I.C. Greenock's 0903A. Position ANNA KNUDSEN at 1100A is 59° 27' N. 9° 45' W. (THIRLMERE 1101A/9)

S.E. of D/F bearings at 1308Z indicate U-Boat in area within 60 miles of 60 N. 15 W. (D.D.I.C. 1525A/9.)
Iceland.

Technical.

Rocket gear My 1728A/6. For D.E.M.S. Inspecting Officers substitute Convoy Equipment Officers. (C. in C. W.A. 1149A/9.)
in M/Vs.

Casualties and Defects.

EMPIRE HOPE. 265° bearing Class 3. EMPIRE HOPE distress. (Tirec Radio 0608 G.M.T./9.)

PALADIN. PALADIN has developed trouble with R/P director. Intend to sail PALADIN, having boiler cleaned, at 1600/10 to arrive Clyde 1200/11 for defect to be taken in hand. Ship is required to sail on 15/2 in accordance with your 2231A/5. (R.A.D. 2214A/9.)

WAR NIZAM. My 2154A/9. (WAR NIZAM in collision). Correct last sentence to read "Sternpost reported twisted and several bow plates buckled". (Comdre, Sheerness 2230A/9.)

EDOUARD VAN Admiralty's 1545A/3. Efforts by Icelandic firm to salvage EDOUARD VAN VLAENDEREN have proved unsuccessful. Request authority to negotiate sale of ship as she stands. (A.C.I.C. 2051A/9 to Admty.)
VLAENDEREN.

Shipping and Convoys.

H.X.173. H.X.173. Sailed WATCHMAN 2200A. (A.C.I.C. 0006A/9.)

War Diary.

17.4.1942.
Friday.

HOME COMMANDS.

U-Boats. - Contd.

U-Boat attacked by P. 37. P. 37 reports at 1355/14 when submerged fired two torpedoes at under water noise suspected of being a U-Boat. At 1402 heavy explosion heard followed by loud clattering water noise which then grew fainter ceasing 20 minutes later, after which nothing whatever was discriminated. Had been in contact by listening with suspected U-Boat since 1015/14. Estimated course and speed of enemy 140°, 3 knots, approx. position 62° 42' N. 05° 10' E. U-Boat was not sighted and search of vicinity of explosion gave no result.
2. RUBIS 50 miles to the southward also heard this explosion. My 2104/15 refers.
3. Consider success improbable.
(P.O.S., 1044B/17 to Admty.)

Convoy O.N. 86. HJELMAREN (Swedish, 2467 tons) attacked. Quality one D/F 272° taken on distress SMHA (HJELMAREN). (Tiree Radio, 1121/17.) Sunderland A/C will reach position given by S.S. HJELMAREN at about 1230Z to co-operate in attack on U/B. (C. in C. W.A., 1232Z/17 to C.T.U. 24.1.4.) Detach one escort vessel to assist HJELMAREN. (D. in C. W.A., 1510Z/17 to C.T.U. 24.1.4.) Intercepted 1126 G.M.T. S S S S de HJELMAREN 50° 00' N. 14° 30' W. Attacked. (Niton Radio, 1327/17) (C. in C. Plymouth, Recd. 1330/17.) My 1310Z/17. D/F bearings indicate HJELMAREN may be up to about 30 miles north of the position she gave. (C. in C. W.A., 1356Z/17 to C.T.U. 24.1.4.) Your 1310Z/17. POTENTILLA has been standing by HJELMAREN since 1130Z/17. (POTENTILLA, 1513Z/17 to C. in C. W.A.)

Off Varanger Fiord. Reliable fix and D/F bearings of U-Boat in 72° 9' N. 32° 20' E. at 1320 G.M.T./17. (S.B.N.O. North Russia, 1644B/17.) Reliable fix and D/F bearings of U-Boat in 71° 46' N. 33° 10' E. at 1345/17. (S.B.N.O. North Russia, 1646B/17.)

Navigational.

Ice in Denmark Straits. Your 1014B/12. Best opinion here on a subject which is not well known is that in an average year limit of pack ice extends to the northern position given and that in any year bergs may be met south of this. Worst months are April and May. Everything depends on recently prevailing wind. (A.C.I.C., 2017B/17 to R.A.M.)

War Diary.

24.7.1942
Friday.

HOME COMMANDS.

British Air Activity.

"Knocker" Operation will commence 1000Z/24 weather permitting.
(A.C.I.C. 0048B/24.)
My 0048/24. Operation postponed until 1400Z.
(A.C.I.C. 1100R/24.)
Operation possible 1400 G.M.T.
(T.A.C. Prestwick 1550/24)
Due to weather conditions causing congestion here request arrangement made to accept and accommodate 85 P.58a, 22 B.17a, 3 85 C.47s in area Prestwick Ayr Ballyhalbert Tiree as soon as weather permits movement.
(U.S.A.T.C. Reykjavik 1450/24 to Air Ministry, 44 Group, T.A.C. Prestwick.)
Operations cancelled today.
(A.C.I.C. 1630B/24) (T.A.C. Prestwick 1800/24)

Bombing My 1541B/19. Request similar surface bombing restrictions. restrictions tonight.
(C. in C. Plymouth 1527B/24 to H.Q.C.C.)

