

~~CONFIDENTIAL - SECURITY INFORMATION~~

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Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Friedman, AFSA-OOT

DATE: 9 May 1952

FROM : Mr. Corry, AFSA-411

SUBJECT:

~~Here is spiel to go with two slides I gave you yesterday:~~

HAMPTON ROADS TO ALGIERS

SLIDE No 238

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This chart shows a daily breakdown by security classification of the traffic from Hampton Roads Port of Embarkation to Algiers, North Africa, for the month of April, 1944. Three definite peaks in traffic volume are evident, each of which indicates a convoy movement from Hampton Roads to Algiers. The approximate size of a movement is judged from the totals of messages and groups in the peak period, while the destination and route are given away by addressee call signs in the messages. Close inspection will show the first traffic surge began on 4 April, the second on 13 April, and the last on 22 April. Experience has shown that these traffic peaks appear on the circuit a day or two following the actual convoy sailing date. The convoy movements are therefore "called" on the 2nd, 11th and 20th of April. Furthermore, the traffic study shows definitely the proportions of supplies and troops carried in each convoy. This is due to the fact that all passenger messages are classified SECRET; cargo messages are CONFIDENTIAL. Detailed analysis shows that there were 21,836 CONFIDENTIAL groups, and 3,965 SECRET groups transmitted in connection with the 2 April convoy. The next convoy gave rise to 18,160 CONFIDENTIAL and 4,470 SECRET groups. The third convoy required 19,429 CONFIDENTIAL groups and 594 SECRET groups. It is apparent from these figures that the major function of each of these convoys was to carry equipment and supplies.

TO THE PRESIDENTIAL CONFERENCE

SLIDE No 239

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This chart shows the daily traffic volume addressed to the Presidential Conference call sign in November and December, 1943, at the time of the Cairo and Teheran Conferences. The attention of the Traffic Analysis Unit in Washington was directed to this traffic for four reasons. First, the traffic was addressed to a new call sign; second, the traffic bore a new system indicator; third, the traffic was largely of URGENT precedence; and fourth, traffic to the new call sign was routed over different channels on various days. The figures for 11 November through 18 November, 1943 when traffic was routed over the Cairo, Accra, and Oran circuits—represent arrangements that were made in preparation for the President's arrival. Thereafter, the traffic was routed to the particular headquarters through which the President was passing. By following the routings of the call sign, it was possible to trace the President's trips from Oran through Algiers to Cairo, then to Teheran (traffic to Teheran was routed via Asmara communication facilities), back to Cairo, and through Algiers, Cran, Dakar, Trinidad, and San Juan on the homeward trip.

This chart, then, indicates how information about an activity may be disclosed by traffic flow and external characteristics.

If I may be of further assistance, please let me know.

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cc
C. C. Corry
Head, Transmission Security Branch

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