MR 440, Sec. 2 — CONVOYS
1944 - 1945

DECLASSIFIED
OSD Letter, 5-3-72

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/44

Regraded Unclassified
HOMO-INTERCEPT

( PD AT ULITHI ENIWETOK AND KOSSSL GET ACTION FROM CTF 94. INFO SCONA LINGPOA PDS SAIPAN GUAM CTF 96 COM 3RD FLT)

CONVOYS ON ROUTES MATHEN AND TIMOTHY ATTACKED BY JAP AIRCRAFT NORTH TRUK. UNTIL FURTHER ORDERS ROUTE ALL TRAFFIC ULITHI TO ENIWETOK DIRECT FROM ULITHI TO ROUTES AGNES OR DIANA AT MERIDIAN 150 THENCE THESE ROUTES TO DESTINATION: FROM ENIWETOK TO ULITHI USE ROUTE EDITH OR MELISSA AS FAR AS MERIDEIN 150 THENCE DIRECT DESTINATION.

COPY TO 208
TOP SECRET DISPATCH

Dr. E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94

Regraded Unclassified

THIS IS TOPSECRET. FOR COMMODORE HAMILTON. COM 12TH FLT SENDS ACTION COMINCH AND CNO.

I PROPOSE SEND FOLLOWING TO CFAW 7: "COMINCH 111649 IF ACTIVATED WILL REQUIRE FAST ACTION. SURVEY OF BRITTANY BASES REVEALS IMPRACTICABLE ESTABLISH FULLY OPERATIONAL WING THERE SHORT OF 2 MONTHS LOGISTICS PREPARATIONS AND RECONSTRUCTION OF BASES. COMMAND FEELING OF FAR SHORE IS ADVERSE TO FURTHER LOGISTIC REQUIREMENTS THERE. IF FORCES ARE BASED IN FRANCE WE WOULD NEED A COMPLETE WING ORGANIZATION THERE. ON CONTRARY IF FORCES BASED IN ENGLAND WE PROBABLY WILL NOT REQUIRE OR DESIRE ADDITIONAL WING SET UP BUT ONLY AUGMENTATION OF PRESENT WING WHICH ALREADY IS ESTABLISHED AT A MAIN BASE WITH WING HEADQUARTERS AND LIAISON OPERATIONAL, COMMUNICATIONS AND LOGISTICS CHANNELS WELL ESTABLISHED. CONSIDERING WE HAVE ADEQUATE BASE AT DUNKERQUE WHICH COULD BE AUGMENTED BY SATELLITE FIELDS, AND PRIMARY MISSION IS CONVOY COVERAGE, BELIEVE
NOT NECESSARY TO ESTABLISH ADDITIONAL WING AND MAIN BASE IN UKAY.

CONFER WITH CFW 15 AND TAKE JOINT RECOMMENDATIONS TO ME AS TO MOST FEASIBLE AND EFFECTIVE WAY TO READJUST AVAILABLE FORCES FOR CONVOY COVERAGE UNDER OPERATIONAL CONTROL COASTAL COMMAND IN ACCORDANCE WITH INTENT AND SPIRIT OF REFERENCE.* REQUEST YOUR COMMENT.

COMING COPIES 1 THROUGH 8.

* Classification and handling of this message is subject to revision and control by the message originator.
TOP SECRET DISPATCH

DRAFTER FX-01
FROM COMINCH AND CNO
RELEASED BY ADMIRAL KING
DATE 9 OCTOBER 1944
TOR CODE: 1729
PARAPHRASED BY LAWRENCE
CHECKED BY POWLEY
ROUTED BY LAWRENCE

ADDRESS: COM 12TH FLEET
COMNAVFOR FRANCE
COM 8TH FLEET
COMFAIRMING 15

PRECEDE CN PRIORITY ROUTINE BASEGRAM
1 2 3 4 5 6

17869 NCR 4736
111649

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFINED PRECEDENCE AND AS ADMINISTRATIVE.

IF OPERATIONAL CHECK BELOW

15

ORIGINATOR TOLL IN DATE AND TIME GROUP

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

MY 222144 SEPTEMBER NO SHIFTS CONTEMPLATED UNTIL AND UNLESS U-BOAT SITUATION, WHICH APPEARS AT PRESENT TO BE WELL IN HAND, SO Requires. SHOULD I ASSIGN REINFORCEMENTS IT IS AGREEABLE THAT THEY REPORT TO COM 12TH FLEET FOR TEMPORARY ASSIGNMENT TO OPERATIONAL CONTROL OF BRITISH AUTHORITIES FOR FIRST COVERAGE OF CONVOYS AND SECOND OTHER ANTI-SUBMARINE OPERATIONS IN THE APPROACHES TO THE WEST CHANNEL AND BISCAY PORTS AND TO BE BASED IN SOUTHWEST ENGLAND AND/OR FRANCE.

COMINCH: COPIES 1 TO 8 INCLUSIVE.

OPNAV 19-78

DECLASSIFIED
E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/2/94

Regraded Unclassified
NAVY MESSAGE

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ON 236.

IN VIEW OF C 4'S 262686 BEING PASSED. M 6 REMAINS IN VICINITY OF 46-15 NORTH 49-05 WEST MY 261939 REFERS AND ABANDON SEARCH AS REQUISITE TO JOIN ONS 236 IN WESTOMP AMENDED TO 1600Z 20TH.