Russian Official figures of Russian A/C now being withheld but fairly reliable source reveals only A/C in North Russia. 50 to 40 naval fighters and 20 bombers available here and Pondi. 45 Hurricane held up for spares. Number of army A/C not known but compared with 450 or more A/C and 100 troop carrying Junkers employed by enemy in Northern Norway Germans enjoy an air superiority of which they may decide to take advantage.
(S.B.N.C. North Russia 1815B/24 to Admty.)
Note.- See Amendment 2001B/26.

Enemy Air Activity.

Yarmouth and Kings Lynn bombed. Gt. Yarmouth bombed night 23rd/24. No casualties. Moderate blast damage to WATCHFUL, buildings etc. Very near miss.
(N.O.I.C. Gt. Yarmouth 0154/24, 1110B/24.)

EMPIRE FISHER attacked. Received at 1511 G.M.T. de EMPIRE FISHER begins Attacked by enemy A/C 40 miles East of Cape Langaness 1507.
(Wick Radio 1713/24 to Admty.)

Mining.

East Coast. Between 2515/23 and 0045/24 approximately 35 A/C operated over an area from Flamborough Head to the Wash and up to 30 miles out to sea. About half this number are known to have crossed the coast. Scattered minelaying suspected.
(P.O. Humber 0110B/24.)

256

9.8.1942.
Sunday.

War Diary.

HOME COMMANDS.

Casualties & Defects.

MOUNT
KASSION
(Torpedoed
on 8/8).
Contd.

Request you will sail SENNEN to R/V with ROSELYS
and HIMBLE at 0700A/10 in 180° Barra Head 10'.
Ships are to proceed in company to assist MOUNT
KASSION.

(C. in C.W.A. 2111A/9 to Commodore Londonderry).

Sail ADHERENT to R/V with STAPHES, thence
in accordance with A.M. 1010/9 and C. in C.W.A.
1037/9.

(A.C.I.C. 2212A/9 to Admty).

PETERHEAD.

My 0950B/8. PETERHEAD is required at Port ZA
20/8 not 21/8.
(WESTERN ISLES 1020Z/9).

Unknown
Ship.

Following received from Tires Radio:-
253° 4 Class distress unknown ship.
(P.P.Radio 2012 G.M.T./9 to F.O.I.C.Greenock).

EYEBRIGHT.

C.C.N.Fs 1219/7. Intend sailing EYEBRIGHT to
Londonderry on completion of work-up on 13/8.
Ship requires Medium Frequency direction finding
calibration.
(WESTERN ISLES 2257A/9).

Shipping & Convoys.

A.T.18.

Cancel Admiralty's 1319/8. New route through
position:- J.42.44 60.05. K. 42.55. 45.05.
L.48.25. 37.45. M.53.20 28.50. N.56.45. 20.15
O.56.45. 17.55. P.56.05. 08.45. M.6.M.F. at

56° 45 N. 19° 30' W. 0915Z/15. S. Speed of advance 15 knots.
3. Request you will provide onward route.
(D.O.D.(H) 0027B/9 to C. in C.W.A.).

Arctic
Convoy
No.3.

Arctic convoy number 3 passed Dvina Bar 0600
LEDA C 9th escorted by LEDA, HALCYON, BRITOMART,
and SALAMANDER.
(S.B.N.O. Archangel 0937B/9.)

North Russia
Repatriation
of
Survivors.

Your 1144B/8. Propose force proceed Archangel
direct as there are 1300 survivors there and none
(corrupt group) Kola Inlet. S.B.N.O.Archangel is
requested to report practicability of fuelling
this force at Archangel. Request verification of
estimate of accommodation and that U.S.S.

TUSCALOOSA only requires 400 tons of fuel.
(S.B.N.O.North Russia 1002A/9 to C. in C.H.F.).

/For.

22.10.1942. ¹³
Thursday.War Diary.HOME COMMANDS.Casualties and Defects.

- M.M.S.113. Arrived HUDDERSFIELD TOWN and CHERBOURGROIS III towing M.M.S.113.
(F.O.I.C. Milford Haven 0359A/22.)
- VIVACIOUS. My 1722/17/9. Revised completion date is now 21/11/42.
(F.O.I.C. Tyne 1046/22.)
- ST. USK. Received 1319 G.M.T. from ST. USK. Hit submerged object making water rapidly. Immediate assistance required off Sully Is.
(Burnham Radio No T.O.O./22. Recd. 1455/22.)
Received 1410 G.M.T. from ST. USK. Trying to beach her Penarth Beach. Tow to westward.
(Burnham Radio 1510/22 to Admty.)
Received 1518 G.M.T. from ST. USK water increasing very slowly. Now contemplating beaching on Cardiff Flats. Awaiting instructions from shore. If dock available think could make it.
(Burnham Radio No T.O.O./22.)
ST. USK grounded on wreckage off Barry. Was in danger of sinking. Now beached on Cardiff Flats on even keel.
(F.O.I.C. Cardiff 1832A/22 to Admty.)
- SHROPSHIRE. On arrival in U.K. mid November SHROPSHIRE is to be taken in hand for refit at Chatham.
(D.O.D. H. 1751A/22 to SHROPSHIRE.)
- Unknown ship. Grade 4, 238°, distress, unknown ship.
(Trece Radio 1958/22 to F.O.I.C. Greenock.)
Torpedoed 1959/22. T.O.R. 2145.
(Lands End No T.O.O./22. Recd. 2150/22.)
Intercepted at 2016 G.M.T. from Valentia Radio. 3888 from unknown station heard Q S A 2. Engine room afloat.
(Port Patrick Radio 2004/22.)
Following from Lands End Radio begins: Intercept 1959 G.M.T. de NUZP 94 3888 NUZP 94 torpedoed.
(C. in C. Plymouth 2100/22.)
Intercepted 2015 G.M.T. 3888 unknown station heard Q S A 2. Engine room afloat.
(Valencia 2015/22 to Admty.)
- Shipping and Convoys.
- K.X.5. Your 1731/21. Alter course to pass through position (p) 040° 02' N 013° 01' W thence as ordered by F.O.C.W.A. Omit positions (l) (m) and (n).
(C. in C. W.A. 0022A/22 to VANOC.)
- U.S. Ships for Kirkwall. C. in C. W.A. 1032A/21. CAMPION unable to sail and will be replaced by FOXTROT. FOXTROT returns Belfast when destroyers have joined. Convoys sails from Belfast Lough 0600A/22. N.O.I.C. Aultsea is requested to sail SALADIN and SCIMITAR as early as possible on reverse route.
(N.O.I.C. Belfast 0042A/22.)

