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تحتوى النسخة الإلكترونية على معلومات إضافية ونصوص وصور بدقة عالية تسمح بإمكانية تكبيرها ومطالعتها بسهولة.

## "تقرير استخباراتي للجزيرة العربية"

المؤسسة المالكة المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند

المرجع IOR/L/MIL/17/16/5

التاريخ/ التواريخ التواريخ

لغة الكتابة الاتينية في الاتينية

الحجم والشكل مجلد واحد (٢٤ ورقة)

حق النشر رخصة حكومة مفتوحة

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## حول هذا السجل

يحتوي هذا المجلد على معلومات جغرافية واستراتيجية عن الجزيرة العربية وهو من إنتاج إدارة استخبارات الأركان البحرية، أكتوبر ١٩٤١.

وينقسم المجلّد إلى ستة أقسام: "السياسة"، "الاستراتيجية والعمليات التعبوية"، "الاقتصاديات" (الورقة ٤) و"الجغرافيا والطبوغرافيا" (الأوراق ٤ت-١٠)، "مرافق القاعدة وصيانة الأسطول" (الأوراق ١٠ت-١١) و"الموانئ والمراسي ودفاعاتها"، كما يضم المجلد أوصاف عدة موانئ في المنطقة: العقبة، البحرين، الدوحة، الحديدة، رأس الكثيب، جدة، كمران، الكويت، المكلا، ومسقط (الورقات ١١ظ-٢٥).

توجد "قائمة رسوم تخطيطية" للموانئ (الورقة ٣)، ولكن الرسوم التخطيطية المدرجة ليست مرفقة

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# "تقرير استخباراتي للجزيرة العربية" [أمامي] (٢/١)



COPY -No. This report is invariably to be kept locked up when not in use and is not to be taken outside the ship or establishment for which it is issued without the express permission of the Commanding Officer. C.B. 1892 (X) (10/41) **ARABIA** INTELLIGENCE REPORT OCTOBER, 1941 SUBSEQUENTLY CORRECTED TO: (For PLANS see C.B. 1892 (PLANS))



# "تقرير استخباراتي للجزيرة العربية" [أمامي-داخلي] (٢/٢)

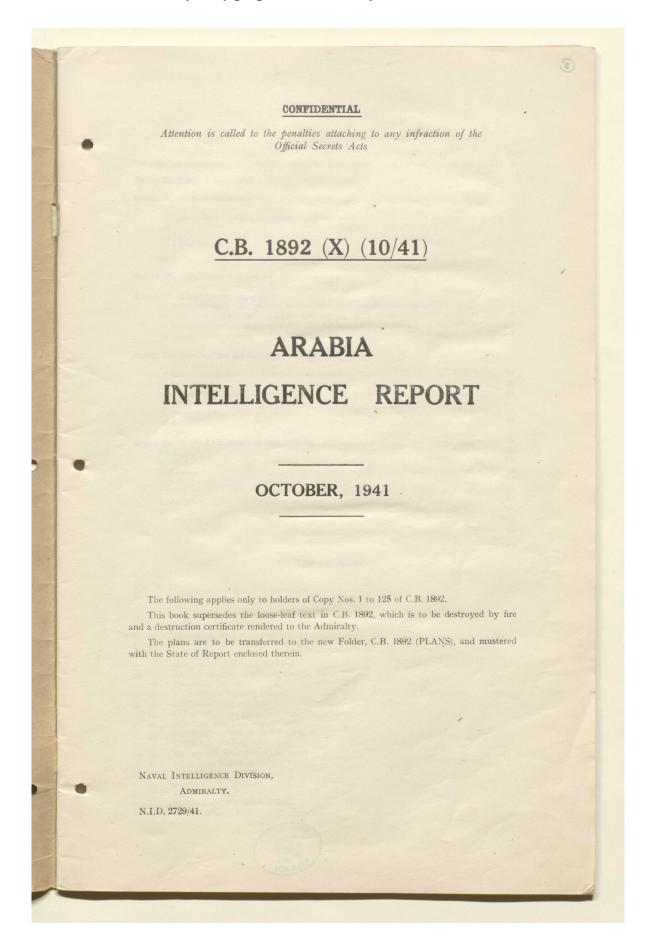


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# "تقرير استخباراتي للجزيرة العربية" [٢و] (٢/٣)

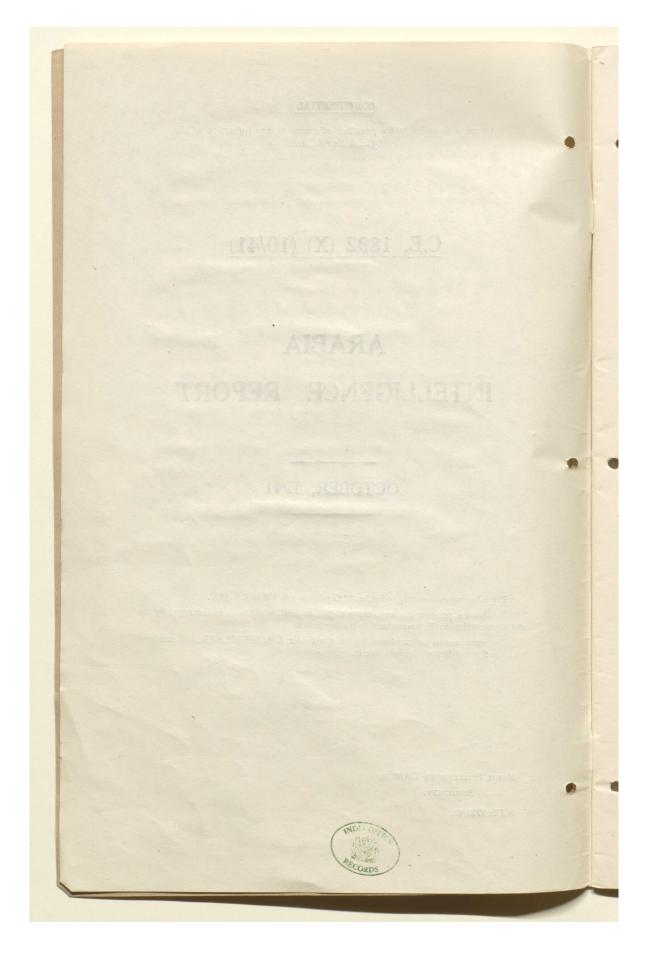






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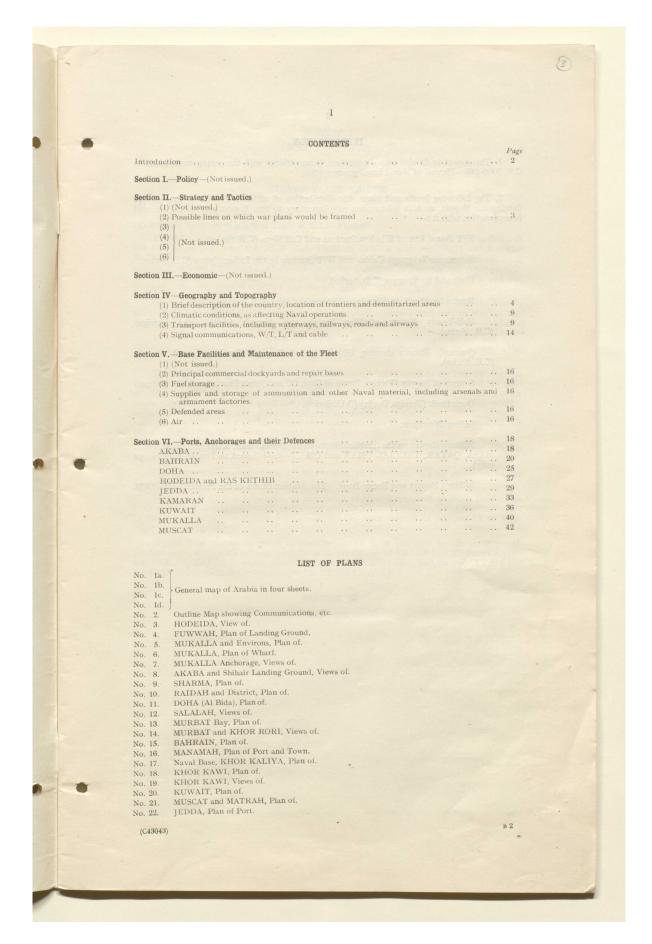






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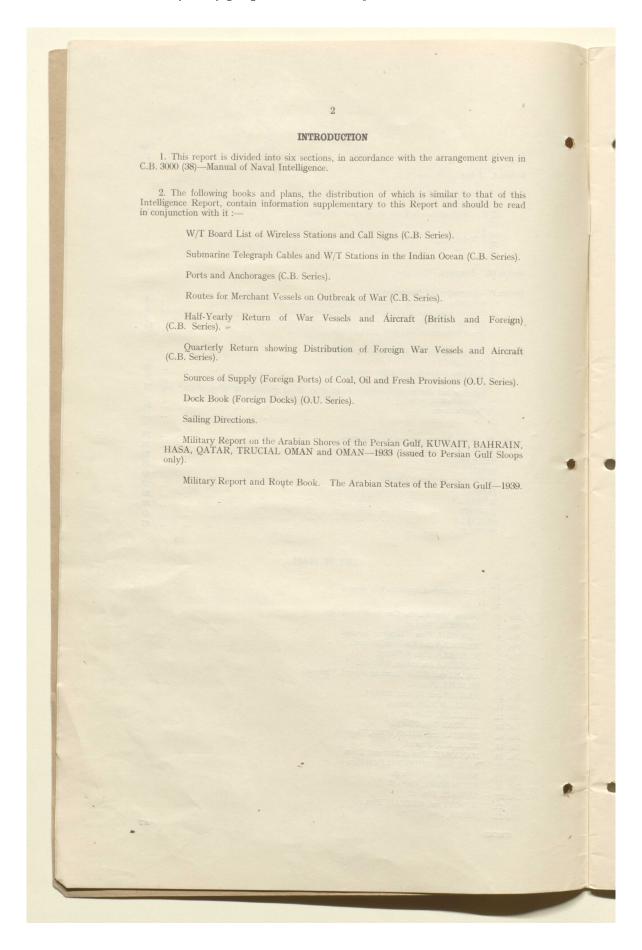






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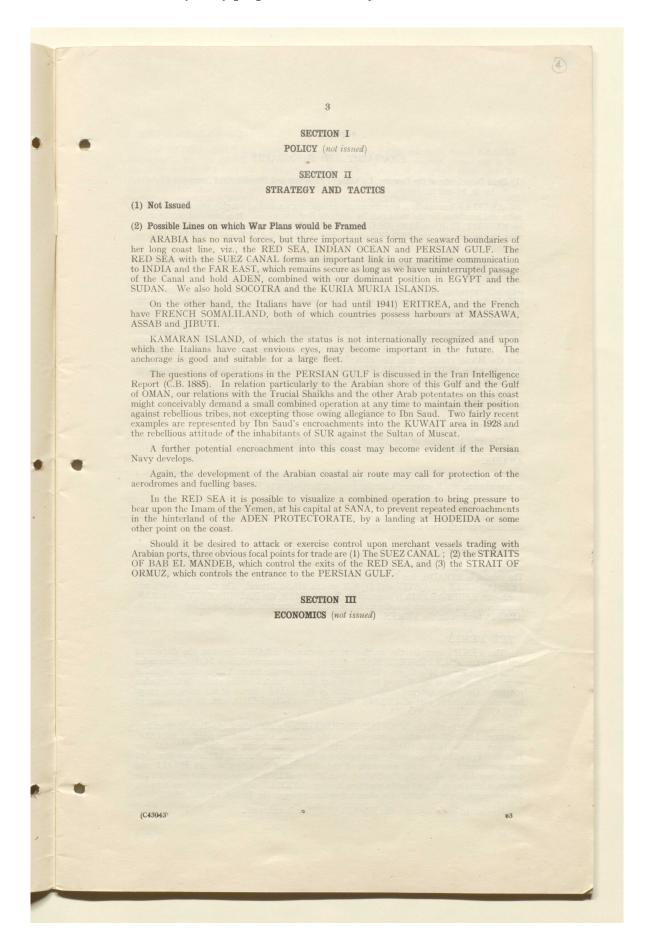






## "تقرير استخباراتي للجزيرة العربية" [٤و] (٢/٧٥)







## "تقرير استخباراتي للجزيرة العربية" [٤ظ] (٢/٨٥)



### SECTION IV

## GEOGRAPHY AND TOPOGRAPHY

(1) Brief Description of the Country, Location of Frontiers and Demilitarised Areas (see Plans 1a,

ARABIA is essentially a desert country comprising an area of roughly one million square miles and inhabited for the most part by nomadic Bedouin tribes. It is bounded on the north by KUWAIT, IRAQ, TRANSJORDAN and PALESTINE, and enclosed on the other three sides by the sea, viz., the RED SEA on the west, GULF OF ADEN and ARABIAN SEA on the south, and the PERSIAN GULF and GULF OF OMAN on the east.