FX37.....008

COM INCH......16.....29G.....CNO.....NAVAIDE...........

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVRECS.)

OPNAV-SEC-43

2/01/07

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94

Regraded Unclassified
NAVAL MESSAGE

FROM: CINCMED
RELEASED BY: 
DATE: 20 MAY 1944
TOR CORDER ROOM: 2207
DECODED BY: SCRUGGS
PARAPHRASED BY: DUMMIT/WALP

ADMIRALTY

COMNAVNAV

CINCH

CINCLANT

COMDESLANT

PRELIMINARY REPORTS ON AIR ATTACK ON UGS 40 INDICATE THAT ATTACK TOOK PLACE AT DUSK BY 40 TO 60 TORPEDO AIRCRAFT. DIVERSIONARY HIGH LEVEL BOMBING IS ALSO REPORTED. ESCORTS CLAIM 11 AIRCRAFT SHOT DOWN AND AIR FORCE 5. NO SHIPS WERE DAMAGED. (2) ADEQUATE WARNING WAS RECEIVED AND CONVOY WAS EFFECTIVELY COVERED BY SMOKE BY THE TIME ATTACK DEVELOPED. ATMOSPHERIC CONDITIONS WERE IDEAL FOR SMOKE. US ESCORTS USED TODD SMOKE PRODUCING APPARATUS WHICH WAS APPARENTLY EXTREMELY SATISFACTORY. (3) SCREEN CONSISTED OF 16 ESCORTS AND CALEDON FIRING ALL-ROUND PROTECTION AT 4000 YARDS FROM THE CONVOY. COMPREHENSIVE AIR DEFENSE PLAN HAD

SECRET

Page 1 of 2

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4 NLR 101
By RT, NARA, Date 4/12/94

Regraded Unclassified
BEEN PREPARED USING SECTOR GUARDS AND SECTOR CONTROLLER SYSTEM. FIRE DISCIPLINE WAS GOOD IN ESCORTS AND MERCHANT SHIPS. (4) SOME RADAR INTERFERENCE WAS EXPERIENCED WHICH MAY HAVE BEEN "WINDOW".AMPLIFYING SIGNAL WILL BE SENT.

(5) ESCORTS COMPLAIN THAT MK 14 GYRO GUNSIGHTS ARE UNSATISFACTORY AT NIGHT. POSSIBLE DESIGN TO INCORPORATE EYESHOOTING IS BEING INVESTIGATED BY CINCMED.

(6) LACK OF SUCCESS OF COMPARATIVELY LARGE ATTACK ATTRIBUTED MAINLY TO EFFECTIVE SMOKE, GUNFIRE AND INTERCEPTION BY FIGHTERS.

*RECEIVED AS 201406.

1 COPY TO OP20G.
To North Africa
(1) Norfolk (2) 32½° N 63 W (3) 33 55 (4) 32 25 (5) 34 18
(6) 34 9 (7) Gibraltar.

To New York
(1) Gibraltar (2) 25 N 10 W (3) 25 18 (4) 34 24 (5) 35 35
(6) 35½° 55 (7) 34½° 64 (8) Norfolk.

To United Kingdom (Southern route)
(1) 45 N 50 W (2) 43 30 (3) 56 12

From United Kingdom

South

To United Kingdom (Northern route)
(1) 45 N 50 W (2) 53 40 (3) 57 29 (4) 57 20 (5) 56 10

To New York

North, with highest point 59 32
From: CG Hq Mediterranean Allied Air Forces Caserta Italy
To: War Department
No: A.332 9 May 1944

AAA AGWAR Washington (R) Hq MAAF Algiers from Hq MAAF A.332 9th May.

The following facts on air attacks on shipping off North African coast may be of interest owing to the large amount of shipping between coast ports it is impossible for the Navy to give a total tonnage and percent loss figure as for the Atlantic. The best guide is the number of merchant ships sailing along the Northwest African Coast in major convoys. This has averaged 224 ships per day from October 1943 to April 1944, or 47,712 ship days, each of these representing a chance for the enemy to attack. During this time 16 M/V's have been sunk, 11 M/V's damaged, 2 E/V's sunk, 1 damaged by air attacks. To achieve this, the enemy has put up an estimated 362 strike sorties, of which he has lost 41 destroyed by aircraft, 14 by anti-aircraft and other causes, 8 probable, 29 damaged or turned 15 of his force destroyed.

It should not be inferred from the foregoing that we are complacent about the situation although in our opinion it is better than could reasonably have been expected bearing in mind the difficulties of countering such attacks when Radar tracking is seldom available and is never adequate due to low approach of enemy aircraft and lack of shipborne Radar equipment. Every effort is being made to do everything possible to combat such attacks and new methods are constantly under consideration.

ACTION: OPD
INFO: CGAAF, G-2, JEIA, Log
CM-IN-8372 (11 May 44) 2313Z jb

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN
WAR DEPARTMENT

APRIL 22, 1944

NCR 10419

ORIGINATOR FILL IN DATE AND TIME:

DATE

TIME

GCT

22 APRIL 1944

(Received by printer from Army)

About 25 aircraft attacked convoy UGS 38 off Capt Bengut PM of 20th April. USS Lansdale and SS Paul Hamilton were sunk and Royal Star was hit and sunk later. Samite and Stephen Austin damaged and have since reached Algiers. Fighters claim 2 aircraft destroyed. Also attacked about the same time by enemy aircraft was convoy CAF 31 at a point about 50 miles north of Mogie. SS El Biar was hit by torpedo and subsequently sank. Antiaircraft fire claim 1 aircraft and fighters claim 1 probable and 3 damaged. Considerable shelling of Anzio Poit area on 20th April with increased accuracy. No damage to shipping.