1. 903

War Diary.29.10.1942.
Thursday.HOME COMMANDS.Casualties & Defects.

SPINANGER. Sail AMSTERDAM forthwith to assist tanker SPINANGER grounded on Calf of Man. GOODWIN is standing by.
(F.O.I.C.Liverpool 0354A/29 to N.O.I.C.Holyhead)
Proceed forthwith to assist SPINANGER aground on Carrick Rock, Port St.Mary Bay.
(F.O.I.C.Liverpool 0419A/29 to EMPIRE IVY).
By 0354/29. Amend position to read Carrick Rock, Port St.Mary Bay.
(F.O.I.C.Liverpool 0451A/29 to N.O.I.C.Holyhead).
Your 1045A/27. Tug EMPIRE IVY has been diverted to assist Tanker ashore south of Isle of Man.
(F.O.I.C.Liverpool 1658A/29 to N.O.I.C.Oban).

Unknown Ship. Class 4, 267°, S.O.S. CYD. 122.
(Tiree Radio 0550 G.M.T./29 to N.O.I.C.Greenock).

STEEL NAVIGATOR. (Torpedoed 19th Oct.) C. in C.W.A. 1750A/25. On arrival in North Channel am detaching DECOY direct to Greenock to refuel and disembark one officer and 15 men survivors from STEEL NAVIGATOR torpedoed 19th October in approx. 048° 40' N. 026° 30' W.
(GARNARVON CASTLE 0658Z/29).
Clyde arrival DECOY with survivors from STEEL NAVIGATOR.
(N.O.I.C.Greenock 1516A/29).
Clyde arrival GARNARVON CASTLE with survivors.
(N.O.I.C.Greenock 1608A/29).
GARNARVON CASTLE's 0658Z/29. Second mate of STEEL NAVIGATOR informed C.O. DECOY that a second lifeboat with survivors got away from ship in this position.
(F.O.I.C.Greenock 2045A/29 to C. in C.W.A.).

Unknown Ship. Following from Land's End Radio.
Intercept 0717 G.M.T. 089°, GOMIO B approx.
Automatic S.O.S. signal strength 5.
(C. in C.Plymouth 0818/29 to Admty).

KALAN. A.M. 2043/19. KALAN will complete on 2/11.
(N.O.I.C. Poole 1140/29).

Unknown Ship. Following from Gallonhead Radio. Distress bearing 260°, class one.
(Port Patrick Radio 1226 G.M.T./29).

Unknown Ship. Following received from Tiree Radio 4 grade, 262° distress, unknown ship.
(Port Patrick Radio 1232 G.M.T./29).

/THEMSTON....

War Diary.14.12.1942.
Monday.HOME COMMANDS.Technical.S/M Fuel
stowage.

My 0008/1st. CLYDE on arrival Portsmouth had only 8 tons of fuel remaining and, had adverse weather been experienced, might have had difficulty in reaching Falmouth. The extra distance steamed during short diversion to intercept blockade runners was less than 200 miles.

(2) Request in future that all submarines proceeding U.K. should carry their full stowage of fuel if fit for patrol and that in any event they should have sufficient for 2500 miles dive by day. (F.O.S., 1709A/14 to Capt. S.B.)

Casualties and Defects.

WELLINGTON.

See Shipping.

Unknown
Ship.

Following from POTARO. Vessel fired (white rocket?) is stopped and appears in distress. My position is 055° 36' N. 010° 30' W. approx. I am steering east.

(Burnham Radio, 0930/14 to C. in C. W.A.)

Following from POTARO. Vessel possibly oil tanker down head made no (? reply) (? my) lamp signal. Position (709)15, 055° 36' N. 010° 49' (? W.)

(Port Patrick Radio, 1430/14.)

L.C.T. 398.

L.C.T. 398 is ashore on S.E. corner of Goat Island in Stornoway Harbour. Dragged anchor during heavy gale at 2330/13. Vessel waterlogged. Request service of Salvage Officer.

(N.O.I.C. Stornoway, 1126A/14 to F.O.I.C. Greenock)

C.T. 08.

C.T. 08 arrived here with broken exhaust pipe.

(N.O.I.C. Stranraer, 1225A/14.)

TYPHOON.

Following from Trec Radio second class 143° distress TYPHOON.

(Port Patrick Radio, 1312 G.M.T./14.)

COLLIS' P.
HUNTINGTON.