The land surface of the peninsula enclosed within these limits slopes down steadily from the elevated mountain barrier, which runs down the whole length of its western side, parallel with the RED SEA, to sea level on the PERSIAN GULF, and the uniformity of this slope is with the RED SEA, to sea level on the PERSIAN GULF, and the uniformity of this slope is only interrupted in the extreme eastern corner of the peninsula, where the mountains of the OMAN district rise to an elevation of 10,000 ft. above sea level. With the exception of this mountainous district and the similar district of the YEMEN, ARABIA is a barren country consisting of vast tracts of steppe desert, sand waste and mountainous wilderness. It is a country of insignificant rainfall (the YEMEN and OMAN excepted); here and there scattered oases or oasis groups are formed. The TAIF district, for instance, in the HE JAZ mountains above MECCA, the QASIM and JEBEL SHAMMAR provinces in CENTRAL ARABIA, and the HASA province near the PERSIAN GULF are among the best examples of such districts, while MEDINA, TAIMA, RIYADH, JAUF and WADI DAWASIR are a few among the many large oases which occur frequently throughout the country. the many large oases which occur frequently throughout the country.

The population of ARABIA cannot be estimated with any certainty, but may be taken to be about seven millions.

### SAUDI-ARABIA

The two kingdoms of the HEDJAZ and NEJD, together with the districts of ASIR and HASA, form a personal union under the rule of King Ibn Saud, with the title of SAUDI-

The chief port in the RED SEA is JEDDA, the seaport of MECCA, with YENBO, next in importance, which occupies a similar position in relation to MEDINA.

Lesser ports are MUWAILIH, WEJH, RABIGH, LITH and OUNFIDHA.

No definition is possible of the landward frontier between the HEDJAZ and the NEJD, and in any case the two countries are now united.

The northern boundary is shown on Plan 2. The NEJD ("Plateau") extends over about 800,000 square miles of CENTRAL ARABIA, with a population of about 1,275,000 arabs, negroes and half-breeds, the majority being Muhammadans of the Wahabite movement. The capital is RIYADH, but Legations are situated at JEDDA. The two chief ports in the PERSIAN GULF are QATIF and OJAIR on the HASA littoral. On the east, south and south-east, SAUDI-ARABIA is bounded by Trucial OMAN, the HADHRAMAUT and OMAN, respectively, but the exact boundaries are still under discussion. On the south-west, SAUDI-ARABIA borders on the YEMEN. ARABIA borders on the YEMEN.

## THE YEMEN

The YEMEN occupies the south-western corner of ARABIA between the district of ASIR and the ADEN PROTECTORATE, with an estimated area of about 74,000 square miles and a population of  $3\frac{1}{2}$  millions. The country is ruled by the Imam Yahya, whose capital is at SANA and who is the head of the Zeydi sect of the Shiah Division of the Muhammadan religion. The highlands and central portions of the central plateau of the maritime range form the most fertile part of ARABIA. The chief port is HODEIDA with the lesser ones of LUHAIYA, MIDI, and MOCHA.

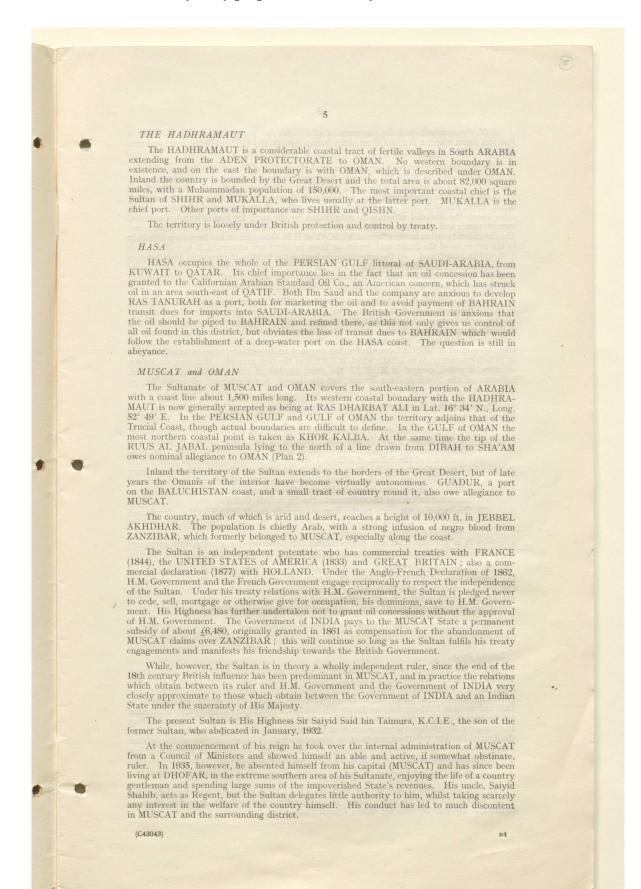
The boundary with the ADEN PROTECTORATE is generally the Anglo-Turkish boundary demarcated in 1902–04, which commences on the extreme south-western point of ARABIA, just east of SHAIKH SAID, and runs approximately north-east to about NAWAH (see Plan 2). From this point a further line running north-east was drawn up at the same time, but not demarcated. A certain area east of the demarcated boundary around DHALI was reoccupied during 1928. By the Anglo-Yemen Treaty of 1934, it was agreed to maintain the situation existing in regard to the southern frontier of YEMEN, pending negotiations between the two parties, which should take place before the expiry of the Treaty, namely, 1974.

No eastern boundary with the HADHRAMAUT is in existence.



## "تقرير استخباراتي للجزيرة العربية" [٥و] (٢/٩)







## "تقرير استخباراتي للجزيرة العربية" [٥ظ] (٢/١٠)



H.M. Government and the Government of INDIA are represented in MUSCAT by a Political Agent who is a British Officer of the Indian Foreign and Political Department and who acts as H.B.M.'s Consul.

The last twenty years have seen the practical elimination of French and the consolidation of British influence in MUSCAT. Despite the fact that the Sultanate is independent, a very close degree of indirect control has been established; the arms traffic has disappeared and thanks to the active intervention, both political and otherwise, of H.M. Government, a working arrangement has been reached with the rebellious tribes of the interior of OMAN. On the other hand, the financial situation is complicated by the need for expenditure on essential improvements and the problem of the attitude of the tribes of SUR remains a difficult one. The direct intervention in the affairs of MUSCAT of H.M. Government has been very definitely in the interests of the State, and, so far as those interests are concerned, it is desirable that it should be maintained. At the same time, so long as the treaties at present in force between the Sultan and FRANCE, HOLLAND and the U.S.A. continue to subsist, there can be no question of the establishment of a formal protectorate even should wider objections of principle not be held to militate against the acceptance of such a policy.

From the narrower point of view of the interests of H.M. Government and the Government From the narrower point of view of the interests of H.M. Government and the Government of INDIA there is no less advantage in a maintenance of the status quo, under which control in everything but name rests with H.M. Government. With the gradual elimination of British authority from the South Persian coast and with the adoption, for however long it may be maintained, of an active policy in the Gulf by Persia, the stranglehold on the Gulf, which the effective control of MUSCAT constitutes, has assumed an importance, more especially in view of British commitments in IRAQ, which it did not in the past present. Moreover, not only is effective, if veiled, control of MUSCAT the point d'appui of the consolidation of British influence on the North Arabian littoral, but the danger, in its absence, of active foreign interest in the State cannot be overlooked.

The principality has recently acquired additional importance to BRITAIN for the three following reasons

- (a) The establishment of a "recreational base" at KHOR KAWI in the MUSSANDAM peninsula (see Plans 18 and 19). In view of the Anglo-French declaration of 1862, whereby both contracting parties agreed reciprocally to respect the independence of the Sultan of MUSCAT, it was not possible to establish more than a "recreational base." Even now it is possible the French Government may raise objections. In time of war, however, such objections could not be allowed to stand in our way in establishing a fully protected base here to safeguard our communications at the entrance to the PERSIAN GULF.
  (b) The Imperial Air route to the East passes over the MUSSANDAM peninsula and
- (b) The Imperial Air route to the East passes over the MUSSANDAM peninsula and also GUADUR, in BALUCHISTAN, where an aerodrome is maintained by Imperial Airways
- (c) It is probable that the Anglo-Iranian Oil Company (or a subsidiary company) will obtain a concession to explore for oil in MUSCAT territory.

The Government of INDIA have expressed the view in 1928 that "the maintenance of the independence of MUSCAT, KUWAIT, BAHRAIN and the Trucial Chiefs is necessary. Our veiled protectorate over them suffices against European encroachments. So long as we do not alienate Arab opinion by attempting undue westernization, it suffices also against encroachments by the WAHABI State. At need it can be more explicitly asserted."

The appearance of a Persian navy has added the possibility of protection against Persian encroachments.

## Trucial Oman

The Southern coast of the PERSIAN GULF, from SHAAM to OJAIR, is known as TRUCIAL OMAN. Along this coast exist seven independent Shaikhdoms, namely, RAS-AL-KHAIMAH, UMM-AL-QAIWAIN, AJMAN, SHARJAH, DEBAI, ABU DHABI and QATAR. These tribal principalities are governed by Arab Shaikhs, whose predecessors in 1820 and again in 1853 entered into Treaty relations with BRITAIN, whereby they contracted not to engage in internecine strife and to suppress piracy, gun-running and slave trading. In return the British Government guaranteed them protection from aggression by sea. Later, the Trucial Shaikhs undertook not to enter into agreements or correspondence with any other Foreign Power; not to cede, sell or mortgage any part of their territories nor to give pearling, sponge fishing or oil concessions without the approval of the British Government. sponge fishing or oil concessions without the approval of the British Government

Actually, the Shaikh of QATAR did not join the Trucial Chiefs until 1916.

In 1936 the Shaikh of KALBA (on the Gulf of OMAN), in return for granting air facilities to the British Government, was accorded his independence and agreed to enter into the same contracts. He thus becomes the eighth Trucial Shaikh.



# "تقرير استخباراتي للجزيرة العربية" [٦و] (٢/١١٥)



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The area between KHOR KALBA (some 5 miles south of KALBA) and DIBAH is otherwise independent. The tribes owe nominal allegiance to the Shaikh of SHARJAH, but they do not give it, and the Shaikh makes no attempt to exercise his authority in this district.

#### (See Plan 2.)

The Anglo-Iranian Oil Company has obtained concessions from the Shaikhs of RAS-AL-KHAIMAH, AJMAN, SHARJAH, DEBAT, ABU DHABI and QATAR to explore for oil in their respective territories. The concession in QATAR has been taken over by Petroleum Development (QATAR), Ltd.

#### BAHRAIN

The BAHRAIN group of islands, situated on the Arabian shore of the PERSIAN GULF, consists of two chief and a number of smaller islands. BAHRAIN Island is the most important and largest, being 30 miles long by 10 miles wide, with an area of 208 square miles. MUHARRAK, the next in importance, lies two miles to the north-east of BAHRAIN and has an area of  $5\frac{1}{4}$  square miles. These two islands have now been joined together by an artificial causeway.