Page 1 of 2 Pages
HOWEVER, REPORTS INDICATE ATTEMPTED ATTACK BY HUMAN TORPEDOES WHICH WAS DRAWN OFF.

CM-IN-15892

COMINCH....COG.

23....16....39....OP 3....FX 37....NAVTADE....
ABOUT 25 AIRCRAFT ATTACKED CONVOY UGS 38 OFF CAPT BENGUT PM OF 20TH APRIL. USS LANSDALE AND SS PAUL HAMILTON WERE SUNK AND ROYAL STAR WAS HIT AND SANK LATER. SAMITE AND STEPHEN AUSTIN DAMAGED AND HAVE SINCE REACHED ALGIERS. FIGHTERS CLAIM 2 AIRCRAFT DESTROYED. ALSO ATTACKED ABOUT THE SAME TIME BY ENEMY AIRCRAFT WAS CONVOY CAF 31 AT A POINT ABOUT 50 MILES NORTH OF MUGIE. SS ELBIAR WAS HIT BY TORPEDO AND SUBSEQUENTLY SANK. ANTIAIRCRAFT FIRE CLAIM 1 AIRCRAFT AND FIGHTERS CLAIM 1 PROBABLE AND 3 DAMAGED. CONSIDERABLE SHELLING OF ANZIO POIT AREA ON 20TH APRIL WITH INCREASED ACCURACY. NO DAMAGE TO SHIPPING.
However, reports indicate attempted attack by human torpedoes which was drawn off.

CM-IN-15892

COMINCH...CIG.

23...16...39...0P03...FX37...NAVAIDE.....

DECLASSIFIED
JCS LETTER, 7-9-72
BY NOV 9 1973

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94
From: CG Allied Force Headquarters Algiers, Algeria
To: War Department
No: RG13-912/17

17 April 1944

COSINTREP number 283 part 2 signed Wilson cite dated 172116.

Hunt for U boat in progress which attacked convoy UGS 37 off Cyrenaica PM April 16. SS Meyer London sunk and Thomasarna set on fire. At Anzio April 16 slight enemy air activity no casualties. 2838 tons discharged, mine sweeping operations continued.

No Sig.

ACTION: OPD

INFORMATION: CG/S
CG AAF
G-2
Adm King
CG-1 Park
Log

OM-IN-12613 (17 Apr 44) 2348Z bjw

S-E-C-R-E-T

COPY NO. 63
TRANSPORTATION CORPS, MOVEMENTS DIVISION
SPTOM/565.2 ENGLAND DB 6880

APRIL 15, 1944

COMMANDING GENERAL
U. S. ARMY FORCES
EUROPEAN THEATER OF OPERATIONS
LONDON, ENGLAND

NUMBER WAR 23836

CITE SPTOM 321 SIGNED SÖMEVALL TO LEE FOR ROSS PASS TO TROOPERS REFERENCE YOUR SOSTC 5778 DATED APRIL 13, 1944.

CHANGE OVER FROM UT TO TCU CONVOYS IS PROPOSED TO START FROM UT-12. THIS WOULD MAKE TCU 23 ON MAY 3 ABSORB UT-12 AT 54000 SPACES AND 12 VESSELS, TCU 24 ON MAY 12 ABSORB UT-13 AT 55000 SPACES AND 18 VESSELS; TCU 28 ON JUNE 17 ABSORB UT-14 AT 44000 SPACES AND 9 VESSELS; TCU 30 ON JULY 5 ABSORB UT-15 AT 52000 SPACES AND 15 VESSELS; TCU 33 ON AUGUST 1 ABSORB UT-16 AT 48000 SPACES AND 10 VESSELS; TCU 35 ON AUGUST 19 ABSORB UT-17 AT 48000 SPACES AND 15 VESSELS ETC. WE HAVE REQUESTED THE BRITISH ARMY STAFF TO FURNISH A 9000 LIFT FOR TCU 24 IN ADDITION TO THE HIGHLAND CHIEFTAIN. THUS THE GEORGE WASHINGTON AND CRISTOBAL, BOTH BADLY IN NEED OF REPAIRS, WILL BE STARTED ON THEIR ARRIVAL AND COME INTO TCU-28 THUS BALANCING OUT THE 2 GROUPS. THIS WOULD MAKE TCU-28, 11 VESSELS AND 53000 TROOPS, TCU-30, 13 VESSELS AND 43000 TROOPS, TCU-33, 12 VESSELS AND 57000 TROOPS, AND TCU-35, 13 VESSELS AND 39000 TROOPS. IF ESCORTED BRITISH LIFT IS TO CONTINUE AFTER TCU 24 THE NUMBERS WILL BE INCREASED BY THAT AMOUNT.