Following has been read from COLLIS P. HUNTINGTON 3930 7330 collision ship settling 1434 G.M.T.

(Portishead Radio, No T.O.O. to Admty.)

OLVINA.

OLVINA delayed at Barry by engine defect.

(N.O.I.C. Barry, 1558A/14.)

CILICIA.

Admty. 1328A/15. CILICIA unable to sail in W.S.25 owing to generator defects. Probable date of completion Dec. 20th. (N.O.I.C. Greenock 1614/14)

EMPIRE
BUCKLER.

Position 2000Z/14 047° 08' N. 014° 00' W. Standing by EMPIRE BUCKLER who states he has half propeller blade left and may be able to proceed at slow speed when weather moderates but requests tug.

(WEAR, 2100Z/14 to C. in C. W.A.)

MOST SECRET.

1006

29.12.1942.
Tuesday.

War Diary.

HOME COMMANDS.

Mining - Contd.

Humber
Area. At 1610/29 one mine exploded by WOLSEY in 53°
18.6' N., 01° 04' E. Details.
(WOLSEY, 1614/29 to Admty).

15th M/S
Flotilla. My 1125/27. Returned.
(A.C.I.C., 2046A/29 to C. in C. H.F.)

Enemy Intelligence.

SCHARLACH-
BERGER. Reported leaving Bilbao shortly.
(F.O.S., 1807A/29 to SHAD).

U-boats.

U-boat
attacked. Am over enemy S/M in 52° 12' N., 24° 00' W.
(A/C No. 1 U.S. Sqdn. 1146A/29 to 19 Group)
Have attacked enemy with depth-charges and
estimate 2 hits.
(A/C No. 1 U.S. Sqdn. 1203/29 to 19 Group)

Unknown ship
attacked. Following from Tiree Radio. 237° class 2 distress
4 hours XP 21.
(Port Patrick Radio, 1739 G.M.T./29 to H.O.I.C.
Greenock).
Received 1743 G.M.T. de Tiree Radio. SSS de
XP21. 3 torpedoes passed from port starboard
1739 G.M.T./29.
(Port Patrick Radio, 1843/29 to Greenock).

Navigational.

Bristol
Channel. Speed restriction on ships entering or leaving
Bristol Channel is abolished, but may be
re-imposed by request of local naval authorities
in event of resumption of enemy minelaying.
(D.T.D., 1742A/29).

Casualties & Defects.

TADOUSSAC TADOUSSAC delayed by defects.
(Cdre. Londonderry, 1017A/29).

BADSWORTH Arrived BADSWORTH.
(F.O.I.C. N.I., 1246A/29).

/Tanker...

War Diary.

2.1.1943
Saturday.

HOME COMMANDS.

Mining.

EMPIRE PANTHER. Following received. Intercept 2259 G.M.T. 001° Gonio A Approximately. De EMPIRE PANTHER. Mined, boats away. Intercept 2305 de EMPIRE PANTHER, north of Smalls. (Plymouth, G.C.O. T.O.R., 0012/2 to Admty). Sailed Rescue Tug SCHELDE to 297° Strumble Head 20 miles to assist EMPIRE PANTHER reported mined. (P.O.I.C. Milford Haven, 0235/2 to Admty). Arrived SCHELDE. EMPIRE PANTHER was reported Escort Vessel BLACK FLY as having foundered. (P.O.I.C. Milford Haven, 0635A/2 and 0811A/2 to Admty).

Iceland sweep. C. in C. H.F., 1344/31. Intend to sail FRASERBURGH, BEAUMARIS, and BOOTLE for Scapa on 3rd January. Sweeping operations outlined in my 2310/1st will be carried out by CIRCE, FLY, PETERHEAD, and LLANDUDNO. (A.C.I.C., 2110A/2 to C. in C. H.F.)

Enemy Intelligence.

W/T masts near Hammerfest. P.223 reports W/T masts sighted once in apparent position by fixes on island 071° 05.5' N., 024° 07.5' E. Shore lights not burning. (S.O. S/M Lerwick, 1033A/2 to P.O.S.) (P.223 report).

Hammerfest. My 1250A/26. German Harbour Captain has announced that when the lights on Fugleness and the Mole are extinguished, all vessels are forbidden to remain in the vicinity of or entrance to Hammerfest Harbour. (D.N.I., 1659A/2 to A.C.O.S., P.O.S.)

U-boats.

U-boats reported. W/T transmissions indicate that several German U-boats are in your vicinity and special precautions should be observed. (D.D.I.C., 1841A/2 to S/MS South of 51° N).

PENDEEN SS SS distress bearings by D/P. (Portrush W/T 2003/2, Gallon Head 2004/2, Tیره Radio, 2004/2, Sheigra 2004/2). Intercept 2003 G.M.T. de PENDEEN. SS SS 48.58 N. 14.20 W. PENDEEN suspicious. (Port Patrick Radio, 2130/2). Intercepted 2014 G.M.T. de PENDEEN. Re W E accosted by craft on surface with searchlight on us. (Hiton Radio, 2114 G.M.T./2 to C. in C. Portsmouth).

3.2.1943.
Wednesday.

War Diary.

FOREIGN STATIONS.

America & West Indies.- Contd.

NEWBROUGH torpedoed. Received 1017 G.M.T. de Tires Radio heard alarm signal de unknown station at 1010 8888 (NEWBROUGH) (unread) torpedoed Lat. (unread) 5 N. long. 43 (unread) W. rest unread. Strength of signals O/1 and Q R M. Controlling Station Port Patrick Radio. (Port Patrick Radio 1117/3 to Navy Charge Greenock).

