

BOX 171.

3. H WEATHER, Miscellaneous: April, 1943 - February, 1944.

H

February 15, 1944.

MEMORANDUM FOR:

Commander Howard T. Orville,  
Naval Operations

Your study of climatic conditions in the Caribbean-northern South American area has been received.

It is obviously an excellent study, painstaking and thorough. I am sure that it will prove to be of great general interest to those concerned and will be of material assistance in planning.

Your cooperation is gratefully appreciated.

Respectfully,

Chester C. Wood  
Captain, U.S. Navy  
Assistant Naval Aide  
To the President

-4-

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

February 5, 1944

SECRET

*Admiral Brown  
to file  
Fitz  
WS  
Cew*

MEMORANDUM FOR THE PRESIDENT:

Subject: Report on Alleged British Failure to Cooperate in  
Lisbon-Azores Air Transport.

Reference your confidential memorandum of January 31st.,  
I am pleased to report the following information received from  
an officer just returned from the Lisbon-Azores area:

a. Army Air Forces do not operate between Lisbon and the  
Azores. This is purely a Pan American operation and they do  
not operate from our base at Lagens.

b. To date we have not lost any airplanes on the run  
through the Azores.

c. The British cooperation has been excellent and we  
have had no trouble whatsoever in that respect.

d. This is apparently a rumor without foundation insofar  
as the Army Air Forces is concerned.

*H. H. Arnold*

H. H. ARNOLD  
General, U. S. A.  
Commanding General, Army Air Forces.

Incl: Memo from the President 1/31/44  
Unsigned, undated memo, re above.



SECRET

REPORT ON ALLEGED BRITISH FAILURE TO COOPERATE IN LISBON-  
AZORES AIR TRANSPORT.

Yesterday afternoon I was told by a friend of mine in Government service that the British refused to send weather reports from Lisbon to the Azores for the guidance of American transport planes on the Lisbon run. As a result, he said, American planes had been lost and American lives had been lost.

The source of this report might be either a) rumor circulated by Pan-American Airways or b) official data in the War Communications Board. The man who told me believed it and also was confident in telling me that it would not be given any non-official circulation.

This sort of report can so easily lead to bitterness and to charges of bad faith that I feel justified in bringing it to your attention promptly.

THE WHITE HOUSE  
WASHINGTON

January 31, 1944.

MEMORANDUM FOR

GENERAL ARNOLD:

FOR YOUR CONFIDENTIAL INFORMATION.

F.D.R.

18 October 1943

MEMORANDUM FOR MR. BENCHARD:

The President has approved the text of the attached message and it is requested that it be sent to the American Ambassador, Moscow.

GEORGE M. ELSEY  
Lieutenant, U.S.N.R.

*St. Palmer of F-2  
informed 10/18/43.*

COMINCH FILE

UNITED STATES FLEET  
HEADQUARTERS OF THE COMMANDER IN CHIEF  
NAVY DEPARTMENT, WASHINGTON, D. C.

Ffl/H 4-7

Serial: 002244

**SECRET**

SECRET

16 OCT 1943

MEMORANDUM FOR THE PRESIDENT:

In September 1941, an agreement for the exchange of weather information between the United States and the Soviet Government was arranged for by Admiral W. H. Standley, USN (Ret). All matters relative to this exchange of weather information are, by agreement, handled by the Navy Department and the Naval Attache's Office, Moscow.

Operational requirements for aircraft in the Aleutians make it of greatest importance that we endeavor to obtain more frequent weather reports from Southern Kamchatka, to be broadcast from Petropavlovsk. The Naval Attache's Office, Moscow, advises that this proposal, made by dispatch August 30, 1943, has been buried in the files of the Soviet Foreign Office despite the desires of the Soviet Weather Service for a quick decision.

It is respectfully requested that the State Department be authorized to transmit by radio the attached enclosure to Ambassador Harriman for inclusion in the United States-Soviet discussions.

*E. J. King*  
E. J. KING.

SECRET

SECRET

RECEIVED  
UNITED STATES DEPARTMENT OF STATE

**SECRET**

SECRET

From: State Department  
To: Ambassador, Moscow.

The President approves the request of the Navy Department for an extension of the existing exchange of weather information between the United States and the Soviet Government to include weather broadcasts from Petropavlovsk and for the initiation of a regular exchange of weather reports to be broadcast from Moscow and New York. Desire that these matters be taken up with the Soviet Government at an early date. The Naval Attache's Office and the Soviet Weather Service have details of these proposals.

*[Handwritten signature]*  
*[Handwritten signature]*  
10/16/43

copy furnished  
Major Griley, ONI  
10/19/43  
R

HEADQUARTERS OF THE COMMANDER IN CHIEF

UNITED STATES FLEET

**SECRET**

MEMORANDUM

Date 3 April/43

From: Admiral King

To: Admiral Leahy

Herewith data re ports and  
anchors in Siberian waters -  
as recently asked for by you

*E. J. King*

*File*

9134

COMINCH FILE

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF

NAVY DEPARTMENT, WASHINGTON, D. C.

**SECRET**  
S E C R E T

9134

April 2, 1943.

MEMORANDUM for Commander in Chief.

Via: Chief of Staff.

Subject: Harbors in Bering - North Siberia Area Suitable for  
Cruisers or Battleships - Cape Navarin to New Siberian  
Islands.

Enclosure: (A) Marked-up Chart.

1. General Conditions. Bering Strait is open about three months - July, August, September. DeLong Strait is open about two months - August, September. There is no passage north of DeLong Strait. There is no passage through New Siberian Islands for ships with draft of over 26 feet. Boris Vilketsky Strait is open 5 weeks or less - August. The Lena Delta area is therefore rather inaccessible from both directions. In most North Siberian areas in the open the depths permit anchorage anywhere subject to remaining exposed. Harbor potentialities are slim - in general too small or too shallow.

2. Reexamination of Harbor Possibilities from Bering Strait to New Siberian Islands.

(a) Chaun Bay. This is accessible to deep draft ships. There is no information as to anchorages. The shores are shoal and the bay is 55 by 80 miles. Little if any protection.

(b) Cape Shelagski Bay (near head of Chaun Bay). Shelter only from north winds. Otherwise suitable.

(c) Pevek Strait (in Chaun Bay between Rautan Island and Pevek Peninsula). Apparently good shelter and otherwise suitable. No detail charts available. The only promising place.

(d) Chetyrekl - Stollbovor Island. South of Pevek Strait. Open anchorage. Thirty feet depth.

(e) Cape O. Schmidt. Limited protection in two small bays or in lee of cape. Thirty feet depth.

COMINCH FILE

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF

NAVY DEPARTMENT, WASHINGTON, D. C.

**SECRET**  
S E C R E T

MEMORANDUM for Commander in Chief.

April 2, 1943.

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3. Harbor Possibilities from Bering Strait to Cape Navarin.  
Here conditions are much more promising:

(a) St. Lawrence Bay. Good anchorage in many places, with shelter except from southeast winds, which may drive ice in and close the bay.

(b) Strait of Seniavine. Probable suitable anchorage in Yergin Pass and Kalagan Bay.

(c) Providence Bay. Good. Russians use this bay for assembly of ships routed into Arctic.

(d) Holy Cross Bay. Some possibilities, though bay is large and anchorages may be exposed.

(e) Port Clarence. This is on the Alaskan side. It is an excellent anchorage.

4. Captain Olsen, in F-1, has done the work on this. Sources are not sufficiently complete nor detailed, but he has covered them all.

*Davis*  
A. C. DAVIS.

*APZ*

