

The identity of the submarine here is uncertain. The most likely candidate is *Glauco*, scuttled west of Gibraltar on 27th June 1941 after being damaged by HMS *Wishart*.

A/R 290

Register No. M.I.9(a)/1037. Minute Sheet No. 1

1.

Memo d/3.8.41 from Capt. Edwards to C.S.D.I.C. - U.K. enclosing reports, at 1ABC

2.

Memos d/3.8.41 from Capt. Edwards to Lieut.-Colonel N.R. Crockatt, at 2AB

3.

Copy of Memorandum to B.G.S.'I', G.H.Q., Home Forces, d/269/41, at 3A

4.

D.D.M.I.(O)

At enclosures 1ABCD and 2AB are reports from the Officer i/c the Mobile Unit of C.S.D.I.C. - U.K.. We also enclose memorandum to B.G.S. 'I', G.H.Q., Home Forces, for your signature, if approved.

Owing to congestion at No. 10 Camp, the experiment was made of 'treating' an Italian submarine crew at Newmarket Command Cage, by means of the Mobile Unit.

As you know 5 Mobile Units (of two vehicles each) have been laid on.

No. 1 has gone to G.H.Q., M.E.

No. 2 was used on this experiment.

No. 3 has been delivered, and Nos. 4 and 5 are expected to be ready at the end of this month.

We propose that we should cable G.H.Q., M.E., asking if they want a further unit, and, if so, arrange for its despatch.

{Since drafting this, DDMI, ME, has arrived here, and we will ask him his views.}

We propose to retain the 3 remaining units for the following uses:-

(a) To provide substitute service in case No. 10 Camp (or either of the other sites) be rendered inoperable by enemy action, in the pre-action stations period.

(b) After action stations, to render the Centre itself to be mobile, should its static sites have to be evacuated for operational reasons.

(c) To be available for allotment [sic] to the G.H.Q. of any Expeditionary Force in the future.

We do not consider that they should be offered to G.H.Q., Home Forces nor operated by any field formation of the Army in U.K., since their requirements are already covered by our existing arrangements and organisation.

If you approve of this general policy, the question of the number and training of personnel, and the establishment on which they are to be borne, arises.

We suggest that all the Mobile Units retained in U.K. should be borne on the strength of C.S.D.I.C. since they are in fact an integral part of their organisation.

It is essential that each unit should have a fully trained staff of other ranks, who are responsible for the many technical Jobs, wiring and maintenance which, in the static sites of C.S.D.I.C. are carried out by the G.P.O.

We also consider that each unit should be in charge of an officer specially trained in the handling and general operation of the unit.

We do not, however, feel justified in asking for a complete S.R. staff to man the actual points in each unit, since we feel that these can be drawn from the Central Pool at C.S.D.I.C. whenever it is decided to operate.

If it is now proposed to send a Mobile Unit overseas (excepting to C.S.D.I.C.-M.E.), personnel will have to be found and trained in advance, and a W.E. secured for the Expeditionary Force in question.

If you concur with these views, we will make the necessary provision for Officers i/c Units and technical O.R. personnel in the new W.E for the C.S.D.I.C. - U.K. which is being drafted in conjunction with D.P.W.

M.I.9.

Ext. 1296/7

18/8/41

Lieut.-Colonel, G.S.

{Sgd, 1/1/42}

SUBJECT: E.C.2 Command Cage, Newmarket

B.G.S.I.

G.H.Q. Home Forces

1. Recently arrangements were made, in conjunction with the P.W. Directorate, yourselves and Eastern Command whereby the detailed Interrogation of the crew of an Italian submarine was carried out at E.C.2. Command Cage, owing to congestion at No. 10 Camp.
2. This experiment turned out successfully, and it is understood the Admiralty are satisfied with the results.
3. Much of the success may be attributed to the co-operation extended by the Cage Commandant, Major MacDonnel, and his staff.
4. It is requested, therefore, that an expression of the appreciation of the joint Intelligence Staffs may be transmitted to the Cage Commandant.

{Sgd N R Crockatt Lt Col}

D.D.M.I.(O)

16.9.41.

G.S.O.I,
Lt. Col. N.S. Crockatt, D.S.O., M.C.,
M.I.9.

The Training of Personnel

Owing to the fact that as yet no establishment for the Mobile Group has been laid down, the personnel of No.1 Unit at Newmarket consisted of one Sgt. and one O.R. (local rank of Cpl.) of the Royal Corps of Signals and one O.R. (local rank of Cpl.) R.A.S.C. of the existing P.W.I.S. establishment (home) and four linesmen and an electrician of the Royal Corps of Signals temporarily attached. For the purposes of this trip, owing to the immobility of the Mobile Unit, two drivers of the R.A.S.C. had to be borrowed from 920 Coy. R.A.S.C., and although this Coy. is a War Office Coy. and supposed to have nothing but picked personnel, it is not in the interests of secret work such as this that the Units should have fresh drivers for every trip, as is likely at present, as otherwise too many people will have to be told of the work of the Unit. It is quite obvious that intelligent men without asking any questions can ascertain within a very short time what the work of the Unit really is, if they are associated with it in any way whatsoever.

