

BY SAFE HAND

S.K. 88

BRITISH EMBASSY  
WASHINGTON, D. C.

November 22, 1944.

SECRET

Dear Brandon,

GERMAN NAVAL CONSUMPTION

Further to the letters which I sent you recently enclosing those I had received from London giving London's views on the present rate of consumption in the various categories comprising the German Oil Position, I have now received a further letter which I trust you will find of interest. This letter concerns the Navy and it appears that our people think that the consumption in this category has also been sharply reduced.

The second paragraph is rather interesting in that while on the surface there appears to be sufficient tar oils for some reason consumption is being restricted and this should also be of interest to Mr. Emmert and Commander Hopper in connection with their studies on the Far Eastern Position in view of the large proportion of Inner Zone production which is now estimated to come from Low Temperature Carbonization.

Yours sincerely,

  
S. Kilbey

B.H. Grove, Esq.,  
Foreign Economic Administration,  
Washington, D. C.

cc: Morris G. Wood, Esq.  
Lt.-Comdr. Paul L. Hopper  
Major Russell S. Tarr  
Major R.R. Munoz  
Walter Levy, Esq.  
Dr. H. G. Carlson  
J.B. Emmert, Esq.

Economic Advisory Branch,  
(Foreign Office and Ministry of  
Economic Warfare)  
Lansdowne House,  
Berkeley Square, London, W.1.

November 11, 1944.

SECRET

AO 105/5/Z

GERMAN NAVAL CONSUMPTION.

Dear Sir,

I wrote you on October 28 in regard to the heavy consumption by the German Navy caused by extensive operations in the Baltic. The Admiralty is now of the opinion that, since that time, the amount of fuel oil and diesel oil being made available for surface craft has been very sharply reduced. There are, in fact, various indications that the movements of naval vessels at the present time are being critically affected by the lack of oil. In other words, it seems very probable that the Navy was forced to expend their available supplies in the evacuation of Baltic ports and that stocks are now depleted.

There is, however, one point that is difficult to reconcile and that is if the Navy is using tar oils, or possibly straight crude, for under-boiler purposes, there should theoretically be enough of such fuel to maintain operations on at least a reasonable scale. We are not clear as to what oil the various fleet units are using. Intelligence Notes Item 44/40/12 refers to a "mixed fuel" and also to "pitch fuel oil", the latter, however, being unsuitable for destroyers. We have also seen evidence of Roumanian crude and, very recently, Hungarian crude being shipped to Danzig. We do not think it very likely that these shipments are for consignment to the Vall refinery in Norway, as this would be hardly a logical shipping point for such a movement; it seems more probable that this oil is for either naval or merchant marine use.

Yours sincerely,

O.F. THOMPSON

S. Kilbey, Esq.  
British Embassy,  
Washington.