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C.O.S.(43) 113th Meeting

COPY NO. 5

WAR CABINET
CHIEFS OF STAFF COMMITTEE

MINUTES of Meeting held on MONDAY,
12TH JULY, 1943 at 3.30 p.m.

PRESENT:-

Air Marshal Sir Douglas Evill,
Vice-Chief of the Air Staff
(In the Chair)

Rear-Admiral E.J.P. Brind,
representing the Vice-
Chief of Naval Staff.

Major-General J.N. Kennedy,
representing the Vice-Chief
of the Imperial General Staff.

SECRETARIAT

Brigadier L.C. Hollis
Wing Commander J.N. Jefferson
Lt.-Colonel J.E.B. Barton

1. VISITS TO ALLIED FORCE HEADQUARTERS

Reference was made to a telegram[¶] from General Eisenhower requesting that departments in London and Washington should consult Allied Force Headquarters before sending visitors to that theatre.

THE COMMITTEE:-

Invited Service Departments to ensure that **Allied Force Headquarters** were consulted before visits by officers were authorised to that theatre.

¶ NAF 259

Reference:-
CAB 79/27

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2. ARMISTICE AND POST-ARMISTICE MILITARY PROBLEMSC.O.S.(43) 193

THE COMMITTEE had before them a memorandum prepared by the Secretary, in consultation with the Foreign Office, on the reorganisation of the Military Sub-Committee.

Certain amendments to the memorandum were suggested and agreed.

There was general agreement that a more suitable title for the reconstituted Military Sub-Committee was desirable, and "Armistice Control Sub-Committee" was provisionally selected.

After a full discussion, THE COMMITTEE:-

- (a) Approved in principle the above memorandum as amended in discussion;
- (b) Invited the Director of Military Operations, War Office, to circulate a note giving his views on the representation of the reorganised Committee;
- (c) Instructed the Secretary to draft and circulate, for their approval, a directive to the reconstituted Military Sub-Committee based on the above memorandum in (a) above.
- (d) Agreed to give further consideration to this matter in the light of (b) and (c) above at their meeting on Thursday afternoon, 15th July, 1943.

3. PIERS FOR USE ON FLAT BEACHES(C.O.S.(43) 194)(Previous Reference: C.O.S. (43) 99th Meeting, Minute 2)

THE COMMITTEE had before them a Memorandum by the Chief of the Imperial General Staff reporting on the capabilities of the "Flexible Bridge" and making certain recommendations.

MAJOR GENERAL KENNEDY handed round a memorandum * from the Chief of Staff to the Supreme Allied Commander (Designate), suggesting that, in view of the volume of stores likely to be landed before a major port could be taken into use, the order for the "Flexible Bridge" should be stepped up to 10 miles of pier, 1800 feet of pierhead in steel and 1200 feet of pierhead in reinforced concrete.

It was pointed out that this demand would have a considerable effect on the priorities of steel supply and should be carefully examined. Investigations should also be made as to whether any contribution could, in fact, be made by the United States.

THE COMMITTEE:-

- (a) Approved the recommendation that
 - (i) 4 miles of pier and 1200 feet of pierhead of the "Flexible Bridge" should be ordered forthwith for delivery by 1st February, 1944;

* ANNEX
1-

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(ii) trials of the "Swiss Roll" should be expedited.

- (b) Invited the Principal Administrative Officers Committee to examine the implications on steel priorities of the increase in demand as recommended by COSSAC and the extent to which the supply could be implemented from U.S.A., and to report.

4. VISAS FOR SERVICE PERSONNEL ENTERING AND LEAVING RUSSIA

(Previous Reference: C.O.S. (43) 151st Meeting (O), Minute 2, and C.O.S. (43) 112th Meeting, Minute 4)

THE COMMITTEE had before them a minute ⁴ by the Secretary covering redraft of a telegram from the Foreign Office to British Ambassador, Moscow, on the subject of Visas for Service Personnel entering and leaving Russia.

In discussion, it was suggested that paragraph 7 should be omitted in view of the expected arrival shortly of a full report from General Martel. It was agreed that paragraph 6 could also be omitted since intimation ⁸ had been received that the crews of Catalinas did not now require visas or passports.

THE COMMITTEE:-

Agreed to the terms of the telegram as amended in discussion, and instructed the Secretary to submit it to the Foreign Office for despatch to the British Ambassador, Moscow; at the same time acquainting the Foreign Office that the Chiefs of Staff reserved the right to raise the matter afresh in the light of General Martel's report, and/or if the telegram failed to elicit a satisfactory reply.

⁴ C.O.S. 606/3 9th July
⁸ 091501/July

Offices of the War Cabinet,
S.W.1.
12TH JULY, 1943

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ANNEXCOSSAC/3034/Mov. & Tn.
6th July, 1943PIERS FOR USE ON FLAT BEACHES

1. It is not clear whether the attached draft memorandum^x by D.M.O. for the C.I.G.S. on the Spud Pontoon Pierhead and flexible bridge designed by D.Tn., refers solely to the British requirements for 1944 or whether it is intended to cover joint British and U.S. requirements. I feel that a matter of this nature ought to be treated on a joint basis and in my view the quantity recommended in Paragraph 7 is not sufficient to meet the joint requirements.

2. It has not yet been possible to ascertain in practice the discharge capacity in vehicles or tons of stores of these piers but a preliminary examination indicates the under-noted capacities:-

Taking as a unit 3 pierheads and 2 miles of flexible bridge (i.e. sufficient to provide 1 roadway to each pierhead and some allowance for replacements) the daily capacity is likely to be 2000 tons of stores discharged from Stores Ships or Coasters or 5000 vehicles disembarked from landing ships or landing craft but not from M.T. Ships or Coasters.

3. So far as can be seen from the stage which "OVERLORD" has now reached we may be faced with landing something up to 15,000 tons daily before we reach a major port; we have also a considerable vehicle build-up to compete with and the Naval Branch advice is very strongly to the effect that suitable terminals for discharging landing ships and craft must be provided.

4. I understand that the Spud Pontoon Pierheads can be constructed either of steel plates or of reinforced concrete. In the latter case, however, the pierhead is unlikely to stand up for any length of time to heavy seas; at the same time it would be extremely useful in sheltered water - not necessarily within a port area. I also understand that if we can accept each type of construction, production difficulties will be materially eased.

5. For the above reasons I suggest that our joint requirement is of the order of 5 of the units referred to in Paragraph 2, 3 units to be in steel and 2 in reinforced concrete.

Would you please say whether you agree? If my view is accepted I suggest that COSSAC should recommend an amendment to Paragraph 7 (a) of the attached Memorandum as follows:-

"10 miles of pier, 1800 ft. of pierhead in steel and 1200 ft. of pierhead in reinforced concrete."

A certain proportion of this could be accepted for delivery as late as 1 April 44.

(Signed) X X X

Col.,
D.D.Mov. & Tn.

x C.O.S. (43) 194.

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