During the last four months the Royal Corps of Signals personnel has been under instruction at Dollis Hill and has been helping to build the new Units, and I have designated four of them to be Sgts. in charge of the four Units. During the present exercises at Newmarket, each of these four prospective Sgts. has been put in charge of the Unit for several days at a time in order that they should gain some experience of field work, and they have all acquitted themselves very satisfactorily.

It would have been a great advantage if a Junior officer could have been attached to the Unit for training in the running of these Units, from the point of view of handling personnel learning the methods employed to overcome difficulties and the administrative side of the Units. It will be very necessary when officers are appointed to command these Units that men with a certain amount of experience of the world are chosen, as they will have to contend with senior officers of the various Commands and obtain every facility without causing my trouble.

{Sgd} R.M.Edwards
Captain

3rd August 1941

The Officer Commanding,
C.S.D.I.C.(U.K.),
Cockfosters Camp, Nr. Barnet.

I attach herewith a short report of the working of No.1 Unit Mobile Group at Newmarket Camp,-and also a report of the working of the "M" Room submitted by Capt. Boothroyd.

I should like to point out that the greatest help was given by the Commandant of the Cage, Major McDonnell, O.B.E., and his adjutant Lt. Turner, who went out of their way to help to make the work a success.

I understand that Lt. Davis [sic], R.N.V.R. is forwarding a report on the usefulness of the Unit from his point of view, and at same time should be grateful if an expression of thanks of all the officers of the Unit could be forwarded to the Admiralty for the excellent work done by petty officer Roe, WRNS, who carried out all the clerical work with efficiency.

{Sgd}

R.M.Edwards

Captain

3rd August 1941

No.1 Unit of the Mobile Group left No.10 Camp at 8.34 hours on the 8th July, arriving at E.C. No.3 P/W Cage Newmarket at 13 hours. Distance travelled 72 miles, running time 3½ hours.

Preliminary work on underground wiring had been done by members of the technical staff of the Unit on the previous day. The general wiring from Mobile Unit to S.R. rooms was completed and the installation tested within 2 hours of the arrival of the Unit.

The Unit equipment has proved very efficient and loss of time due to faults has been {^practically} nil. Working conditions in the vehicles have proved satisfactory. A separate report is attached written by Captain Boothroyd giving the opinion of the officers working on the machines as to their efficiency.

NEWMARKET CAGE. This Cage can be made into a very good one for this kind of work if certain changes are carried out. It is absolutely essential when Intelligence work of the listening kind is to be undertaken that the natural suspicions of the Ps/W should be allayed as far as possible and that the rooms into which microphones are fitted should be as far away as possible from unnecessary noise. This is not the case at Newmarket at present. As will be seen from the attached plan, the rooms that had been previously allotted and in which microphones had been installed sometime ago, are on the main roads through the Camp. Room 1. (Camp I.O.'s interrogation room) had to be turned into an S.R. room and with the adjacent room 2. was situated on the corner of the cross roads in the Camp and was subsequently subjected to noise of troops marching about. Room 3.-was better from this point of view. Room 4. was a penthouse and cannot be used except as a prison cell. The acoustics of all the rooms were good owing to the tarmac flooring and the specially prepared ceilings. From the point of view of suspicion, it was obvious to the more intelligent Ps/W after a short while that it was probable that the rooms contained microphones, owing to the fact that until they were put into these rooms after interrogation, they had been kept in partially open horse-boxes. It is strongly urged that if this Camp is to be used at any other time for listening work, that the yard marked "A" on the attached plan be diverted to the Intelligence Service. This yard is self-contained and consists of 12 horse-boxes all alike. Tests were carried out before leaving the Camp as to the suitability of these horse-boxes from a listening point of view and in spite of other difficulties and noise, it was found that even in their present condition they were moderately good from a reception point of view. It will be easy to transform these horse-boxes into S.R. rooms by putting in false flat ceilings of the same material that has been used in the existing S.R. rooms and doubling the wooden walls so that communication by tapping were rendered impossible. The rooms could then be wired and connected to the Mobile Unit parked in the Selling Shed and in no case would any wire be visible at any time, as is the case at present.

This method of dealing with the situation would separate all intelligence work from the rest of the Camp. The Commandant was consulted and stated that he would be quite willing to give up the horse-boxes in the compound already being used for canteen stores etc. and take over the previous S.R. rooms.