ORIGINATOR: ASF-TRANS

INFORMATION: ASF-CG
CC/S (BAS)
OPD
ADM. KING

CM-OUT-23836 (16 APR 44) 00022 LEE

COPY NO. 25

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

DECLASSIFIED
E.O. 12356, SEC. 3.3 OR SEC. 3.4
NLR 101
BY RT, NARA, DATE 4/13/44

DECLASSIFIED
OSD LETTER 565-72

REGRADED UNCLASSIFIED
NAVAL MESSAGE

FROM CINCLANT
RELEASED BY
DATE 29 MAR 1944
TOR CODEDG 1742
DECODED BY GREENE
PARAPHRASED BY MIHALAK
ROUTED BY SCRUGGS

FOR ACTION USS MARBLEHEAD COMBATDIV 5
INFORMATION GONNAVEU / CONSERVANT
ADMIRALTY CESF USS AUGUSTA COMDESRT 31
COMDESMT L COMATHTLT C&R COMINCH

291649 NCR 6793

(CINCLANT SENDS. GONNAVEU PASS TO ADMIRALTY)

TF 69, REAR ADMIRAL BRYANT IN TEXAS AUGUSTA
(COVERED IN SEPARATE ORDERS.) COMDESMT 30 IN
COWIE DESDIV 38 COMCORTDIV 19 IN AMESBURY CORTDIV
19 COMCORTDIV 35 IN CATES BURROWS MATTAPONI WILL

ESCORT CONVOY UT 11 SCHEDULED DEPART NEW YORK
AND BOSTON 6-7 APRIL TO UKAY AND RETURN ESCORTING TU
11 WHEN DIRECTED BY ADMIRALTY. COMDESMT PROVIDE
4 SHIPS ESCORT BOSTON SECTION TO RENDEZVOUS DIRECTED
BY PORT DIRECTOR NEW YORK COM 1 COM 3 DELIVER
PORT DIRECTORS. MARBLEHEAD DETACHED FROM

TASK FORCE 69. COMBATDIV 5 DIRECT TEXAS BE AT
NEW YORK READY FOR THIS DUTY BY 5 APRIL COMDESMT
PROVIDE ESCORT FROM CASCO. MY 222225 NOT TO ALL MODIFIED ACCORDINGLY.

FX37...CCC
COMINCH...191...19C...392...M...BADO...CNO...
NAVAIDE...21CP...

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-N01845

291649 449

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/97

Regraded Unclassified
IT IS IMPERATIVE THAT INCREASED PROTECTION BE GIVEN TO SHIPPING BOTH BY INCREASING NUMBER OF ESCORTS AND MAINTAINING MAXIMUM EFFICIENCY AND PROTECTION BY ESCORTS. IMPRESS VIGILANCE AND ON THEIR TOES TO EACH COMMANDING OFFICER BY BEING READY. CAUTION EVERY VESSEL IN YOUR UNIT TO MAKE SURE ALL ASW EQUIPMENT IS IN PERFECT ORDER.

To Counteract Japs who are trying to intercept Hawaii-Fujiwara Shipping.
CONVOY UT 19 NEW YORK SECTION. 6 NAVAL VESSELS USS CINCINNATI, ANNE ARUNDEL, THIURSTON, DOROTHEA L DIX, CHEYENNE ESCORT CARRIER. HE IS NAGOD. ONE USAT. 13 MERCHANTS 9 CARRYING TROOPS. 2 SHIPS Sailed. MARINE EAGLE LAST BUT DATE 13220 23 MARCH.

(Now using light cruisers, formerly in anti-raider operations in S. Atlantic, on Atlantic Troop Convoys.)

FX37...CGG
COH7H...196...195...231...39...C.C...BADO...
ANPD...NAVUNET...230P....

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

23/522 440

DEClassified
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94

Regraded Unclassified
**SECRET**

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREDS.)

OPNAV-NOR 4695

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ACT CNO, INFO CQM 10TH FLT C&R FROM COMNAVEU. PASS TO DOUGLAS

CONVOY RA 57 ARRIVED UKAY MARCH 18 TOTAL 39 SHIPS. MYDIS 31629 AND 071736 MARCH REFER.

FX37(WSA)....ACT

CNSM/CNH...19...19C...39...29M...AMPB...

NAVAIDE....

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/1845
FROM: CTG 21-16
RELEASED BY:

DATE: 8 MARCH 1944
TOR CODEROUN: 1529
DECODED BY: JOHNSON
PARAPHRASED BY: BORSEY

ROUTED BY:

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

FISHER 281109 NCR 2634

ORIGINATOR FILL IN DATE AND TIME:

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

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DURING NIGHT 3 TO 4 MARCH CORRY FIRED ON VESSEL OF ESCORT

GROUP C 2 IN 49-01 N 28-32 W. NO HITS DUE DEFLECTION ERROR.

AT 2255 ORDERED CORRY INVESTIGATE RADAR CONTACT TO NORTH WEST. RADAR PIP MUCH SMALLER THAN THAT OF DE HARD TO HOLD

GAVE ALL INDICATIONS OF SUBMARINE. INFORMED CORRY ONLY

FRIENDLY FORCE IN VICINITY CONVOY HX 261. AT 2328 CORRY

REPORTED CONTACT LOST. ORDERED CORRY REJOIN FORMATION IF

NO SOUND CONTACT OBTAINED BY MIDNIGHT. LATER CORRY

REMAINED RADAR CONTACT CLOSED AND OPENED FIRE. CHECKED

FIRE AND ILLUMINATED WITH SEARCHLIGHT TO RAIL. SHIP THEN

TURNED ON RECOGNITION LIGHTS AND GAVE IFF RESPONSE ON RADAR

CONSIDER FIRE JUSTIFIED BECAUSE (1) ABSENCE IFF RESPONSE

BY TARGETS RADAR (2) FAILURE TARGET TO CHALLENGE WHEN

SECRET

Make original only. Deliver to Code Room White. Oral by NAY in person. (See Art. 76 (4) NAVREGS.)