BAHRAIN is an independent Arab State under British protection, but is not a British Protectorate. The nominal ruler is Shaikh Hamad bin Isa al Khalifah, K.C.I.E., C.S.I., but the control of the administration comes under the Government of INDIA.

The ruling Shaikh is precluded by his engagements with H.M. Government from receiving the representations of, or entering into relations with, foreign Powers, and from ceding, selling, mortgaging, or giving for occupation, save to H.M. Government, any part of his territory. He is bound to suppress the slave trade, to prohibit traffic in arms within his territory, and he is precluded from granting a concession for oil, or for pearl fishing, save with the approval of H.M. Government.

The Shaikh has a British financial adviser, a State Engineer and a Director of Customs, all of whom are the Shaikh's servants and paid from BAHRAIN funds.

H.M. Government and the Government of INDIA are represented by a Resident Political Agent, who is directly subordinate to the Political Resident in the PERSIAN GULF.

In connection with the international status of the island, the last twenty years have seen the consolidation of British influence, but this has not affected the claim by PERSIA that the island is Persian. This claim has been constantly reasserted by PERSIA, and as constantly repudiated by H.M. Government. A factor which cannot be ignored is the rise of Ibn Saud and the Wahabi movement which, though at present has not affected BAHRAIN, may form a danger from a practical standpoint in the future.

BAHRAIN has acquired increased importance since 1935, when the main Naval base of the Persian Gulf Division was transferred here from HENJAM. It has also the largest natural aerodrome in the East and is a stopping place for Imperial Airways services on the IRAQ-KARACHI route. In addition, there is a large oilfield and refinery on the main island.

## KUWAIT

KUWAIT lies on the Arabian mainland in the PERSIAN GULF, about 50 miles S.W. of FAO and 80 miles south of BASRA. The boundaries are shown on Plan 2.

In 1922/23 the islands of WARBA, BUBIYAN, MASHJANG, FAILAKAH, AUHAH, KUBBAR, QARU and UMM-AL-MARADIN were attributed to KUWAIT.

KUWAIT is, like BAHRAIN, an independent Arab State under British protection, but not a British Protectorate. The present Ruler is Shaikh Sir Ahmad-Al-Jabir-al-Sabah, K.C.I.E., C.S.I., born in 1885, and succeeded in March, 1921. He is precluded by his engagements with GREAT BRITAIN from receiving foreign representatives, and from ceding, leasing, mortgaging, or giving for occupation, or any other purpose, any portion of his territory to any foreigner or foreign Power without the sanction of H.M. Government. He is bound to prohibit the import of arms into his territory, and although there is no slave treaty, he does much to suppress that traffic. He has agreed not to give a concession for oil, or for sponge fishing, without the approval of H.M. Government. The internal administration is conducted by the Shaikh, assisted in theory by an elected Council of Advisers, consisting of 14 members, 9 notables and 5 members of the Shaikh's family. The President is the Shaikh's cousin. The Shaikh himself is the executive power and has the right of veto.

H.M. Government and the Government of INDIA are represented by a Political Agent, who is directly subordinate to the Political Resident in the PERSIAN GULF. This officer does not hold His Majesty's Commission as a Consul or exercise Consular functions, but holds considerable judicial and other powers under the terms of the KUWAIT Order in Council of 1935.

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## "تقرير استخباراتي للجزيرة العربية" [٦ظ] (٢/١٢)



The Shaikh, who is a strong man of considerable ability and personality, is well disposed towards H.M. Government and may be regarded as a very efficient Ruler when judged by Arab standards. In August, 1939, he assured H.M. Government of his and his people's desire to place their services and resources at the disposal of the Government at any time they may be required.

On a broad view politically the importance of KUWAIT is as great from the standpoint of H.M. Government as that of BAHRAIN or of MUSCAT, and its absorption, or the establishment in it of a dominating influence, by Ibn Saud, could not but react injuriously on our position in IRAQ, BAHRAIN and along the Trucial Coast.

The desirability of securing that the Shaikh shall not escape absorption by Ibn Saud only to end by absorption by IRAQ, and the increased importance which this Principality, situated at the head of the Gulf, will assume as British control decreases in IRAQ, cannot be overlooked. KUWAIT lies across the main routes from HASA and NE\_ID to Lower IRAQ, and a force based in its territory could, to a large extent, control any future operations between SAUDI-ARABIA and IRAQ, as all land forces must follow the line of the few wells in N.E. ARABIA. Should the Royal Air Force be required to withdraw from IRAQ in the future, an air base at KUWAIT might well prove an efficient substitute.

Moreover, since the grant of an oil concession to the Kuwait Oil Company (half British and half American) in 1934, KUWAIT has assumed additional importance. From our point of view, oilfields in KUWAIT are strategically well placed and exceptionally favourably situated in that naval dispositions to protect the present source of supply in South PERSIA would in large measure afford protection to the sources of supply in KUWAIT. Should the A.I.O.C. output from ABADAN for any reason be interrupted, KUWAIT would be a convenient alternative requiring little diversion of shipping or change in protective dispositions. convenient alternative requiring little diversion of shipping or change in protective dispositions.

In addition, oilfields in KUWAIT would be more easily protected than those in IRAQ or PERSIA.

It is known that the potential oil output of the area is very large and the company will erect a refinery. Practical work has, however, been discontinued since the outbreak of the

In December, 1933, the Anglo-Iranian Oil Company negotiated an agreement to share on a fifty-fifty basis with the Eastern Gulf Oil Company in obtaining and exploiting a

Sir John Cadman was understood to claim that he had the sanction of H.M. Government for this arrangement, although no trace of any record of such approval was found in the I.O.

It seemed desirable to give approval, as the American company had a much deeper pocket and were free from the difficulty which beset the A.I.O.C., namely, that they could not offer better terms to KUWAIT than they had already agreed in Iran.

A certain amount of embarrassment was experienced in resisting American interests in KUWAIT, as the F.O. gave the American Government an undertaking which practically amounted to an open door arrangement in that area. This took place when Mellon was Ambassador in London. (Mellon's family practically own the Eastern Gulf Oil Company.) (Incidentally this was a violation of the Red Line Agreement.)

The two companies obtained their concession in December, 1934. The most important points were:

- (a) A lump sum of Rs. 475,000 to be paid within 30 days.
- (b) Rs. 95,000/year until oil is found, after which the royalty should be Rs. 3 per ton or Rs. 250,000, whichever the greater. The Company to be free of duty in return for which Annas 4/ton to be paid. The agreement to be for 75 years. Political agreement was signed on 5/3/34 and contains a pre-emption clause. The area includes all KUWAIT territory, apart from the Neutral Zone.

As a result of investigations it was decided to begin drilling at BAHRA, on the northern shore of KUWAIT Bay. Drilling was begun on 30th May, 1936, and was abandoned when 8,000 ft. had been reached without result. A new bore was opened at BURGAN, 35 miles south of KUWAIT, in October, 1937, and oil was struck in February, 1938, both the quality and pressure being good. Two other wells were immediately started.

The company have been allotted and are developing a site on the shore of KUWAIT Bay at BANDAR SHUWAIK and also at KHOR KHADAMA, where there is comparatively deep water close inshore. KHOR KHADAMA was used by shipping in the Mesopotamia campaign (1914–1918), and was also the projected terminus of the BERLIN-BAGHDAD-KUWAIT railway.



# "تقرير استخباراتي للجزيرة العربية" [٧و] (٢/١٣)



At the moment it would appear that it is the policy not to export any oil from this area, and unofficial information has been received that the A.I.O.C. wish to keep this oil as a reserve in case things go wrong in Iran.

Things are at a standstill, but it seems likely that the KUWAIT Oil Company and the Standard Oil Company of California will seek a joint concession.

### (2) Climatic Conditions, as affecting Naval Operations

With regard to climate—in the PERSIAN GULF during the cold season fevers are most prevalent and the so-called gulf fever of the remittent type is very dangerous and convalescence can only be obtained by leaving the gulf. Cholera, plague and smallpox are frequent ashore in the native towns and villages. The hot season, from about May to October, is not apparently absolutely unhealthy. Men suffer from aggravated prickly heat, boils, etc., but if they are kept out of the sun and ventilation attended to there will probably be but little serious sickness. Work should not be done between 13:00 and 17:00 if possible. Double awnings should be spread and the men may sleep on deck, where the dew does not appear to have an injurious effect. Absolute necessity alone can justify the exposure of men to the sun, and the wearing of sun-helmets must be insisted on, even under single awnings. Heat stroke and heat exhaustion are fairly common.

Generally speaking practically no rain falls from May to September inclusive. Otherwise January, February, November and December experience considerable rainfall, but varying according to the locality. During winter the climate is very pleasant, resembling (in the south) a good English summer.

Air temperatures of from  $113^\circ$  to  $122^\circ$  F. are recorded at places in the Gulf and in the lower reaches of the SHATT-AL-ARAB River during June and July. A sun temperature of  $187^\circ$  F. (shade  $138^\circ$  F.) was recorded at ABADAN in August, 1935.

In the RED SEA the summer is perhaps, with the exception of the PERSIAN GULF the hottest of any sea in the world. In vessels proceeding southward during the hot season the great heat is often intensified by a light following wind of insufficient force to pass through the vessels and the almost complete saturation of the air deprives the wind of any invigorating effect. Near the coast the air is not so damp and the heat is somewhat more bearable, even the coast the season that the constant season is not so damp and the heat is somewhat more bearable, even though the temperature should be higher.

In winter the climate is not unpleasantly hot. The climate of the GULF OF ADEN, though warm, is cooler than the RED SEA and generally healthy, there being no disease peculiar to it. The same remarks regarding precautions against exposure to the sun (during the summer) as given for the PERSIAN GULF apply.

The rainfall in the RED SEA and GULF OF ADEN is comparatively small. It is greatest in the vicinity of SOKOTRA and gradually lessens through the GULF OF ADEN and southern part of the RED SEA. The northern part of the RED SEA is practically rainless,

For further details, including prevailing winds in the RED SEA, GULF OF ADEN and PERSIAN GULF see the official Pilots for these areas.

## (3) Transport Facilities

There are no rivers in ARABIA which flow perennially from source to mouth; but there are incipient perennial streams in ASIR, YEMEN, the Aden district, HASA, OMAN and NEJD and countless river-valleys (WADIS) which carry floods (Seils) after rainstorms. Those which originate east of the western watershed are mostly long and shallow, their bottoms being little depressed below the general level. The longest of these, the Rummah, whose course from the neighbourhood of MEDINA, through GAISUM to the SHATT AL ARAB, falls 6,000 ft. in about 1,000 miles, is one good example. These rivers, though useless for transport, are not without importance, since at all times they carry water beneath their beds which can be reached by wells at varying depths, hence providing lines of possible communicawhich can be reached by wells at varying depths, hence providing lines of possible communica-tion. Where, too, the moisture rises near or on to the surface are found chains of oases. The Wadis, which fall into the Red Sea, have as a whole deeply eroded beds, steeply inclined, and form an obstacle to passage from north or south.

There is only one railway in ARABIA which is a continuation of the main Palestine line from DAMASCUS. It crosses the Transjordan frontier between RAMLEH and KALAAT (south of MAAN) and then continues in a south-south-east direction through TEBUK and AL ALA to MEDINA. The line is single track with gauge of 1.05 metres and is not provided with sufficient sidings.

The whole line up as far as MAAN has been out of action for several years.

(C 43043)



# "تقرير استخباراتي للجزيرة العربية" [٧ظ] (٢/١٤)



Roads

There are practically no metalled roads in ARABIA. In and around the chief ports much has been done in recent years to improve the roads, so much so that motor cars, and light M/T are enabled to make considerable journeys inland and along the coast. This improvement has been mainly confined to marking out and rolling the existing camel and caravan tracks, which in many cases have followed the same course for centuries.

The main roads or caravan routes, which are intersected by many cross-routes, are as follows:—Jedda–Mecca–Riyadh–Bahrain (950 miles); Jedda–Mecca–Riyadh–Kuwait (1,050 miles); Medina–Hail–Nejef (Iraq) (775 miles); Medina–Damascus (750 miles); Jedda–Mecca–Riyadh (450 miles); Jedda–Medina–Jauf (600 miles).