POLLUX Kingston arrival U.S.A. T. POLLUX. (S.O.(I) Kingston, 1121R/3 to Admty. Opnav, N.O.B., Guantanamo Com. Gulf, Comcarib.

L.S.T. New York departure 2nd for Norfolk L.S.T.368. (N.S.H.Q. 1200Z/3 to Admty (R) B.A.D.)

30th M.L. Flot. Arrivals M.Ls. 481, 479, 482, 486 completing 30th M.L. Flot. (B.S.N.O. Trinidad 12020/3 to S.B.N.O.W.At. (R) Admty. B.A.D., S.O.(I) Jamaica, Cdre. Sea Frontier, Carib. B.R.O. St. Lucia, N.O.B. Trinidad).

ROXBOROUGH Your 2100Z/2 ROXBOROUGH will not be able to arrive Charleston till 13th Feb. (P.O.N.F., 1336Z/3 to B.A.M.R. (R) C.T.F.24. C.O.A.C., N.S.H.Q. ROXBOROUGH, Admty).

Tanker Convoys to Curacao crated A/C Shipment. Desired to ship crated reserve aircraft maximum weight 4 tons as deck cargo in Tanker Convoys to Curacao. Request information as to unloading facilities available and whether aircraft can be uncrated and erected before transfer to airfield by road. (D.N.A.D. Admty. 1405A/3 to S.B.N.O. Curacao, (R) S.B.N.O.W.At. B.A.D., N.O.I.C. Trinidad, C. in C. W.A.)

U.S. dispositions. Cominch's 2000/02 (Serial No. 59) informs as follows:- This refers to my 2125/26 (changes) Pacific DENVER at sea CHENANGO in South Pacific. Atlantic BROOKLYN, TEXAS and CARD, RANGER and TUSCALOOSA at Norfolk. MASSACHUSETTS at Casco Bay. ARKANSAS at New York. (Comnaven 1431/3 to Admty) Amended 1034/4.

STATE OF VIRGINIA. Departure 3rd Feb. (U.S.A.T.) STATE OF VIRGINIA Trinidad 4th embarkation. (B.R.O. Georgetown, 1435/3 to Admty etc).

/Motor...

War Diary.17.3.1943.
Wednesday.HOME COMMANDS.Casualties & Defects.- Contd.

- M.O.B. 641. My 2235/15. M.O.B. 641 reports bent port outer shaft which necessitates slipping for renewal. Intend to sail to Shoreham at 0900/18 for repairs. (N.O.I.C. Newhaven 1657A/17.)
- CULEBRA. If weather suitable intend sailing BUSTLER towing SS. CULEBRA at 0700/18. THIRLMERE in company. E.T.A. Loch Ewe 1300/18. (N.O.I.C. Stornoway 1657A/17.)
- HALCYON. My 1728/16. HALCYON port engine manoeuvring-valve defective. Anticipate sailing 0700/18. (P.O.I.C. Aberdeen 1735/17.)
- Unknown Ship. Following from Tires Radio Grade 3, 269°, distress, T.C. 92. (Port Patrick Radio 2217 G.M.T/17 to N.O.I.C. Greenock.)
- BLYTH. BLYTH reports main circulator engine out of action. She will enter at slow speed tomorrow as soon as port is open. (M/S 9 2324A/17 to P.O.I.C. Harwich.)

Shipping & Convoys.

- M.K.S.9. NAPANEE, BADDECK detailed to escort to Belfast and Clyde Light Vessels E.T.A. 007° W. 2100A/17. Loch Ewe ships proceeding independently on arrival in 008° W. E.T.A. Barra Head 0200A/18, Loch Ewe 1800A/18. (ST. CROIX 0030A/17.)
- E.T.A. 2200A/17. Ships in company are:-
ST. CROIX, urgent defects. REGINA, QUALICUM, WEDGEPORT, urgent defects. PRESCOTT urgent defect, hull leaking badly aft. SHEDIAC urgent defect. KENOGAMI urgent defect. BATTLEFORD urgent defect, steering gear defective. PORT YORK in company. (ST. CROIX 1708A/17 to Cmdre. Londonderry.)
Arrived ST. CROIX, KENOGAMI, PRESCOTT, PORT YORK, WEDGEPORT. (Cmdre. Londonderry 2202A/17.)
- K.M.S.11 3883 De TRIONA. Submarine sighted 52.55 N. TRIONA, 12.51 W. ends. (Valentia 0706/17 to Admty.) (Burnham Reed. 0709/17 STAD HAARLEM. Class one, 225° distress TRIONA. (Tires Radio 0707 G.M.T/17 to P.O.I.C. Greenock.) TRIONA straggler signals sighted U-Boat 082° 35', 012° 51'. Sunderland investigating. My position 051° 54', 013° 58'. (G.2 0710Z/17 to C. in C.W.A.)

/Met...

War Diary.15.4.1945.
Tuesday.HOME COMMANDS.Enemy Air Activity.Enemy
A/C
shot
down.

My 120510B. Tongue Sand Fort has recovered German Rubber Dinghy and other salvage from vicinity of site corroborating their claim. (C. in C. Nore, 131559B to Admty) Add to my 131559B. Tongue Sand Fort also reports having picked up parachute with body of German Officer. (C. in C. Nore, 132209B)

Mining.Disposal of
captured
Enemy
Gear.