OISAY-NCR-28 061109

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/94

Regraded Unclassified
**MESSAGE**

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RELEASED BY
DATE
TOR CODE DOM
DECODED BY
PARAPHRASED BY
ROUTED BY

UNLESS OTHERWISE INDI CATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

881139 NCR 2634

**ORIGINATOR** FILL IN DATE AND TIME:

**DATE**
**TIME**
**GCT**

**ACTION**

| F-0 | 22 |
| F-01 | 23 |
| F-02 | 24 |
| F-05 | 25 |
| F-07 | 26 |
| F-1 | 27 |
| F-2 | 28 |
| F-3 | 29 |
| F-30 | 30 |
| F-31 | 31 |
| F-32 | 32 |
| F-33 | 33 |
| F-34 | 34 |
| F-4 | 35 |
| FX01 | 36 |
| FX30 | 37 |
| FX37 | 38 |
| FX40 | 39 |
| IG-00 | 40 |
| VC10 | 41 |

**LARGER VESSEL (Corry) Closed (3) Lack of Information Concerning Independent Night Operations Escort Group In Area. Last Information on This Group Sailed Northwest From Horta On 29th Feb To Rendezvous With Convex HX 282. Target Only Vessel Detected By Radar Until After Firing When Hms Chaudiar Appeared On Scene.**

**REo Washington Has Passed Code To Circulant Under Same Date Time Group.**

---

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAYREGS.)

**DECLASSIFIED**

E.O. 12336, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/26
NAVAL MESSAGE

FROM: CTF 61
RELEASED BY:
DATE: 7 MARCH 44
TOR CODE ROOM: 2890/7

DECODED BY: HANSEN/MEYER/VISSCHE
PARAPHRASED BY: HUNTER
ROUTED BY: MORRIS

ASTERISK (*) MAILGRAM ADDRESSEE:
CINCWE FLT

INFORMATION:
FOGMA, COMINCH
COM12THFL FT C&R
CINCLANT, ADMTY
COMMORSEAFRON

PRIORITY:
ROUTINE
DEFERRED

IF OPERATIONAL CHECK BELOW:
☐

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

(CINCWE FLT INFO FOGMA COMINCH COM12THFL FT C&R CINCLANT ADMTY COMMORSEAFRON FROM CTF 61) FOGMA PASS TO ALL ADDRESSES

USS CAMPBELL AHEAD OF COLUMN 10 UGS 344 THOUSAND YARDS DROPPED. PATTERN ON FIRM SOUND CONTACT 62125Z IN 34-32 21-28. COCKRILL ADJACENT TO PORT 3746 YARDS REPORTS STARTING PERISCOPE MAKE TRIED RAW 2985 FEET DROPPED. PATTERN AT 2100Z AND 2ND PATTERN ABOUT 10 MINUTES LATER ON SOUND CONTACT. NO RESULTS SEEN. CONSIDERABLE W/F TRANSMISSION PRIOR THIS ON 394 AND 424 KC. BEARINGS TAKEN (GARGLED GROUP) AREA SEARCHED 2 HOURS NO RESULT. CONVOY COURSE 141 ADVANCE 10

CODE PASSED TO CINCLANT

COMINCH... ACT

FX37... 16... 2G... BADO... CNO... NAIDE...

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OFFICE NCR-15
070402 440

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
By RT, NARA, Date 4/18/94

Regraded Unclassified
Regraded Unclassified
ATLANTIC NEUTRAL SHIP ROUTE

REGULATIONS FOR REPORTING POSITIONS BY RADIO (OBLIGATORY)

NEUTRALS REPORT POSITION, COURSE, AND SPEED TO CONRAD WASHINGTON:
1. On reaching eastern end of entry lane and noon thereafter
2. At noon daily while in Gulf of Mexico or Caribbean Sea
3. On reaching 50° when proceeding Demerara from point 5 and noon daily west of 50°

NEUTRALS REPORT POSITION TO NSHO Ottawa:
1. 1200Z position when on routes heading north to or south from ports in the Canadian area
2. If Irish and bound for Canadian and Newfoundland ports, their USSC MT position daily when west of 47°

AUTHORIZED U.S. PORTS OF ENTRY FOR NEUTRAL SHIPS ARE:
- Philadelphia, Baltimore (via C&O CANAL ONLY), New Orleans, Pensacola (PERMITTED ONLY FOR SHIPS LOADING COAL CARGO).

DECLASSIFIED
E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/6/74

Regraded Unclassified
4. As shown on chart a new point "Q" has been established. Consequently, new obligatory routes are in existence, particularly affecting Spanish traffic calling at Caribbean and Gulf ports, as well as Demerara, B. G. East bound neutrals will be instructed by United States Routing officers, and west bound neutrals will be instructed by British authorities to follow these routes.

5. Swedish Gothenburg vessels - those plying between Gothenburg and the Americas - follow special routings as indicated and operate under a special agreement with both the Germans and British. As can be seen from the accompanying charts, the routes followed are different from those followed by other neutrals. This is particularly evident in regard to the compulsory Caribbean entry lane which Gothenburg ships are not required to follow.

6. Explanation is in the fact that the Swedish routings were ratified by the British and Germans prior to the establishment of the U.S. entry lane instructions, for which reason Swedish ships were permitted to use the old routes as an exception to Caribbean entry lane requirements for all other neutrals.