A coast road, suitable for light  $\rm M/T$ , exists from MUSCAT to SHINAS. A fairly good road, suitable for all motor traffic, runs from KUWAIT to BASRA.

In the rainy season such tracks and roads become quickly impassable for any wheeled transport. Should it become necessary at any time to undertake military operations in ARABIA on a large scale the question of road communication would become a serious problem, as, for instance, that which confronted Lord Allenby during his advance from EGYPT into PALESTINE during the war 1914–1918.

## Airways

The Imperial Airways Service to and from INDIA and the Far East calls four times weekly at BAHRAIN and DABAI for passengers and mails.  $\begin{tabular}{l} \end{tabular}$ 

For details of aircraft, owned by SAUDI-ARABIAN Government, see Section V—(6).

## Landing Grounds and Seaplane Anchorages (see Plan 2)

The following list of landing grounds and seaplane anchorages is compiled from reports of air reconnaissances carried out by the Royal Air Force :—

Place.	Size.	Position.	Fuel and Oil.	Remarks.
TRANSJORDAN— AKABA	750 by 500 yards	4 mile north of head of Gulf. Black circle and corner markings.	No	Bay suitable for operating flying boats and seaplanes (see also Section VI)
SAUDI ARABIA		San guille and		
(HEDJAZ)— DHABA WEJH	Saudi-Arabian Minis 450 by 350 yards	ng Sydicate's landing gre North of WEJH	Yes in	
YENBO	1,000 yard rúnway,	Village; Markings. North of Town;	Town. Yes in	HERE THE STATE OF
YENBO	small ground. 1,500 by 750 yards	Markings. North-east of Town;	Yes	Liable to flooding.
RABIGH	800 yard runway	Markings. North of Town	No	No report since used in 1916–17.
JEDDA	800 by 450 yards	North-West of Town; Markings.	Yes in Town.	See also Section VI.
JEDDA	-	North-east of Town; Markings.	Town.	Under construction.
TAIF		Near old Turkish Barracks, north- west of Town.	Not known	Made base for Saudi Air Force in Feb. 1935.
TAIF	_			is used by the South
DISAN ID	800 by 600 yards	North-west of FARA- SAN Group.		Emergency landing ground.
YEMEN— KAMARAN IS	600 by 700 yards	1 mile north of Town. Circle and markings	Yes	S/P. Station. Three moorings. Landing
HODEIDA	tom or Tab 2017	North - north - west of Town—no mark- ings.	No	o/s Bay.  See also Section VI Suitable for landing but not maintained See also Section VI



# "تقرير استخباراتي للجزيرة العربية" [٨و] (٥٢/١٥)



Landing Grounds an	d Seablane Anchor	11 ages (see Plan 2)—(co	ntd.)		
Lunuing Grounus and	a Scapiane Ilucnore	1503 (300 1 1411 2) (00	•	Charles of State of the State o	
Place.	Size.	Position.	Fuel and Oil.	Remarks.	
	ADEN and	the HADHRAMAUT			
PERIM IS	1,000 by 675 yards	East of Harbour— markings.	Yes	S/P. anchorage. Two moorings south side of Is.	
RAS AL ARAH	800 by 500 yards	1½ miles south west BIR MAHIJJA—	Nil	Emergency landing ground.	
KHOR UMAIRAH	800 by 450 yards	markings.  markings.  mile east of DAR UMAIRAH— markings.	Nil	Emergency landing ground.	
KHOR UMAIRAH	4 by 2 miles	S/P. anchorage adjacent to landing	Nil	- LATURAL	
BIR AM MAKHUUK	1,800 by 800 yards	ground. 3 miles south-west of Village. Land	Nil	Emergency landing ground.	
RAS IMRAN	500 by 800 by 400 yards.	near circle marking. On shore near village. Circle marking.	Nil Yes	Emergency landing ground. Occupied aerodrome	
ADEN (KHORMAKSAR).	900 by 500 yards	On Isthmus joining ADEN to mainland. Aerodrome.	08-2000		
ADEN (Seaplane anchorage). SHUGRAH	5,000 by 5,000 yards. 400 by 350 yards	Sheltered harbour  13 miles east of town. Circle and corner	Yes at aerodrome.	10 buoys.  Political landing ground.	
AHWAR	500 by 350 yards	markings.  1 mile north-northeast of town. Circle and corner mark-	Nil	Political landing ground.	
BIR ALI	_	ings. Emergency S/P land-	_	_	
MAJDAHAH	1,400 by 700 yards	ing north of bay. 6 miles east of BIR ALI. Circle	Nil	Political landing ground.	
MAJDAHAH		markings. S/P open bay, 3 miles across.	Nil	Emergency S/P anchorage.	
FUWWAH (see Plan 4)	800 by 550 yards	5 miles south-west of MUKALLA. Cor- ner and circle markings.	At MUKALLA	Political landing ground. See also Section VI (under MUKALLA).	
MUKALLA S/P anchorage (see Plan 7).	- not	Bay east of town. Two moorings.	Yes	See also Section VI.	
RIŸAN	1,000 by 350 yards	5 miles west of SHIHR. Corner and circle	From MUKALLA	Operational landing ground. See also Section VI (under MUKALLA).	
SHIHAIR (see Plan 8)	570 by 230 yards	markings. West of town wall. Corner markings and boundary	Nil	Emergency landing ground.	
SHARMA (see Plan 9)	Emergency S/P lan	strips.  ding. Small coasting of LA and QISHN.	raft regard th	is as only good shelter	
RAIDAH (see Plan 10)	700 by 550 yards	1 mile west of village. Corner markings.	No	Political landing ground. See also Section VI (under	
QISHN	450 by 900 yards	East of town. Circle marking.	No	MUKALLA). Emergency landing ground.	
QISHN	S/P anchorage		-1	-	
ANAD	960 by 30 yards	Between ANAD and NOBAT DAQIM.		Emergency landing ground.	
BEIHAN	550 by 160 yards	½ mile north-east of BEIHAN EL QASAB.		Political landing ground.	
BIR UZIA	750 by 375 yards	48 miles north-west by west of ADEN.	Nil	Operational landing ground.	
DAQQAM	600 by 160 yards	2 miles north of QARAD.	Nil	Emergency landing ground.	
DAR MUFTARISHA	500 by 100 yards	4½ miles south-west of DAREJA.	Nil	Emergency landing ground.	
DHALA	1,000 by 150 yards	3 miles north of DHALA.	Nil	Political landing ground.	
(C 43043)				в* 3	



# "تقرير استخباراتي للجزيرة العربية" [٨ظ] (٢/١٦)



Landing Grounds an	d Seaplane Anchor	12 ages (see Plan 2)—(co	ontd.)	Loudine Grounds an	
Place.	Size.	Position.	Fuəl and Oil.	. Remarks.	•
	ADEN and th	e HADHRAMAUT—	contd.		
EL HAUTA	800 by 350 yards	ASEGLE at her 10	Nil	Political landing	
 EL MASAWA	500 by 500 yards		Nil	ground. Operational landing	
HABIL EL JABR	500 by 130 yards	2 miles east of village	Nil	ground. Emergency landing	
HAIFIF	800 by 400 yards		Nil	ground. Emergency landing	
KHUREBA	800 by 600 yards	HASILINI.	Nil	ground. Political landing	
LAUDAR	600 by 200 yards	1 mile north of	Nil	ground. Political landing	
MIS-HAL	500 by 500 yards	village 1 mile east of village	Nil	ground. Political landing	
MUSEMIR	800 by 450 yards	3 mile north-east of village.	Nil	ground.  Operational landing ground.	
NABIA	550 by 300 yards	- Mage.	Nil	Political landing ground.	
NISAB	900 by 300 yards	800 yards east of village.	Nil	Political landing ground.	
SAUDA	600 by 150 yards	mile north-north west of village.	Nil	Political landing ground.	
SEIYUN SHIBAM	1,100 by 700 yards		Small emer- gency stock.	Proposal to construct. Political landing ground.	
TARIM TURBA	325 by 70 yards	2 miles east of AM TURBA.	Nil	Under construction. Political landing ground. Moth A/c.	
		ISCAT and OMAN		only.	
SALALAH (see Plan 12).	1,000 by 1,400 by 900 yards.	1 mile north of village. Circle with XII in centre. Corner	Nil	Operational landing ground.	
KHOR RORI	S/P anchorage	markings. 15 miles west of MURBAT.	Nil		
MERBAT (see Plans 13 and 14)	1,040 by 250 yards	½ mile east of village. Circle and corner markings.	Yes		
MERBAT (sre Plans 13 and 14).	S/P anchorage	Able to anchor close to the north shore		Moorings for sea- planes do NOT	
KHOR GHARIB	250 by 400 yards	of the bay. SUKRA BAY, Circle and corner mark- ings.	Nil	exist.	
KHOR GHARIB KHOR MILH	S/P anchorage Possible S/P anchorage. No details	Not suitable for F/B.s	10° 40° 5	Sactoria mynne	
MASIRA IS MASIRA IS	S/P anchorage 493 by 440 yards	3 miles south of UMM RASAS.	Yes	New landing ground in place of UMM	
RAS AL HADD	895 by 840 by 500 yards.	1,000 yards west of Cape. Circle and corner markings.	Nil	RAŜAS.	
SHUWAINIYA	Constructed by R.A.F., no de-	- Markings.			
KHOR JARAMA	tails available.  S/P anchorage	AVA saus-s	Yes	R.A.F. supply tank.	
BANDAR JISSAH	S/P anchorage	Alternative to	Yes at		
MUSCAT (BEIT EL FELEJ).	R.A.F. landing ground maintained.	MUSCAT. Circle and corner markings.	MUSCAT. Yes	See also Section VI.	
MUSCAT (BEIT EL FELEJ).	S/P anchorage	R.A.F. buoys	Yes	- Mederel	
SOHAR	1,200 by 800 yards	2 miles north of Fort. Circle markings.	Nil der.	Emergency landing ground.	
SHINAS	1,380 by 450 yards	South side of Town. Circle and corner markings.	Yes	R.A.F. maintained landing ground.	-



# "تقرير استخباراتي للجزيرة العربية" [٩و] (٢/١٧٥)



			13			
Lan	nding Grounds and	d Seaplane Anchor	ages (see Plan 2)—(co	ntd.)		
•	Place.	Size.	Position.	Fuel and Oil.	Remarks.	
	T. Tarabalan s		PERSIAN GULF			
	IAL OMAN :— S-AL-KHAIMAH	580 by 530 by 600 yards.	Trucial coast. No markings. R.A.F.	Yes		
RAS	S-AL-KHAIMAH	S/P anchorage in	fuel barge in Creek. Petrol dhow main-	Yes		
SHA	ARJAH	Creek. 860 by 800 yards	tained.  1 mile south-east of Town. Boundary circle marking.	Yes	Night stop for Imp. Airways.	
	BAI U DHABI	S/P anchorage 580 by 460 yards	Imp. Airways Rest House. Near SHARJAH 1½ miles south-east of	Yes Yes	R.A.F. fuel barge. R.A.F. Store.	
YAS	S IS	750 by 500 yards	Town. Circle and corner markings. South of Island. Suitable for Air-	Yes	Emergency.	
YAS	s Is	S/P anchorage	craft with low pressure tyres only.	Yes at landing ground.	S/P anchorage. Two buoys.	
DO	(see Plan 11).	1,000 by 200 yards	2 miles north of Town. Circle and corner markings.	Yes in Town.	See also Section VI.	
	HA (QATAR), possible.	S/P anchorage	O miles and beauth	Yes in Town.	Customs aerodrome.	
(MU	RAIN IS. UHARRAK) (see plan 15).	1,000 by 870 yards	2 miles north-north- east of MANA- MAH (on MU- HARRAK IS.) Imp. Airways. Marked landing	165	See also Section VI.	
	HRAIN (see plan 5).	S/P anchorage	ground. South-south-west of landing ground. Two buoys.	Yes from aerodrome.	See also Section VI.	
DA	RIN IS. (TARUT)	600 by 300 yards	South end of Island.  Not maintained.  Circle and corner markings.	No		
	OI - ARABIA HASA) :—		Change Co. C. C.			
	BAIL	Memory - Open	by Saudi Air Force and Oil Coy's.	No		
JIN	NNAH IS	500 by 600 yards	Landing ground east side of Island. Used by Saudi Air Force. Circle	No	HAMAS	
SAUT	DI - ARABIA		and markings.		WALL TO SERVE	
(	NEJD). YADH	800 by 400 yards	2½ miles east of RIYADH. Race- course marked by whitewashed py-	Not known	THE RESERVE	
			lons.			
			KUWAIT			
KUW	VAIT (see plan 20)	950 by 650 yards	East of town. Imp. Airways stop. Rest House. Circle and markings.	Yes	Customs aerodrome. See also Section VI.	
KUW	VAIT (see plan 20)	S/P anchorage	In bay off town	Yes at aerodrome.	See also Section VI.	
KAL	BA (on the west coa ii) Sites for landing	st of the Gulf of OM grounds exist at MU	nd and two flying boat AN), as an emergency la WAIH and DUWADMI stablish a flying boat ref	I (in NEJD).		
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# "تقرير استخباراتي للجزيرة العربية" [٩ظ] (٨١/١٥)