AERODROMES The fact that an aerodrome was situated within a mile of the Camp was a decided hindrance at times. The aerodrome was used for target practice in training and when machines flew low over the Camp, the noise completely obliterated any other sound coming through the microphones and rendered records of conversations useless.

TECHNICAL FAULTS A list of all technical faults and their manner of clearance is being submitted to the G.P.O. experimental station. It should be pointed out that the actual number of faults was 12 and that they were immediately rectified by the technical personnel of the Unit working under the supervision of Sgt. Mitchell (Royal Corps of Signals) without any loss of time, and at no time did any of the machines have to be abandoned for more than half-an-hour.

A D.R. service was maintained between Newmarket and Cockfosters by the Unit personnel.

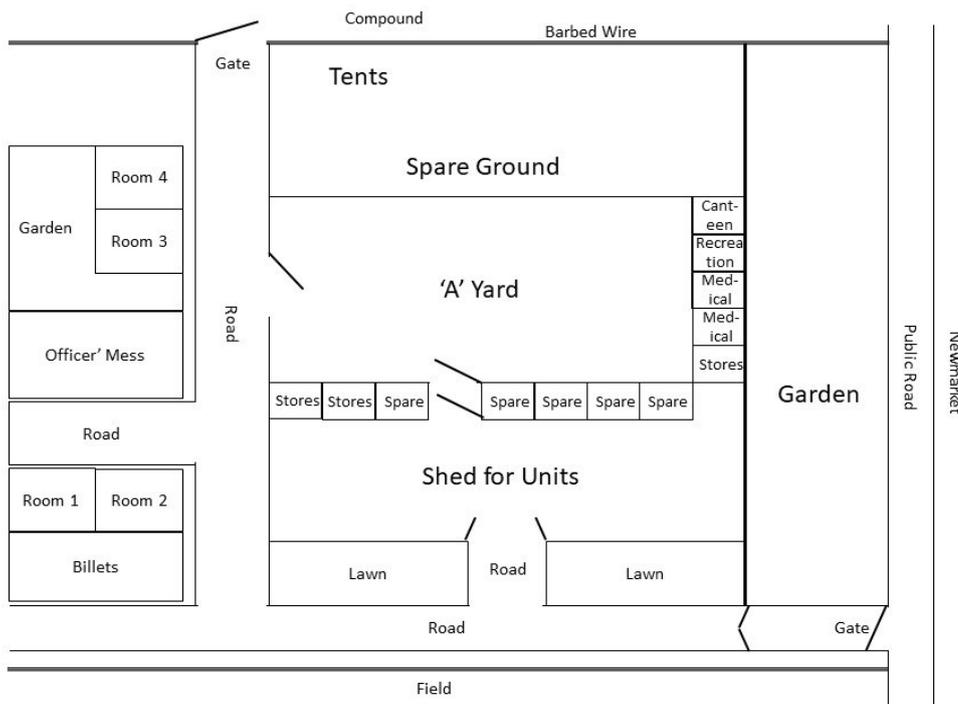
{Sgd} R.M.Edwards

REPORT ON WORKING OF MOBILE M-ROOM UNIT AT No 3 P/W CAGE
 NEWMARKET - 13th-26th July 1941

During the 17 days on which the unit was functioning 35 draft reports were issued. The information obtained was not of great interest, this being due mainly to the fact that all the P/W came from the same submarine and had been allowed to mix freely while at GIBRALTAR and during the voyage home on H.M.S. FURIOUS. In addition to S.R. Reports a number of Interrogation Reports were made and passed to Lieutenant DAVTES.

The vans proved comfortable to work in and there was ample space for four M-room operators to work simultaneously. Despite the intense heat prevailing on some days, the atmosphere remained pleasantly cool when the electric fans were working and it would appear that the vans could be used even in hot climates. Reception and cutting were both good and the transcription of records did not give any more than the usual difficulty. No major breakdowns occurred but there were a number of minor mishaps such as are inevitable in the operation of a M-room installation. These were repaired within a few minutes by the staff of the Mobile Unit and the presence of technical personnel on the spot was undoubtedly a great advantage.

Some inconvenience was caused by low-flying aircraft and this emphasised the importance of M-room installations being as far as possible from aerodromes. The position of the S.R. in the camp might also have been better. The rooms chosen were in the centre of the camp's activities and there was constant inconvenience owing to outside noises such as footsteps, drilling, starting up of motor-cars and bicycles etc. In addition to this the S.R. differed too much from the accommodation in the rest of the camp, -In that they were the only closed rooms. The P/W, on being transferred from open horse-boxes to the closed S.R. in most cases became suspicious and in some cases definitely believed that the rooms were fitted with microphones. If further experiments are made with the Mobile Unit it would seem desirable that the S.R. should be chosen by an officer with a thorough knowledge of the difficulties of M-room work.



{Sgd.} R W Boothroyd
 Capt
 4.8.41