7. The Swedish Legation in Washington receives daily 2200 Z. positions from all "Gothenburg" ships at sea, which information is made available to the Navy Department.

---

U. S. SAFE CONDUCTS

8. U. S. safe conducts are issued by the State Department in instances such as repatriation of Nationals, relief to civilian population, and other humanitarian aid. The only United States safe conducts presently outstanding for neutral ships are:

a. Swedish ships under charter to the International Red Cross engaged in the transportation of relief supplies from St. John, N. B. to Greece; and the MANGALORE in service between Philadelphia and Marseille.

b. The Swiss CARITAS I owned by a subsidiary of the International Red Cross, which is engaged in carrying prisoner-of-war supplies between U. S. ports, Lisbon and Marseilles (See Op-16-FT Serial 83-43 for photographs and description of markings of this and Swedish ships.)

9. Application for U. S. safe conduct has been approved for the Swiss CARITAS II (Ex-Panamanian SPOKANE). This ship presumably will be in same service as in paragraph 8-b above.

10. Confusion concerning the use of the term "safe conduct" has been occasioned by the fact that prisoner-of-war supplies are frequently carried in ordinary neutral ships between American ports and Lisbon. These vessels do not require U. S. safe conducts but must obtain same from British authorities if they proceed on to Marseilles or other Mediterranean ports.
*(SINOVA REPEATED SINOVA COMNAV ADMIRALTY ACTING COMDT OTT A PONF COMMANDER (D) ARGENTIA COMMODORE (D) WA HOGG FROM SO ESCORT GROUP 55)*

By 012341.

At 8 VIMY IN AA GOT 194 FATHOM 30 MINUTE AND 96 FATHOM 5 MINUTE BEFORE 1ST EXPLOSION.

CONVOY WAS SOMEWHAT DISPERSSED AT THE TIME DUE TO FOG AND ALTHOUGH NO EVIDENCE WAS SO FAR BEEN OBTAINED IT IS POSSIBLE THAT A SHIP WAS TORPEDOED OR THAT A TORPEDO EXPIRED END OF RUN.

SCHOLER SEARCHED FOR WRECKAGE IN ADDITION TO VIMA VIMY AND SOUTHERN REWARD.

FX-37...GOG, NCR PASSED TO NCR FOR FURTHER DIST.

NCR TOR @20618

CONINCH...21G.....

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

020057 440

DECLASSIFIED
E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/18/74

Regraded Unclassified
Naval Message

FROM
CINCNA
RELEASED BY
DATE
2 MARCH 1944
TOR CODEROOM
Ø2Ø2Ø3
DECODED BY
VISSCHER/TRUSSELL
PARAPHRASED BY
MCKENNA
ROUTED BY
SCRUGGS

Address:

SHIPS ESCORTING CONVOY ON 225

INFORMATION

COM1ØTHFLT C&R; W9 ADMIRALTY ACIC CINCNA; HQCC NSHQ OTTAWA; FONF COMMANDER (D) ARGENTIA COMMODORE (D) WESTERN APPROACHES

AVAILABLE INFORMATION INDICATES PROBABILITY THAT EXPLOSIONS WERE CAUSED BY TORPEDDOES EXPLODING AT END OF RUN. YOUR Ø1142Ø AND Ø11241 REFER. (2) AFTER WESTOMP B5 GROUP IS TO REMAIN IN SUPPORT OF ON225 UNTIL FURTHER ORDERS.

FX37....COG

COWINCH...19...19C...BADO...16...2G....

NAVAIDE...CNO

SECRET

Make original only. Deliver to Code Room which Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

012356 440

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94

Regraded Unclassified
NAVAL MESSAGE

FROM CINCINNA

RELEASED BY

DATE 1 MAR 1944

TOR CODE 2032/01

DECODED BY TRUSSELL/SCHUILING

PARAPHRASED BY ZIMMERMAN BALDWIN

ROUTED BY REEGAN

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AN\' AS ADMINISTRATIVE.

颇119472 NCR 8210

ORIGINATOR FILL IN DATE AND TIME:

DATE

TIME

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

ACTION 21

P-0 22
P-01 23
P-02 24
P-05 25
P-07 26
P-1 27
P-2 28
P-20 29
P-3 30
P-30 31
P-31 32
P-32 33
P-33 34
P-34 35
P-4 36
FX01 37
FX05 38
FX10 39
FX15 40
FX20 41
FX25 42
FX30 43
FX35 44
FX40 45
FX45 46
FX50 47
FX55 48
FX60 49
IC 50
ICW 51
VCNO 52

(Ships escorting on convoy 225 info Com 10th Fleet C&R Admiralty NSHQ FONF: AGIO: HQCC CINCNA: Commodore D W A Commandant D Argentia)

Your Θ11420 were soundings obtained at times of explosions if so report depth of water.

BECOMING...19...19C...BAO...16...20G...

NAVIBOEJ...CNO....

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

011472

440

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/44

Regraded Unclassified
Naval Message via NavCom

From: SO Escort Group B 5

Released by: 1 March 1944

To: CODERROOM

Decoded by: Gildea-Schneider

Paraphrased by: Johnson-4 (K) / NZ

Routed by: Walls / Reegan

GCIO

Priority: COMM Tenth Fleet C&R

Information: See Below

Precedence: Deferred

Originator: Fill in Date and Time:

Date: 1142 GZ

Time: NCR 2786

Action: F-0

Secret

My 11245Z.