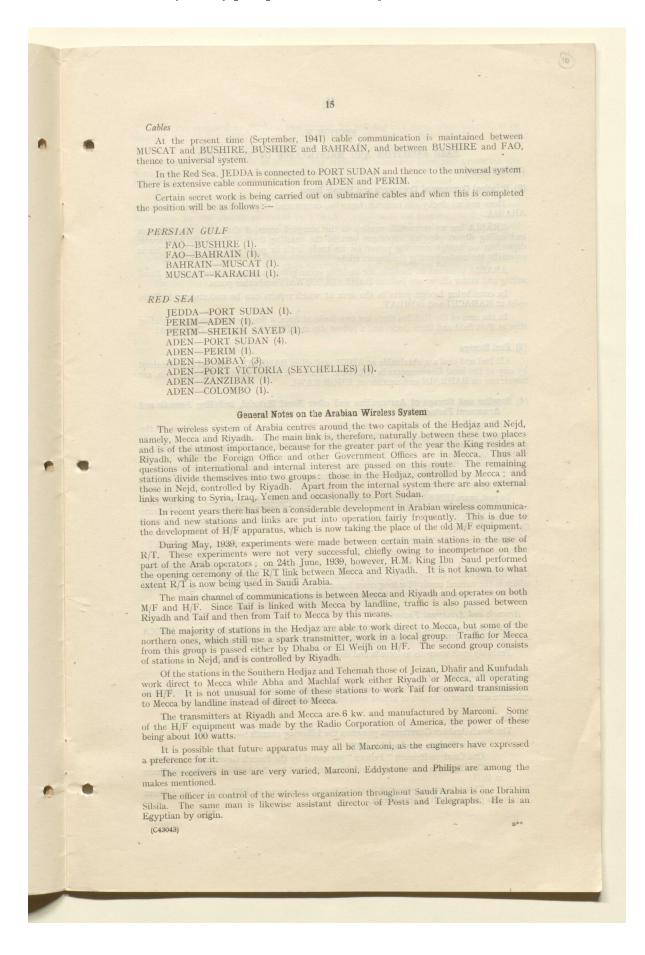


		14	
(4) Signal Communication	ns	Treation Conques and Sections Andrean Con Province	
W/T Stations (see Plan			
		wn W/T stations in ARABIA at September, 1941 :—	
Place.	Call Sign.	Remarks.	
ABHA	HZA GZQ HWR	3 kw. H/F set. No recent report of M/F transmission.  Naval and Commercial High Power W/T station.  Belongs to Trans-Jordan Government. (See Section VI.)	
AL ALA AL HAFR BAHRAIN. BOREIDAH	HZO HZAH VTE HZB	1 · 5 kw. M/F set. No record of H/F transmission.  ? kw. H/F. Cable and Wireless, Ltd., station. Fixed coast and air services.  - 5 kw. M/F. No record of any H/F transmission.	
DHABA DHAFIR DUWADMI GUADUR (Baluchistan)	HZD HZAM HZI VTG	3 kw. H/F and ·5 kw. M/F.  2 kw. H/F.  3 kilowatt (C.W.) (fixed).  Fanoreit A iven destriction	
HAIL HOFUF (AL HASSA)	HZL HZE	Imperial Airways station. - 5 kw. M/F and ? kw. H/F, - 5 kw. M/F and ? kw. H/F,	
ISAWIYEH JEDDA JIZAN	HZE HZJ HZG	? kw. H/F. -5 kw. M/F and ? kw. H/F. 3 kw. H/F and ·5 kw. M/F.	
JUBAIL KAMARAN	HZZ VTK	-5 kw. H/F. No record of M/F transmissions. 3 kw. Marconi and Marconi Type R.M. 4B. (C.W. and I.C.W.) (See Section VI.)	
KUWAIT LINAK	VTM HZAI	Station owned and operated by the Kuwait Oil Co. (See Section VI.) 2 kw. H/F.	
LITH MAJAMAR (MAJMA'AH) MAKHLAF	HZV HZAF HZF	? kw. M/F. Last reported working internal services. ? kw. H/F.	
MECCA	HZH HZH 2	2 kw. H/F. 6 kw. Marconi H/F. Telegraphy and Telephony also M/F.	
MEDINA MUKALLA	HZH 3 HZP HZM	? kw. M/F and ? kw. H/F.	
MUSCAT	GEA VTS.2	No details available.  R.A.F. station. (See Section VI.) Cable and Wireless, Ltd., station. Telegraphy and Telephony fixed interior service.	
OJAIR QARIYAT	VTS.3 HZAK HZX	· 5 kw. M/F and ? kw. H/F.	
QATIF QUBBAH	HZQ HZC HZAO	*5 kw. M/F and ? kw. H/F. *5 kw. M/F. No record of H/F transmissions. ? kw. H/F.	
QUNFIDHA RIYADH	HZK HZR HZN	- 5 kw. M/F and 1 · 5 H/F. - 5 kw. M/F and 1 · 5 H/F. 6 kw. Marconi H/F. Also 5 kw. M/F.	
RAMAH	HZN 2 HZN 3 HZAR	? kw. H/F.	
SAMAH SAN'A	HZAS OC6	2 kw. H/F.  H/F station at Italian Consulate. In telegraphic communication with HODEIDA.	
SHARJAHSKAKA	VTJ HZS HZU	Imperial Airways station.  ? kw. M/F.  -5 kw. M/F and ? kw. H/F.	
TEBUK YENBO:	HZT HZW HZY	- 5 kw. M/F. No record of H/F transmissions.  ? kw. M/F and H/F.  - 5 kw. M/F and 1.5 kw. H/F.	
KINGS SET (mobile)	HZAA HZAA 2 HZAT	kw. H/F mobile transmitter, only heard when the King is on tour, working to Mecca and Riyadh.	
EMIR FAISAL'S SET (mobile). EMIR MOHAMMED'S SET	HZAE HZAQ	? kw. M/F and H/F mobile transmitter. No further details available.	
(mobile).  EMIR SAUD'S SET (mobile).	HZAC	? kw. H/F mobile transmitter. Only heard during the Emir's tours. Maintains communication with Mecca and Riyadh. ? kw. H/F mobile transmitter. Only heard during the Emir's tours.	
FINANCE MINISTER'S SET (Mobile).	HZAB	tours. Maintains communication with Mecca and Riyadh.	
	ntre en ten	AWAR In the Print a few Amount of the Control	
A Section of the sect		L. Company	



# "تقرير استخباراتي للجزيرة العربية" [١٠و] (٢/١٩)







## "تقرير استخباراتي للجزيرة العربية" [١٠ ظ] (٢/٢٠)



16 SECTION V BASE FACILITIES AND MAINTENANCE OF THE FLEET (1) Not Issued (2) Principal Commercial Dockyards and Repair Bases There are no dockyards, aircraft factories, commercial shipbuilding or repair works in ARABIA ARABIA has no mercantile marine in the accepted sense of the word. Local motor and sailing dhows play an important part in the coasting trade. Hence the country is dependent on foreign carrying power for its trade both in peace and war time. This is especially the case regarding the import trade. ARABIA possesses no facilities for building ocean-going merchant steam vessels. Local sailing and motor dhows are built at BAHRAIN, KUWAIT and other ports. In considering foreign ports in the area at which repairs can be undertaken, facilities exist at KARACHI and BOMBAY. In the area of the Red Sea there are two docks at Suez, a floating dock and seven gliding slips at Port Said and three docks and a patent slip at ADEN (for details see Dock Book). Oil fuel and coal are obtainable at ADEN, and oil at BAHRAIN. No fuel is maintained by any of the local Governments in ARABIA. Naval oil barges, holding 500 tons each, are based, one on BAHRAIN and another on KHOR KAWI. (4) Supplies and Storage of Ammunition and other Naval Material, including Arsenals and **Armament Factories** Although detailed statistics are not available, IBN SAUD has been able to obtain all the war material he requires as far as the financial resources of the country will allow. This is particularly so since the lifting of the arms embargo by GREAT BRITAIN and other countries in 1925. An embargo by GREAT BRITAIN still exists with regard to the YEMEN. The dominant position held in the Persian Gull by H.M. Ships, combined with the treaty relations with the program Arch postparters on the Ambiguagest in designing factor in the residual control of the country relations. with the various Arab potentates on the Arabian coast, is a decisive factor in controlling the traffic in arms in this area. In past years IBN SAUD has received arms and ammunition from POLAND, GERMANY and the Government of INDIA; aircraft from GREAT BRITAIN; petrol and benzine from the U.S.S.R., GREAT BRITAIN and ITALY; W/T apparatus from the Marconi Company (British). The Imam of the YEMEN has received arms, W/T apparatus and a tank from ITALY; arms, petrol and benzine from the U.S.S.R. This is not a complete list, but so far as can be estimated all the war material destined for ARABIA enters the country by sea, particularly via the ports of JEDDA and HODEIDA, which is the natural result of a long coast line and the fact that no countries engaged in the manufacture of war material on a large scale are situated on the northern borders. Arsenals and Armament Factories There is an arsenal at JABAL HINDI in MECCA and one at MUWAIL (between MECCA and RIYADH). DETAILS ARE REQUIRED of these and any other arsenals. Probably such weapons as swords and daggers are made in the country. (5) Defended Areas So far as is known there are no modern fixed coast defences in ARABIA. The forts in existence are either unarmed or armed with old and useless guns. (6) Air The Saudi-Arabian Government possesses the following aircraft:-Three Wapitis purchased in 1930. One Caudron-Renault "Pelican" presented by the French Government in 1936s

One Bellanca four-seater monoplane presented by the Arabian Mining Syndicate in 1937.