Considerable inconvenience and dislocation of routine has recently been caused by the discovery of a German submarine escape apparatus washed up on the foreshore. Investigation subsequently disclosed that this article had been thrown overboard from a warship. Great care is to be taken that such trophies of foreign origin are not thrown away in conditions where their re-discovery may lead to false deductions of enemy activities. (C. in C. W.A. 130810Z to A.I.G.32)

Your 121508B. It is assumed that suit referred to is same as German type DSEA referred to in F.O.I.C. Greenock's 120208B. If not request full description of both suits and incidents. (2) Name of ship from which the signal referred to in your 121508B also required. (D.N.I.132028B to F.O.I.C. Greenock)

SCOTT
Trials.

Sailed R.A.(M)'s 121046B.
(TRELAWNEY, 130935 to A.C.O.S.)

Operation
Q.U.8A.

Carried out as ordered.
(C. in C. Nore, 131828B) See Operations.

Q.U.7B.

Prepare to carry out operation Q.U.7 (B) with 51st M.L.Flotilla on next suitable night. Position between 052° 18' N. 004° 20' E. and 005° 21' N. 004° 25' E, irregular laying between these points. (C. in C. Nore, 131901B to BEEHIVE)

Sweep of
Q.Z.8.347.

Your 121746B. Operation completed. Negative result.
(PANGBOURNE, 131945B to C. in C. Plymouth)

Enemy Intelligence.Unknown
Ship.

Following received from Three Radio.
132° 3 class X XX unknown ship.
(Port Patrick Radio, 130004Z to N.O.I.C. Greenock)

HALLINGDAL / ...

War Diary.22.4.1943.
Thursday.HOME COMMANDS.Casualties and Defects.

H.M.T.
HERRING
sunk in
collision
with SS.
CASSARD.

Three Radio reports 111° grade one CASSARD F.S.
(Port Patrick Radio, 220204B.)
0009 G.M.T. CASSARD S O S south of 20 E Buoy in
collision damaged unknown vessel sunk. Amended
position approx. 2 miles north of 20 E Buoy.
(Humber Radio, 220219.)
CASSARD reports making water picking up
survivors trying to put into Blyth.
(Wick Radio, 220254 B.D.S.T.)

0200 G.M.T. de CASSARD will endeavour to make Tyne, picked up
all survivors we can find, leak now under control. Master
acknowledged by Cullercoats Radio.
(North Foreland Radio, 220400, Wick Radio 220404.)
0204 GJJ de CASSARD position now 55.15.12 N. 1.18.36 E.

Ends.
(C. in C. Portsmouth, 220404.)
My 220247† CASSARD reports leak under control and making
for Tyne. All crew of sunk ship picked up. Rejoin convoy.
(C. in C. Rosyth, 220425B to WOLSEY.)
* N.T. in W.R.
Intercept de 0234 G.M.T. de CASSARD escort now arrived.
(Wick Radio, 220434.)
H.M. Trawler HERRING was sunk in collision with SS. CASSARD
at 0300/22 approx. 2 miles north of 20 E Buoy. No loss of life
and all crew picked up and taken to Blyth by CASSARD. HERRING
was bound for Methil from Humber in F.N.100 and CASSARD in the
same convoy also for Methil had been diverted to Tyne with D/G
trouble.
(F.O.I.C. Tyne, 221031B.)

Mine
Berge
No. 3.

Mine Barge No.3 with 32 Mk.IV mines on board has
sunk at moorings off Netley. Admiralty Salvage
Officer has been informed. Operation J.S.A. is
affected by this.
(F.O.I.C. Southampton, 221013.)

CUMBERLAND.

C. in C. H.F.'s 201408 and Admty. 220010 dock not
available for CUMBERLAND before p.m./28 or a.m./
29 April. No estimate of time can be given until
ship has been examined in dry dock.
(N.O.I.C. Newcastle on Tyne, 221050B to C. in C.
H.F.)

UNTIRING,
UNSWERVING.

J.4446. Explosion occurred on board early this
morning. Full extent of damage not yet known but
apparently not serious. Removal of battery will
be necessary.

/J.4456 ...

MOST SECRET.

520

15.6.1943.
Tuesday.

War Diary.

HOME COMMANDS.

Policy.

Exercise Areas off Londonderry. Cdre. D.W.As. 141114, and 141120. Approved. Admiralty is requested to amend my 111925/5 accordingly. (C. in C.W.A. 151450B).

Movements.

BELFAST Intend BELFAST arrive Rosyth a.m. 18th to give leave and for quick docking. Ship to sail for Scapa so as to arrive a.m. 1st July. (C. in C.H.F. 150043B to C. in C. Rosyth).

B.Y.M.S.68. Group arrived fairly good condition Londonderry 8 days out of St. Johns N.F. Weather unfavourable most of the trip. (M/S P. 256. 150725Z to B.M.S. New York).

CHARYBDIS Arrived CHARYBDIS. (C. in C. Plymouth 150819B).