At 1230Z 1 heavy underwater explosion was heard and felt but not seen by escort and ships in convoy.

No contact obtained either asdic or radar. Visibility at this time 1 cable. Further underwater explosion at 1250Z. No report of torpedoed merchant ship either from convoy or from HMS VIMY and HMS Northern Reward who searched astern for 2 hours. His Lavender reported probable recent wreckage sighted ahead of convoy before 1st explosion. Possible explanation mines, depth of water.

NOR passed to FX-37 COG.

NOR passed to NOR for further distribution.

COINCH. 19. 19C. BADO. 16. 20G. NAVAIDE.

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVPER 32135.)

OPNAV-NCR-15 011420 440

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/2/94

Regraded Unclassified
FROM HMS PURSER

RELEASED BY

DATE 14 FEBRUARY 1944

TOR CODEROOM 151O

DECODED BY COURTNEY/JORDAN/SOWERS/JOHNSON

PARAPHRASED BY SIRMAN (3) (K)

ROUTED BY HARRINGTON

1410462 NCR 28692

REPEATED CONTENTHFLEET CARR. FO CARRIER TRAINING, SO E.G. 39

*SEE BELOW

IN Position 42 56 North 17 50 West Ships Escorting 08 67/KMS 41 Were Attacked Mixed Force of 7 HEINKEI 177 And FOCKE-WOLF 200 At 1200 12TH February. Enemy Detected By Radar At 1852 4 Wild Cats Airborne By 1900. Sunset Was At 1838. Last Fighter Patrol Had Landed On At 1844. 9 1st Cloud, Cloud Base 2500. Fighters Intercepted And Shot Down 1 HEINKEI 177, 1 FOCKE-WOLF 200 And Damaged 1 FOCKE-WOLF 200. No Bomb In Convoy 1 Previously Reported Bomb 1900 Yards From HMS MIGNONETTE No Damage. V.H.F.

SECRET

(See J&PC FILE PAGE)

Make original only. Deliver to Code Room Watch Officer in Person. (See Art. 76 (4) NAVREGS.)
Transmissions were heard by HMS Rochester on 28th and 29th June, 1943. Enemy aircraft remained in vicinity until 2000. Fighters were swept from vector group but too dark for interception. Squadrons are not trained night fighter and enemy saw them easily due to exhaust flames. All fighters landed on by 0245 without damage in complete darkness. Strong lights had to be used to locate them.

Weather report 5582 2885° position to nearest degree 39 14.

*Weather passed as 141845.

FX-37 .... COG.
NOR passed to NOR for further distribution.
TOR NOR 1845/14
16...20G...BAD0...OPB3...CNO...NAVADE...

SECRET
(ADMIRALTY INFO COMINCH AND CINCWA FROM CTF 69)
CONVOY TU 7 ATTACKED BY U-BOAT AT 06047Z WITHOUT
RESULTS IN POSITION 47-03 NORTH 22-04.8 WEST.
NUMBER INVOLVED UNKNOWN BUT 1 TORPEDO SIGHTED AND
HEARD. CONVOY ON COURSE 193 AT TIME TORPEDO TRACK
SIGHTED COMING FROM 237. USS GLENNON HUNTING.
CONVOY SPEED OF ADVANCE 15.5 ON COURSE 212. WIND
FROM 210 AT 18 KNOTS SKY CLEAR VISIBILITY
EXCELLENT MODERATE SHELL. CONVOY WILL RESUME
ZIGZAG AND CONVOY SPEED AT 0800Z SIXTH.
WEATHER PASSED.
COMINCH...ACT
16...20G...FX37...BADO...CNO...NAVAIDE...

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

060353 440 707

DECLASSIFIED
E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/44

Regraded Unclassified
FOLLOWING RECEIVED IN PART FROM CTF 24:
"FOLLOWING SOS INTERCEPTED BY NOB GREENLAND FROM KGZE* SAMUEL DEXTER: 'AT 215\degree CRACKED BOTH SIDES ACROSS NUMBER 4 HATCH'.
TOO 212325."

*KGZE - WAR CALL FOR SAMUEL DEXTER.

COMINCH...COG
FX37...16...2\degree G...CNO...29...39...SUPERS...NAVAL DE...

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)
ON 220° 54-07N 23-45W 235 4 KNOTS (S)
SAPPER ASSIDUOUS DETACHED TO ASSIST SAMUEL
DEXTER CALL SIGN KGZE IN DISTRESS 54-48N
22-45W REQUEST SHIP BE INFORMED.
ABOUT 5° SHIPS IN COMPANY
WEATHER 4458 9568.

*COULD ALSO BE 22-48W.

WEATHER PASSED AS 220353.

CONFIDENTIAL

FX37...16...23G...CHO...NAV...23...39...
DUPERS....
SHIP NUMBER 32 OF KN 289 REPORTED TORPEDO TAKE ACROSS RDG 210°Q 29-36 79-35. SOUND AND RADAR SEARCH NEGATIVE.

773 St. Augustine

COULNCH...COG
FX37...16...ONO...NAVIADE...2BO...BADO...