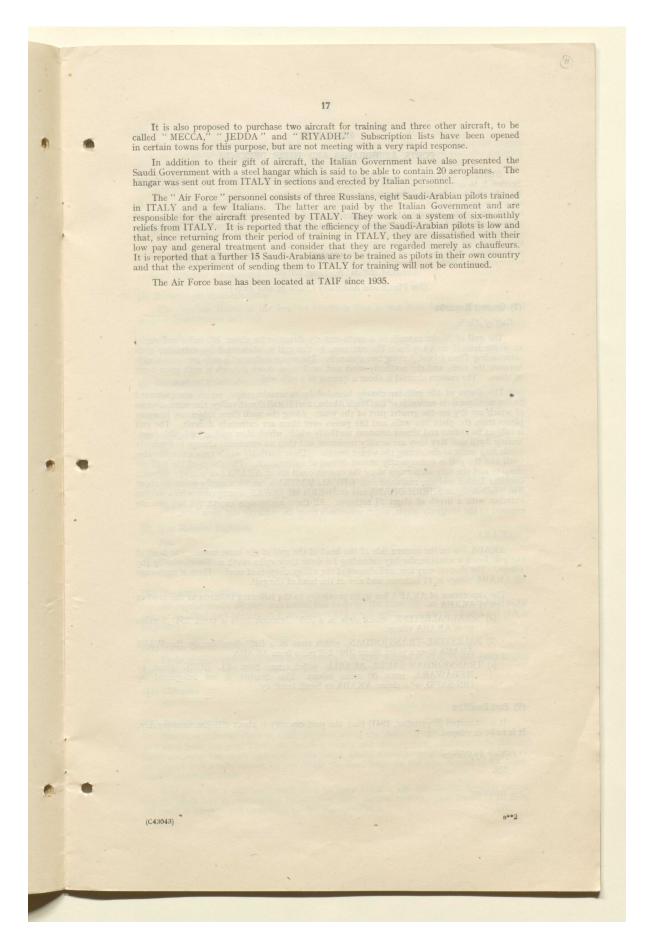
Three Capronis presented by the Italian Government in 1937, the first instalment of a promised gift of six aircraft

المرجع: IOR/L/MIL/17/16/5 حق النشر: رخصة حكومة مفتوحة



# "تقرير استخباراتي للجزيرة العربية" [١١و] (٢/٢١٥)

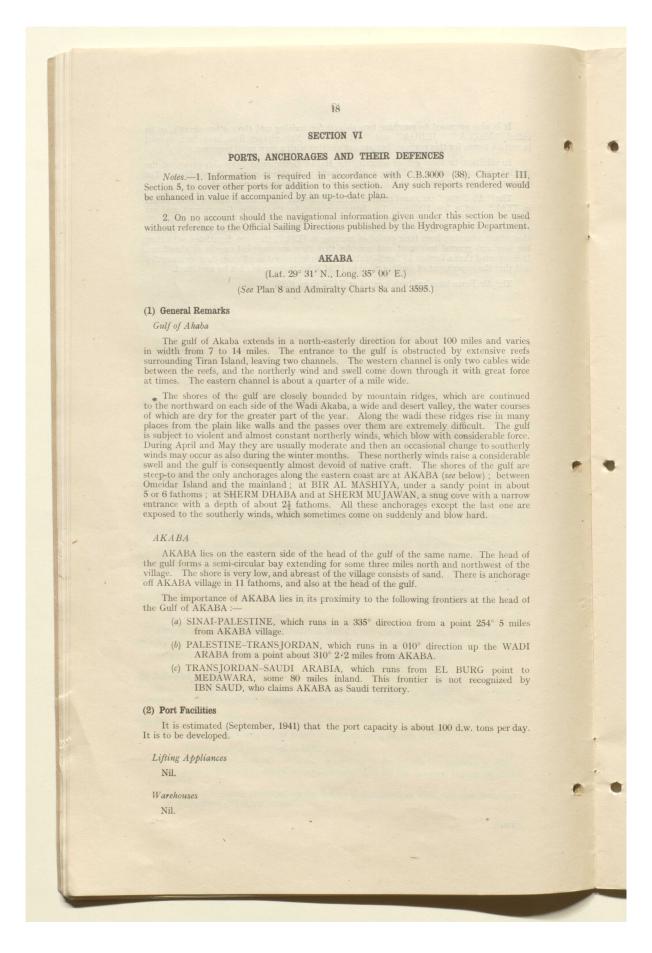






# "تقرير استخباراتي للجزيرة العربية" [١١ظ] (٢/٢٢٥)

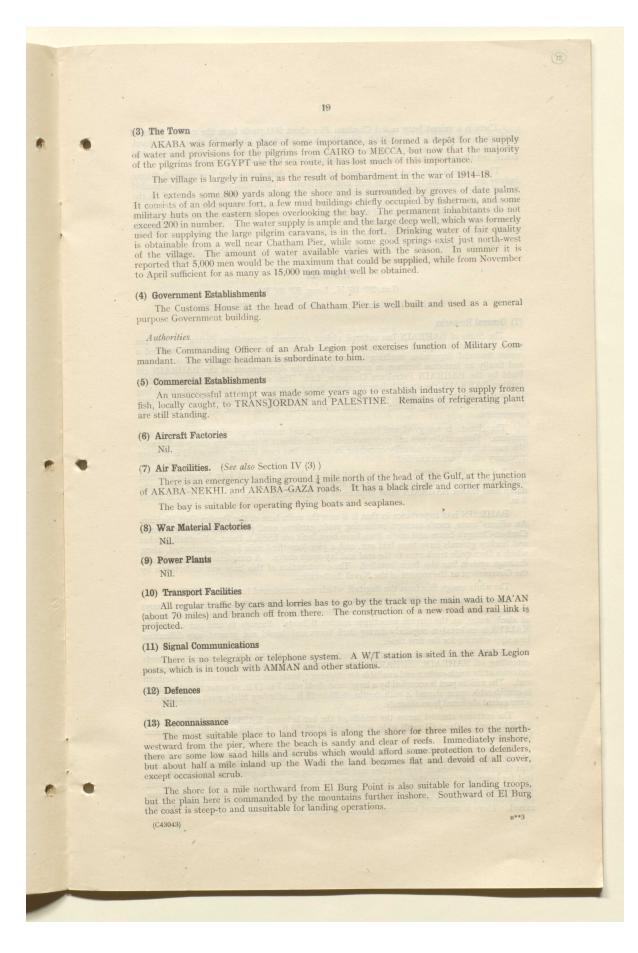






# "تقرير استخباراتي للجزيرة العربية" [٢١٥] (٢/٢٥)







## "تقرير استخباراتي للجزيرة العربية" [٢١ظ] (٢/٢٤)



20

There is a ruined jetty called Chatham Pier about 500 yards from the nearest point of anchorage. It extends nearly 200 ft. from the shore and stands about 1 ft. above water level, with 3 ft. to 4 ft. of water along its southern side. It could be rebuilt to take lighters and boats, but there is no stone available nearer than Farum Island, 8 miles away.

The village is concealed from seaward by a line of date palms, but is commanded from inshore by mountains lying to the east and south-east. There still exist the well-concealed line of trenches built by the Turks during the war (1914–1918), to which they retired on the approach of a British man-of-war. They run roughly in an arc between the 652 ft. peak of Jebel Shahabi to Jebel Maaruf and they form a very strong defensive position, since there is no cover between them and the shore, and the mountains in rear are precipitous. There is a well of good water in Wadi Shallala.

There are suitable camp sites on the plains to the north and south of the village.

#### BAHRAIN

(Lat. 26° 16' N., Long. 50° 33' E.) -

(See Plans Nos. 15, 16 and 17, and Admiralty Charts 3790 and 3792.)

### (1) General Remarks

The State of BAHRAIN has suffered violent economic fluctuations during the last ten years. At first it enjoyed comfortable prosperity due to the pearl trade, then suffered a severe financial depression resulting in drastic curtailment of all activity and expansion, and finally an immense increase in revenue due to the development of the BAHRAIN Oil Field by the BAHRAIN Petroleum Company, Ltd. This company has now succeeded in making BAHRAIN the twelfth largest oil-producing country in the world, and, providing the oil does not run dry, a period of continuously increasing prosperity appears to be in prospect for BAHRAIN. Already among other Gulf States BAHRAIN is looked up to as being most progressive.

The climate is not good and fevers, dysentery and malaria are rife in the spring and autumn. Venereal diseases are very prevalent. The climate is excessively damp and heavy, the maximum humidity actually occurring in winter, but even during summer it is damper than any other part of the Gulf.

A shamal blows almost continuously for 40 days during June and July, bringing constant dust-storms, whilst doing little to cool the atmosphere. From mid-July to mid-October the damp heat makes BAHRAIN most unpleasant for Europeans. The annual rainfall is about 3 in.

BAHRAIN is of importance in that it is now the main base of the Persian Gulf Division. An officers' mess, men's canteen, swimming pools, gardens, coal, petrol and lay-apart stores, Clerk-in-Charge's house and coolie lines have been built on ESSEX Point. Football, cricket and hockey grounds have been laid out, and a pier (one-third mile long) constructed, along which a Decauville track runs to the coal and lay-apart stores. A complete water supply and drainage system has also been installed. The construction of this base was undertaken by the Government at the request of the Naval Authorities.

The white ensign flies from the flagstaff, which was transferred here from BASIDU.

The sloops anchor in KHOR KALIYA, where is also moored a 500-ton oil barge. Buoys and beacons have been erected to assist navigation. This is always tricky at the bar, except at slack water, as the stream sometimes reaches 6 knots. Passage in and out of KHOR KALIYA is undertaken regularly during dark hours and should not present any difficulties to a ship entering for the first time.

KHOR KALIYA, eastward of the northern end of BAHRAIN, is enclosed by reefs extending off BAHRAIN, MUHARRAK and SITRAH ISLANDS, only leaving a narrow entrance at its south-eastern end available for shipping; boats can enter the reef at the northern end. The middle part is occupied by a large sand shoal with 7 to 17 ft. of water in it, but there is considerable space around it with depths of 20 to 25 ft., affording fairly good anchorage, to some extent sheltered from shamals.

The entrance channel across the middle of the bar between KASSAR DIWAN rock and SITRAH reef, is about 60 yards wide, with depth of 25–54 ft. (For full particulars see Persian Gulf Pilot.)

The mercantile harbour lies northward of BAHRAIN Island. The anchorage, classed as "D," lies between the Jadam shoal and the island itself, and is sheltered to the extent that ships can lie there in any weather and the holding ground is good. A considerable sea, bad for boats, gets up in the outer harbour during a strong shamal, but communication with the shore is seldom interrupted and vessels ride easily at anchor. There is anchorage space for a number of cruisers with 19 to 42 ft. depth. It is open to observation and could be easily mined. There is unlimited anchorage if distance from the town is immaterial,



# "تقرير استخباراتي للجزيرة العربية" [١٣ و] (٢/٢٥)



The inner harbour, a bight in the reefs north-west of MANAMAH town, is about a mile in extent, suitable for small vessels and much better protected. Vessels of more than 15 ft. draught should not enter it.

#### (2) Port Facilities

The quayage consists of one pier and three small adjacent basins. The pier is 728 ft. long, has a breadth at the sea end of 141 ft., tapering to 68 ft. at the shore end. There is also a stone pier in front of the Agency which is about 150 yards long and 10 ft. wide. At low water there is a depth of 1 ft. at the sea end of the former. The latter dries out 2 ft.

The measurements of the basins are as follows:-

Basin No. 1

.. 46 ft. wide and 49 ft. long. Pier 43 ft. wide. .. Of similar dimensions to No. 1. Basin No. 2 49 ft. long and 128 ft. wide Basin No. 3

There is a mole 320 ft. long tapering to the head.

The total quayage is 2,952 linear feet.

### Landing Places

- (a) Naval Pier, JUFAIR. Depth at end 5 ft. at M.L.W.S.
- (b) R.A.F. Pier: On north-west coast of KHOR KHALIYA. Depth at end A ft
- (c) Customs Pier: MANAMAH. Depth at end 4 ft. M.L.W.S.
- (d) Agency Pier, MANAMAH. Dept at end ½ ft. M.L.W.S.

There is one fixed hand crane of 5 tons capacity at the north-eastern end of the main pier. Radius clear of quay—9 ft. The customs department have two sheds, one on the main pier and the other behind the customs offices about 150 yards inland from shore end of the pier. A hand power-trolley system connects both sheds. The pier shed is built of corrugated iron with a ventilated roof and earthen floor, and measures 175 ft. by 67 ft. The customs shed is built of stone, with a corrugated iron roof, and is well ventilated. Its dimensions are 324 ft. by 97 ft. There are also two A.I.O.C. store houses built of corrugated iron about 11 miles west of Customs Pier, each having a capacity of 20,000 four-gallon iron about 1½ miles west of Customs Pier, each having a capacity of 20,000 four-gallon tins of petrol.

In April, 1934, these consisted of the following:-

Two iron barges (B.I.S.N. Co.), one of 30 and one of 20 shipping-tons capacity.