S/M Movements. Intend sailing RUBIS, SCEPTRE, CUTTY BARK from Holy Loch 2000B/16 to Plymouth unescorted 1600B/18 speed 11 knots., (2) Thence RUBIS with onward escort to Portsmouth as arranged by Capt.(S) 5th. (Capt.S.3. 151114B to RUBIS.). UNIVERSAL completed repairs and proceeded down river to tail of bank 15th June. (P.O.I.C. Glasgow 151544 to Admt.). Proceed to Scapa to await onward escort. (Capt.S.9. 151551B to ULTIMATUM). My 151558 para.6. H.44 with M/L 196 as close escort sailing in company (9) Sheerness. (C. in C. Portsmouth 151620B to Admt.). Positions of S/Ms. at 0800B/16 and movements for following 24 hours. (P.O.S. 151709B, 152149B, 160039B, 160811B). Intend sailing H.33 escorted by BLADE from Lough Foyle at 0900B/16th arriving Rothesay 2100B/16th. (Cdre. D. W.A. 151851B) Intend sailing THRASHER towing X craft 7 (escorted by) ALECTO at 1000B/16 for Rothesay. E.T.A. 1700B/17th. Routes via Minches and Tirez Passage. (TITANIA, 152330B)

RENOVN. Your 141501 approved. Date of full power trial is to be as soon as possible after arrival at working-up base. (C. in C. H.F. 150955B to RENOVN)

/IROQUOIS ...

1030

29.6.1943.

Tuesday.

War Diary.

HOME COMMANDS.

Enemy Intelligence.

St. Nazaire Photographs at 1710B/28th June show St. Nazaire during bombing attack with concentration of bursts in Southern and Eastern Port area. No active Naval shipping visible, showing decrease of one possibly two U-boats since 1215B same day. Tankers T.21 and T.2 remain only merchant vessels of note present.
(R. A. F. Medmenham, 291645B to Admty).

Enemy Convoy. Enemy 1 large merchant vessel and 3 escort vessels position 62.08 N., 05.00 E. course 340° speed 10 knots.
(A/C 404 Sqdn. 291945 to 18 Group).

U-boat.

U-boats in Biscay Area. Am over enemy S/M.
(A/C 10 O.T.U. Duty D. No T.O.O. to 19 Group, Recd. 1249/29).
Enemy submarine previously reported was in position 49° 03' N., 09° 22' W., course 290° speed 10 knots.
(A/C Duty D., 291234B to 19 Group).
22' W, course 290° speed 10 knots. Enemy S/M reported by aircraft in 049° 03' N., and 009° (C. in C. Plymouth, 291303B to KRAKOWIAK).
Have attacked enemy with depth-charges. Speed 8 knots.
(A/C 10 O.T.U., 291325B to 19 Group).

Technical.

Maunsell Towers. Your 251700B. Mr. Maunsell is of opinion that no structural damage would be caused to a Port by a 300 pound charge exploding in the water outside a range of 500 feet from the structure.
(C. in C. Nore, 292326B to F.O.I.C. Harwich).

Casualties & Defects.

Unknown ships. (C. in C. Portsmouth 290050B).
(Humber Radio, 290118).
(Port Patrick Radio 290622Z, 291854B, 292333).
(C. in C. Plymouth 291132)
(Tires D/F Station, No T.O.O. Recd. 292353).

LYDIA LONG LYDIA LONG arrived Buckle 1930B/28.
(F.O.I.C. Aberdeen, 290955B).

LANDGUARD. My 270922B. Sailing of LANDGUARD delayed by defects.
(F.O.I.C. N.I., 291015B to Cdre. D. W.A.)

War Diary.

13.8.1943.

Friday.

HOME COMMANDS.

Casualties and Defects.

Unknown ship.

Following received at 0132 from Tthree Radio begins: Distress Signal intercepted 500 Kc/s continuous wave presumably enemy aircraft D/F bearing 140° class second call S.O.S. 130110Z ends.
(Port Patrick Radio, 130332Z to N.O.I.C. Greenock)

DUNBAR.

Your 120128B. DUNBAR requires boiler cleaning. Propose she be detached by LLANDUDNO to proceed direct to Reykjavik for this now.
(M/S 15. 130959B to C. in C.H.F.)
Your 130959. Approved.
(C. in C. H.F. 131349B to M/S 15.)

LANCASTER.

Your 12855. LANCASTER can be taken in hand for boiler cleaning at Liverpool. Ship should be sailed to arrive tomorrow.
(F.O.I.C. Liverpool, 131055B to N.O.I.C. Holyhead)

VELDA.

My 111201B. Ship delayed by unsatisfactory W/T trials.
(F.O.I.C Cardiff, 131055B to Admty.)

M.G.B. 6150.

M.G.B. 615 has become definitely inoperative due to increasing hull leaks. Request she be paid off now and her Officers and crew transferred to M.G.B. 608 which should be ready in all respects by end of August. This transfer would enable 608 to then become operational.
(N.O.I.C. Newhaven 131259B to C. in C. Portsmouth.)

ANGLE.

Your 121731. ANGLE can be taken in hand now for refit at Liverpool.
2. Approved modifications to Bridge an fitting of Cerlikons should be undertaken concurrently.
(D.O.D.H. 131622B to F.O.I.C. Liverpool)

VALESCA.

Departure Tug KROOMAN to assist H.M.T. VALESCA - reported to have Dan Buoy in screw vicinity of 4A Buoy.
(N.O.I.C. Gt. Yarmouth, 132129B to C. in C. Nore.)

Shipping and Convoys.

O.S. 55/
K.M.S. 23

Your 121059B/S. Number of ships O.S. 55 20, K.M.S. 23 46, Total 66. EMPIRE PROWESS M/S R/T for Casablanca/Dakar.
(C. in C.W.A. 130013B)

MOST SECRET.