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

170226 440 KN 289

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/18/94

Regraded Unclassified
NAVAL MESSAGE

FROM: COMNAVEU
RELEASED BY: 
DATE: 16 JAN 1944
TOR CODEROOM: 161832
DECODED BY: EYER
PARAPHRASED BY: D SMITH /GZ
ROUTED BY: SCRUGGS

ADDRESSSEES
CNO

ASTERISK (*) MAILGRAM ADDRESSEE

PRECEDENCE
RRAA
RRAA
RRAA
RRAA
RRAA
RRAA
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INFORMATION
COMINCH

NAVAL MESSAGE

ORIGINATOR FILL IN DATE AND TIME:
DATE
TIME

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

(COMNAVEU TO CNO INFO COMINCH)

DAILY SERIAL 15.
AMERICAN JOSEPH SMITH CONVOY ON 212 SUNK (MARINE CASUALTY) IN POSIT 44-24 N 43-38 W 11 JANUARY.
ENTIRE CREW LANDED AT ST JOHN'S. FRENCH STE MAXIME IN COLLISION OFF CAPE RONE SUNK (MARINE CASUALTY) 13/14 JANUARY.

16...ACT
COMINCH...CNO...FX37...24C...BADO...16...

NAVACLUE...23.......

CONFIDENTIAL

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/94

Regraded Unclassified
NAVAL MESSAGE

FROM: ALUSNA MADRID
RELEASED BY: 
DATE: 14 JAN 1944
TOR CODE ROOM: 140359
DECODED BY: GIDEON
PARAPHRASED BY: D SMITH/ORB
ROUTED BY: REEGAN

IF OPERATIONAL CHECK BELOW

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

131503 MCR 4587

(ATUSNA MADRID TO GNO AND COMNAVEU)

AFTER ATTACK ON CONVOY 10 JANUARY 3 GERMAN PLANES LANDED IN SPAIN. FIRST ON BEACH NEAR DENIA. SECOND AT VALENCIA. THIRD AT ALICANTE.

16...ACT
CNO...NAVDAE...20OP...CWI\CH...13...FILE

DECLASSIFIED

C O N V O Y S. M Y 292 8 1 2 .


H M S F E N C E R S A I L S A N N U A R Y 1 4 W I T H 0 8 - 6 5 .

S E C R E T

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVRECS.)

OPNAV-NCR-15

10/6/47
Spanish, Portuguese, Swedish and Swiss merchant ships are likely to be encountered in the Atlantic approaches to Gibraltar.

First and last pages of this report give characteristic markings of these neutrals. Center spread shows shipping lanes used and approximate monthly volume of traffic for each flag.

**Identification Markings**

**Spanish:** Ship's name and Spanish flag painted on side amidships, with additional flags painted on bow and quarter; all illuminated except in heavy weather when high seas prevent lighting of bow and quarter flags. Flags on side bordered by white band 1/3 width of red stripe of flags. Usually have lighted vertical wooden flag on poop.

**Portuguese:** Hull: Black with Portuguese flag amidships in white rectangle bordered by ship's name and "Portugal" in large white letters. Funnel: Bright red with black stripe 20 centimeters wide around top edge. Green stripe (not less than 1/3 height of funnel above upper deck) around center of funnel. Superstructure: White. Masts, ventilators, etc. Yellow, (ochre).

Regraded Unclassified
Volume of traffic on route from Point "A" to Gibraltar would be greater if westbound Spanish tankers actually used this route in accordance with Admiralty routing instructions. In practice, however, these ships sail a Great Circle course to 35° N, 50° W, the eastern limit of the Caribbean neutral entry lane.

NUT: Commanding officers are requested to report all sightings of neutral ships not adhering to these charted lanes — giving date, position, flag, and description.

COMMENT: For purposes of clarity, the above chart shows main routes only. Among other subsidiary routes in this area are: the Ponta Delgada - Punto traffic of six ships per month; the occasional Point "A" - Punto, Mediterranean - Punto, and Tenerife - Punto trades; the local traffic along the Iberian Peninsula, especially that which flows past Cape St. Vincent into the Strait of Gibraltar; and the northwest African coastal trade into the Spanish possessions, and French Morocco.
(A) SWISS OWNED: "SWITZERLAND" painted on sides bordered by Swiss flags. Lighted vertical wooden flag on poop. May have additional Swiss flags on side at bow and quarter. Swiss flag painted on funnel. Flies Swiss flag at stern.

(B) GREEK CHARTERED: Same markings as above except fly GREEK flag at stern and funnel painted according to owner's design. (Not illustrated)

(C) RED CROSS: "C. INTERNATIONAL" in black letters on white background on side amidships. Red Cross flag on bow and quarter. Vertical wooden Red Cross flag atop bridge or on poop. Fly Swiss flag at stern. Swiss flag painted on funnel.

SWEDISH SHIPS

(A) GREEK RELIEF: Name of ship and "SVERIGE" in dark letters on light colored hull amidships, separated by a Swedish flag. Red Cross in circle bordering the above names. Vertical wooden Swedish flag on poop. Swedish flag flown at stern.

(B) GOTHENBURG: On sides amidships "SVERIGE" followed by Swedish flag and name of vessel. Above lettering bordered by vertical stripes of blue yellow blue. Similar stripes also appear on prow, bow, and quarter. Vertical Swedish flag painted on wood, atop poop house. Numerous Swedish flags painted on roof of navigation house, alternate hatches and decks, so as to be visible from the air. Horizontal blue yellow blue stripes on forward side of midship deck house, Swedish flag on sides. Name of vessel painted on forward side of bridge rail.