Sixty-one motor launches and dhows. The average size of these is about 15 tons and they range from 10 to 70 h.p. (most are propelled by 20-h.p. Kelvin engines). Average passenger carrying capacity 45.

430 pearing dhows. Of all sizes, V arying from  $2\frac{1}{2}$  to 300 tons.

At least 100 of these would be available at any given time.

The Imperial Airways seaplane tender would be available at short notice provided it was not attending on I.A. boats.

The landing of stores would be difficult in the case of large vessels, as these have to lie from 2 to 5 miles off shore and discharge into dhows, though the introduction of motor dhows fitted with Kelvin engines has improved matters considerably.

The capacity of the port is estimated at 500 d.w. tons per day.

MANAMAH, the Port of the BAHRAIN Archipelago, is situated on the north and north-eastern shores of BAHRAIN Island. It has a sea frontage of approximately 1½ miles and a depth of about ½ mile.

MUHARRAK, the second town of the State, and situated on MUHARRAK Island, is to be linked with MANAMAH by a causeway and a bridge. The length of the causeway is about 1,200 yards. The causeway has already been constructed.

In addition to being the port, MANAMAH is also the headquarters of the various government and commercial offices, which are mostly situated on the north shore.

On its northern shores are to be found the customs warehouses and piers and government establishments. The Shaikh's town palace is situated on the south-west outskirts of the town.

(C43043)



## "تقرير استخباراتي للجزيرة العربية" [١٣ظ] (٢/٢٦)



To the south-east of the town is the wireless station of Cable and Wireless, Ltd., and the R.A.F. rest house and seaplane anchorage.

Inside the town and to the south are the American church, a school and the quarters of the American Missionaries.

There are three hospitals in MANAMAH:

(a) The Victoria Memorial Hospital; which is attached to the Political Agency, and is under the charge of the Agency Surgeon, an Assistant Surgeon of the Indian Medical Department.

It has an outdoor and indoor department and has ten beds for men and two beds for women

It is not suitable for Europeans. The Agency Surgeon is also Quarantine Medical Officer for the BAHRAIN Government.

(b) The Mason Memorial Hospital of the American Mission comprises a male and female hospital and has a staff of three qualified American doctors, one of whom is an eye specialist.

Both these hospitals maintain in- and out-door departments and have :

45 beds in the men's hospital.

25 beds in the women's hospital.

This hospital can take Europeans in limited numbers in case of emergency, but venereal patients would not be received.

any major operation not requiring a specialist, but is not always present at BAHRAIN.

(c) A hospital, erected and maintained by the Bahrain Petroleum Company for their employees and families. This hospital treats officers and white naval ratings.

Water for drinking purposes is imported from India for the civil population. For the Navy, a supply of 40 tons is maintained in the oil barge, which is kept full of distilled water by the visiting escort vessels. There is a large number of natural springs in the northern half of the island and a good supply of water from Artesian wells, but the water is slightly brackish and contains mineral salts. Water is tapped at an average depth of 250 ft. This wirth the weed is Scotch belies. might be used in Scotch boilers.

The streets for the most part are drained and clean, while there is an organization to

The population of the islands may be estimated at about 150,000, of whom rather over half are resident in the four principal towns as follows:-

BAHRAIN ISLAND

36,000 MANAMAH 10.500 BUDAIYA ..

MUHARRAK ISLAND

MUHARRAK 30,000 10,000 AL HADD .. .. ..

BAHRAIN as a port and trade centre is the resort for people from IRAN, QATAR, TRUCIAL OMAN, and to a less degree from central ARABIA. Almost the entire population is Mohammadan. The language of the country is Arabic, though Persian and Hindustani speaking communities are found in MANAMAH.

The exports include specie, rice, pearls, cotton piece goods and sugar, of which all except pearls are in the nature of re-exports. The pearl industry was important and flourishing, but of late years it has suffered severely from the decline of all luxury trades. For centuries the Persian Gulf has been famous for its pearls and at present is the centre of the industry, and the chief market in the Gulf is at BAHRAIN, where over 500 boats are registered.

About 15,000 of the inhabitants of BAHRAIN gain a living by diving for pearls as well as many divers who migrate annually from IRAN and the Arab coast.

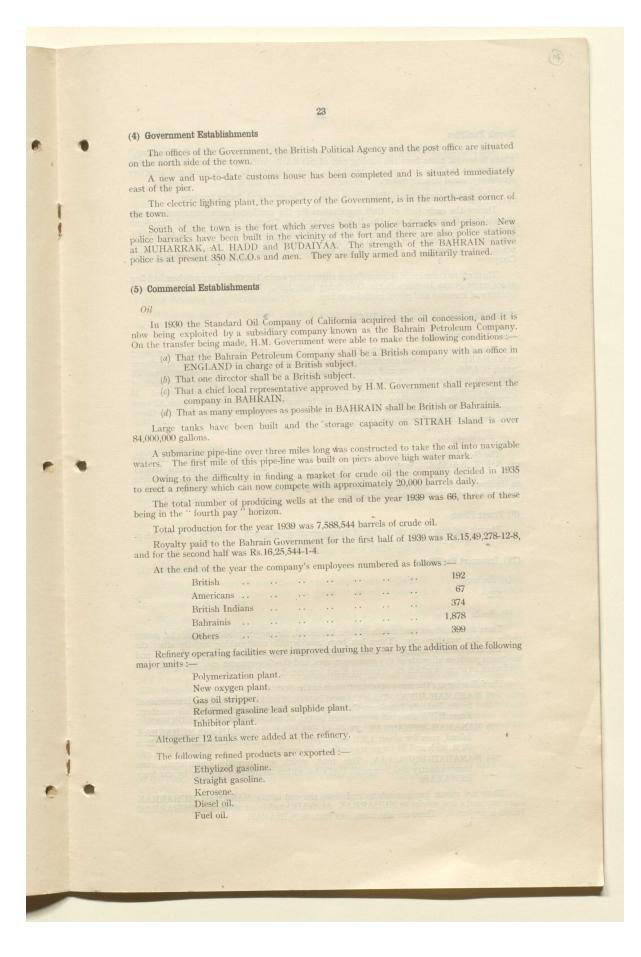
The diving season lasts from about the middle of May until the middle of October, of which the chief season, known as Ghaus, is fixed by the Shaikh of BAHRAIN.

The agricultural produce of BAHRAIN was formerly confined to dates, date juice and a small quantity of lucerne seed. Latterly, however, there has been an increasing demand for agricultural produce and the few experiments which have been made show that it is possible to cultivate successfully a number of trees, crops and vegetables which have not previously been grown on a large scale,



# "تقرير استخباراتي للجزيرة العربية" [١٤] (٢/٢٧٥)







## "تقرير استخباراتي للجزيرة العربية" [١٤ظ] (٢/٢٨)



Repair Facilities

The Bahrain Petroleum Company have a well-equipped workshop at their "main camp," which is several miles from the landing pier at SITRAH. Welding plants are available, but there are no facilities for casting. Small jobs, such as repairs to ships' boats and auxiliary procedures a support of the moderate of the support of machinery, could be undertaken.

24

Living and recreational facilities were considerably improved during the year.

During the early part of 1939 negotiations for the unallotted area continued between the Bahrain Government and the Bahrain Petroleum Company, Limited, and Petroleum Concessions, Limited. After a careful consideration of the offers made by both companies, His Highness the Shaikh of Bahrain announced his intention of granting a concession for the whole area, subject to the approval of His Majesty's Government, to the Bahrain Petroleum Company

There are no commercial shipbuilding or engineering works, but there are many boatbuilding yards, most of the launches in the Gulf being built here. No coal. The A.I.O.C. have a quantity of kerosene and petrol available in tins.

## (7) Air Facilities (see also Section IV (3))

## (a) For Aeroplanes

A landing ground about 1,000 by 870 yards, which is used by Imperial Airways, is situated on MUHARRAK Island and consists of an area of hard sand. There is also a R.A.F. aerodrome which is 1,000 yards square and suitable for any type of aircraft. The approaches are all clear from north, south, east and west. Prevailing wind, north-west. An average stock of 70,000 gallons of aviation spirit is kept at Bahrain, also 15,000 gallons of lubricating oil. If necessary to remain the night, passengers can be accommodated in the Imperial Airways rest house on MUHARRAK Island. The R.A.F. is constructing a building to house officers and men near the landing ground.

### (b) For Seaplanes

The Royal Air Force anchorage with four buoys is situated at the south-east of the town on KHOR KALIYA. Another anchorage, suitable only for Southamptons and smaller craft, exists at KHOR LUPIN to the south of the town. Seaplanes can alight anywhere in the inner harbour near the flying boats' moorings or near the sloops' anchorage. Shallow water can be seen from the air quite easily.

Electric lighting plant consisting of two generating sets, each consisting of a 150-b.h.p. oil-driven engine, direct-coupled to a 100-kilowatt generator.

## (10) Transport Facilities

(a) Railway

Nil.

## (b) Roads

There are numerous road tracks all over the island, the majority being suitable for motor traffic in fair weather only. There has been considerable road-making activity since the Bahrain Petroleum Company established itself in the State. This company constructs and maintains roads in all parts of the concession area and the Government can now confine its road work to areas in which the company is not interested.

The following are the most important roads in the State :-

- (i) MANAMAH-RIFA. This is the most important road in the island and is maintained by the Bahrain Petroleum Company. It is fit for motor traffic in all weathers. From RIFA the road is continued to the oil fields at JEBEL AD DUKHAN.
- (ii) MANAMAH-MUHARRAK. This road, which links MANAMAH with MUHARRAK Island, runs for about 1,200 yards over the newly-constructed causeway. It is 32 ft. wide and fit for motor traffic in all weathers.
- (iii) MANAMAH-BUDAIYAA. This road, which was recently constructed, runs across country and brings BUDAIYAA within 20 minutes' journey by car from

There are motor bus services to and from the end of the MANAMAH–MUHARRAK causeway and a bus service to MUHARRAK, AL HADD and other villages in MUHARRAK Island is projected. There are also numerous taxis in MANAMAH.



## "تقرير استخباراتي للجزيرة العربية" [١٥] (٢/٢٩)



25

### (c) Waterways

Numerous launches and sailing boats ply regularly for hire between MANAMAH and MUHARRAK, and MANAMAH and ports on the Arabian mainland, PERŞIA, IRAQ and

Normally, steamers of the B.I.S.N. Co. call weekly on their passage up and down the Gulf. The Strick and Ellerman-City lines make frequent calls, and the Hansa line one call a month. Regular calls are also made by Japanese ships of the MITSUI and YAMASHITA lines

(d) Normally the Imperial Airways four-times-weekly service to and from INDIA and the Far East calls at BAHRAIN for passengers and mails.

### (11) Signal Communications

There is a cable to BUSHIRE, joining there with the ENGLAND-INDIA cable.

BAHRAIN W/T Station is situated south-east of the town and is maintained by Cable & Wireless, Ltd. (see Section IV).

It has one mast, 105 ft. high, visible from the inner but not from the outer buoy, and a second mast is in course of construction.

The telephone service is rapidly expanding and telephonic communication now exists over a large part of the island.

#### (12) Defences

There are no modern defences.

There is no naval, military or air garrison, but there is a British-trained force of police consisting of Europeans resident at MANAMAH and at the oil camp at AWALI, numbering 200, who are armed with modern ·303 rifles. Their purpose is to quell any disturbance which might be beyond the powers of the native police, and to defend the Island.

## (13) Reconnaissance. Information required.

### (14) Target Facilities

Two "  $\mathsf{Excellent}$  " Pattern II targets are available. Application should be made to the Naval Officer-in-Charge.

## DOHA

(Lat. 25° 17' N., Long. 51° 33' E.)

(See Plan 11 and Admiralty Charts 2837b and 2830.)

## (1) General Remarks

DOHA is the principal (and the only protected) port of QATAR. The principality has achieved increased importance since the grant of an oil concession in 1935 to Petroleum Development (Qatar), Ltd.

With the granting of this concession the Shaikh was guaranteed, by H.M. Government, protection against outside aggression by land as well as by sea. The other Trucial Shaikhs are guaranteed against aggression by sea only.