1811

23.8.1943.
Monday.

War Diary.

HOME COMMANDS.

U-Boats.

U-Boat
attacked. Have attacked S/M contact. S/M known to be
in the vicinity. My P.C.S. are at 0130A 048°
14' N. 017° 07' W. 006° 5 knots.
(CLOVER 230130A to Admty. C. in C. Plymouth.)
My 230130A. Search abandoned.
(CLOVER 230215A to Admty.)

Casualties & Defects.

SARBA. Sheerness. Departure SARBA in tow of tug
KESTRAL for Tilbury.
(Cdre. Sheerness 231024A.)

TAHCHEE. Request you sail tug to TAHCHEE in tow of
VANSITTART in 054° 43' N. 015° 42' W. at 0400A/23
070° 6 knots.
(C. in C. W.A. 231028A to N.O.I.C. Greenock.)
Request you will sail STORMKING to assist TAHCHEE in tow of
VANSITTART in 54° 43' N. 015° 42' W. at 230400A. Course 070°
speed 6 knots.
(F.O.I.C. Greenock 231047A to N.O.I.C. Campbeltown.)
Your 231047A. Sailed.
(N.O.I.C. Campbeltown 231219A to F.O.I.C. Greenock.)

Unknown
Ship. Received 0946 G.M.T. De Tيرة Radio at 0938 heard
S.O.S. automatic, type A.l., strength, 2/3.
(Port Patrick Radio 231046A to N.O.I.C. Greenock.)

Dinghy. At 1200A detach GOWHLAND and TANATSIDE to proceed
to 047° 25' N. 009° 08' W. to search for dinghy
reported by Aircraft at 0839. Proceed through
position (K) 108° Bishop Rock 10 miles.
(J) 049° 12' N. 007° 42' W. Liberator and Sunderland aircraft
will co-operate in search until dusk.
(C. in C. Plymouth 231104A to LIMBOURNE.)

EMPIRE
FRIENDSHIP. Your 230130. Proceed to eastward towards Falmouth
with EMPIRE FRIENDSHIP. After making contact with
tug DEXTEROUS and HASTINGS proceed in company
with BRECHVILLE to Clyde. Estimated position of
DEXTEROUS at 0800/23 049° 17' N. 012° 30' W.
course 270° 10 knots.
(C. in C. Plymouth 231146A to CLOVER.)

ORESTES. Admty's. 231156. Intend to sail ORESTES to
Humber at first light tomorrow. Speed 15 kts.
(F.O.I.C. Harwich 231618A to F.O.I.C. Humber.)

14.11.1944.
Tuesday.

War Diary.HOME COMMANDSCasualties and Defects

L.C.T. 936. Your 131539A. Approved.
 (C. in C. Here, 141189A to F.O.I.C. Yarmouth.)

SS. HARLEY. A.175, 14th November X/281 Capt. W/O Corney,
 Nav. P/O Black on A.S.R. search at 1522 hours
 position 57.10 12.10 W. heard S.O.S. being
 repeated by GER (Wick Radio). "From unknown
 station unknown ship sinking at 25 Buoy or seems to be sinking.
 T.O.O. 141480Z".
 (Trece, 141645A to 15 Group H.Q.C.C., Admty.)
 S.O.S. S.O.S. S.O.S. Unknown ship sinking at 25 Buoy
 or seems to be sinking.
 (Burnham Radio, No T.O.O.)
 We are standing by unknown ship at 25 Buoy.
 (THYRA II, No T.O.O. to Wick Radio.)
 Can you send immediate assistance to unknown ship please
 (THYRA II, No T.O.O. to Stonehaven Radio.)
 Ships proceeding to assistance.
 (Stonehaven Radio, 141522A to THYRA II.)
 We are picking up survivors.
 (THYRA II, No T.O.O.)

Shipping and Convoys

East-West Channel Convoys. A.M. 111803. Concur. This vitally affects the
 problem set to Portsmouth Command in respect of
 the daily East-West Channel Convoys (A.M. 091642
 not to all) and my reply to this letter signal
 is under review afresh.
 (C. in C. Portsmouth, 141404A to Admty.)

Cross-Channel convoys to link up with Thames - Bristol Channel convoys. Your 091642A concur in principle but junction of
 ships from far shore could not be made in dark
 hours. (T.B.C. due at Z Buoy at 0630) at same
 time as breakers off were involved without
 unacceptable risks and in any case junctions to
 westbound convoy cannot be made without night
 sailings from far shore (see Comtaskforce 125
 101533). (My 141549 part one).
 (2) It is also to be noted that owing to the
 timing of the convoys change-over of escorts
 will have to take place roughly between Z and A.3
 Buoys which introduces an additional complication.
 (3) A modified scheme as follows would be acceptable: all
 shipping for Havre, Caen, Arrom and Cherbourg and reciprocal
 thereto to proceed by French coastal route (Admiralty Mess. 111803
 and my 141404A neither to all refer). Comtaskforce 125 to be
 responsible for escort between Dieppe and Cherbourg as necessary.
 (4) Night westbound joiners would join in daylight at A.3 and
 Night Far Shore Shipping would have to be handled separately
 leaving St. Helens in time to make a daylight arrival at Havre.
 (5) Westbound shipping from Havre and Cherbourg would have to
 cross to St. Helens and Weymouth respectively to join next days
 convoy.

/(6) ...