In the event of naval assistance being required, this could be given only at DOHA.

The harbour at DOHA is fairly well protected by reefs and sand banks and has a depth of 3–5 fathoms. The approaches are, however, difficult, as some ten miles east-north-eastward there are shoals of  $1\frac{1}{2}$ – $1\frac{3}{4}$  fathoms between which it is necessary to pass. It is essential, therefore, to sight the town in order to enter on a course which will clear these shoals. This is best done by approaching in the early morning, shortly after dawn. It is reported that a four-fathom channel exists to the southward and a survey of this area will probably be carried out in the near future. The development of the port as an oil base is dependent on deeper water for tankers being found.

## (2) Port Facilities

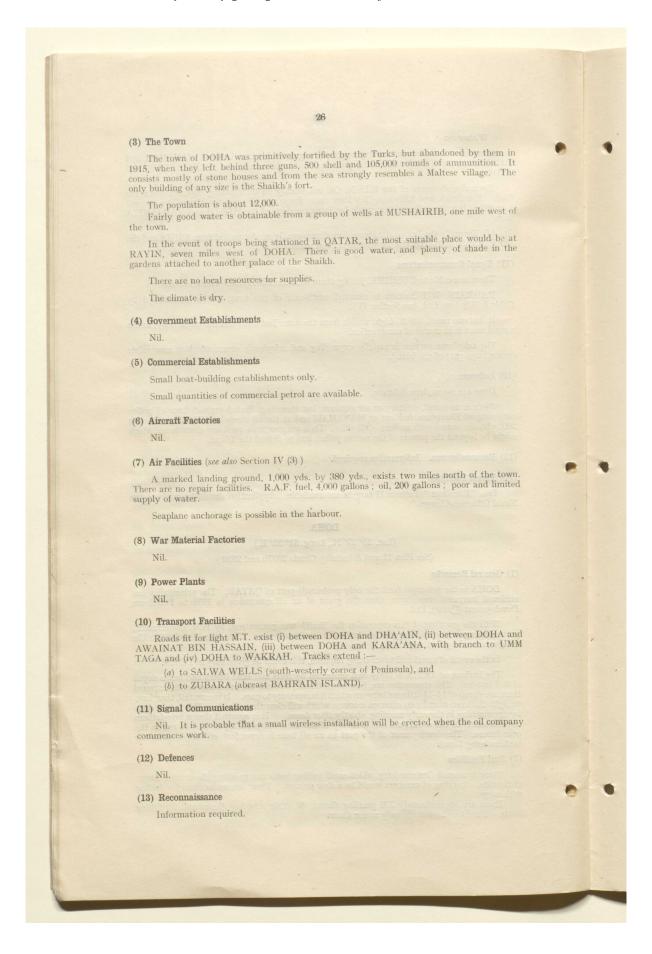
There is a small Customs jetty, which small pulling boats can go alongside at most stages of the tide. Landing of numbers would be a slow process. There are no facilities for dealing with cargo.

There are approximately 300 pearling dhows, 40 other seagoing dhows and 70 fishing boats. The Shaikh owns the only motor dhow.



## "تقرير استخباراتي للجزيرة العربية" [١٥٠ ظ] (٢/٣٠)







# "تقرير استخباراتي للجزيرة العربية" [١٦و] (٢/٣١)



## HODEIDA AND RAS KETHIB

(Lat. 14° 48' N., Long. 42° 55' E.)

(See Plan No. 3 and Admiralty Chart 14.)

### (1) General Remarks

HODEIDA ROADS is an open anchorage, unsuitable as an advanced naval base. During the winter months, from September to May, the prevailing winds are from the south-west, accompanied by a heavy swell. During this period the wind often blows with considerable force for four or five days, followed usually by a short calm of one or two days' duration. When winds are strong the swell renders all forms of service boat transport very hazardous, and in these conditions it is advisable to use only native craft. During the summer months the winds are from north to west and are not so strong the winds are from north to west and are not so strong.

RAS KETHIB, about 8 miles north of HODEIDA ROAD, is classed as anchorage, with 4 fathoms in the approach and from 4 to 6 fathoms in the anchorage. It is unsuitable for defence and visible from seawards. The anchorage which is accessible to small cruisers and destroyers, is 3 miles long by 1½ miles wide, with good holding ground. Extensive reefs protect it from the south and west, making it a suitable anchorage for the

A considerable trade is carried out by dhows all down the coast.

### (2) Port Facilities

The harbour consists of two projecting moles and a breakwater, and gives no protection to small craft during rough weather. The harbour has silted up considerably between the moles, and the only possible method of landing is by motor boat and skiff; the best times are before 0800 or after 1600 owing to the strong north-westerly wind which blows during the day. The two jetties can just accommodate a skiff at low water. Dhows anchor off the jetties and produce is carried on the backs of labourers or slaves. The rise and fall of the tide is about 3 ft., but it is very dependent on the direction of the wind.

In spite of the large amount of trade handled by the port, the facilities are very poor. All ships must anchor about 1½ miles from the town and stores are transferred in native craft to the shore. There are usually about 30 to 40 sailing dhows available for this work. The capacity of the port is estimated at from 100 to 150 d.w. tons per day.

capacity of the port is estimated at from 100 to 150 d.w. tons per day.

## (3) The Town

HODEIDA is a large town with a population of about 30,000. The more important buildings are on or near the sea front (with the exception of the Governor's residence, which lies at the north-east corner of the town) and are built of mud bricks—made without any binding material and very liable to disintegrate—or occasionally of stone. The remainder of the town consists of mud huts or small houses.

It is generally, like all Arabian towns, dirty, insanitary and unhealthy.

The country between HODEIDA and the mountains is sterile, until the higher ground is reached inland.

There are two forts, north and south of the town, both falling into ruins, but conspicuous from seaward. The southern one is in use for ceremonial purposes, e.g., returning national

## Water Supply

Local wells are brackish and good water has to be brought from some distance.

## Lighting System

There is no electrical supply for lighting. Lamps (paraffin) are largely used for lighting in the town.

The town and adjoining coastal plain (the " Tahama") are administered by a Governor appointed by the Imam of the Yemen.

The Law Court and Municipal Offices are included in the same building, near the southern end of the sea front. Next to this building is the Arab Government Rest House, and next to this again the prison, which is the last stone building on the front.



## "تقرير استخباراتي للجزيرة العربية" [٢١ظ] (٢/٣٢)



Hospitals A small clinic is run by a resident Italian doctor. This is suitable only for natives. Suitable accommodation for troops might be found in a large building at the northern end of the town. This was originally intended as a hospital, but is now in use as a barrack for the local troop levy. (4) Government Establishments (5) Commercial Establishments Messrs. Gellatly, Hankey & Co., Ltd., Shipping Agents. Messrs. Liverato & Cie., Shipping Agents (Italian). Messrs. Cowasjee Dinshaw & Bros. (of ADEN), Shipping Agents (Agent only). No engineering works or depots are known. (6) Aircraft Factories None. (7) Air Facilities There is a stretch of ground about 1 mile north-north-west from the town, which is suitable as a landing ground. This area lies between the hillock, 20 ft. high (on which stands a red blockhouse), see Admiralty Chart No. 14, and the shore, to the westward. The surface is smooth and hard, but small salt deposits indicate that it is liable to inundation during strong south-westerly winds. In these circumstances the surface is probably unsuitable for aircraft. Floatplanes and flying boats might sometimes use HODEIDA ROAD during the summer months, but in the winter it would be necessary to make use of one of the lagoons enclosed by RAS KETHIB peninsula. The southernmost lagoon is well sheltered from any sea and although not very deep it is reported to be suitable for use by floatplanes. The shores in places are liable to be dangerously soft. (8) War Material Factories None. (9) Power Plants None. (10) Transport Facilities Rail None. Roads There is a road to SAN'A which, though not very good, is passable for motor transport all the year round. The time taken for the journey is 13 hours by car and 24 by lorry. There are also passable car tracks to ZEIDIYA, MEDI, MOCHA and SHEIKH SAID. Steamers of Besse, Strick and Cowasjee Dinshaw lines call at irregular intervals. Italian, Soviet and Greek steamers also call occasionally, but only if they have cargo for HODEIDA. Air None (11) Signal Communications W/TThe W/T station at HODEIDA, formerly operated by Italians, broke down in December, 1933, and since then all external communication has been passed by the Italian operated W/T Station at SAN'A, to ASMARA.



## "تقرير استخباراتي للجزيرة العربية" [١٧و] (٢/٣٣)



29

Telegraph connects HODEIDA to SAN'A, which in turn is in communication with the bigger towns in the YEMEN, also through SHEIKH SAYED by a cable to PERIM, and so to the Eastern Telegraph Co.'s cable system (1936).

Cable

None.

#### (12) Defences

The defences of HODEIDA are of a primitive nature In about 1932 the Yemeni Govern-The defences of HODEIDA are of a primitive nature. In about 1932 the Yemeni Government erected a chain of small towers round the town on the landward side. Further towers are placed on RAS KETHIB peninsula, one on the hill 26 ft. high and another near the northern end on the 52-ft. hill (see Chart No. 14). These towers are strongly built of brick and command the surrounding low lying country, but owing to the fact that they leave the only good water supply unprotected, their tactical value is small. The fort to the southward of the town is in fair repair and is reported to contain four old field guns, which form the saluting battery.

Appears to vary considerably in strength. The local levy is ill equipped, with old rifles, but there is always a small number of troops from SAN'A present, who are as a rule equipped with modern rifles in good condition. Strength, say, 300 all told.

#### (13) Reconnaissance

In considering suitable landing places for troops, the prevailing weather conditions must be taken into account. During the summer months troops could be landed at any time on the coast immediately to the north and south of the town. Apart from the rocks lying off KIDF AL MANLAHAH, there are no navigational dangers for boats. The beaches are sandy and gently sloping, and immediately inshore the ground is flat and even.

If the defending force were sufficiently strong to prevent a landing in the immediate neighbourhood of the town, the most suitable landing beach would be that immediately to the south-east of KIDF AL MANLAHAH. Here the ground affords little cover, but by occupying the hill 20 ft. high, on which stands a tower, a commanding view and field of fire would be obtained over the low sand hills further inshore. The emergency landing ground or floatplane lagoon would at the same time be secured for refuelling co-operating aircraft. An alternative landing could be made to the southward of the fort, and the high ground abreast the beach occupied. abreast the beach occupied.

In winter continuous communication with the shore could only be guaranteed in the neighbourhood of RAS KETHIB anchorage. Troops operating against HODEIDA could be landed on the sandy beaches to the northward of DJEBANAH, where it is reported there are fresh water wells. Alternative landing could be made at RAS KETHIB, and an advance made along the isthmus supported from seaward. Although this isthmus is liable to inundation during strong south-westerly winds, it is said never to become completely impassable. The disused railway shown on Chart No. 14 does not now exist.

## **JEDDA**

(Lat. 21° 29' N., Long. 39° 11' E.)

(See Plan 22 and Admiralty Chart 2599.)

## (1) General Remarks

JEDDA is the principal port of the kingdom of SA'UDI-ARABIA, but, in common with the whole of the Hedjaz, it derives its main revenue from the annual pilgrimage to MECCA. Anchorage is available for large ships over an area about half-a-mile wide and 2.0 miles long in depths between 5 and 20 fathoms in outer anchorage, between the two outer lines of reefs, while smaller ships, destroyers or sloops, may proceed to the inner anchorage, and so lie about 1 mile from the town.

JEDDA is administered by a Governor, and a military garrison is maintained.

## (2) Port Facilities

All ships calling at Jedda must either moor in the inner harbour or, if of over 18 ft. draught, must anchor in the outer harbour. The inner anchorage is about  $1\frac{1}{2}$  miles from the shore and the outer harbour 3 miles. All transport between ship and shore must be done by craft of less than 3 ft. draught, in order to be able to negotiate the reef channels. There are about 150 dhows and about 12 small motor launches suitable for this work.



## "تقرير استخباراتي للجزيرة العربية" [١٧ظ] (٢/٣٤)



30

The passage to the inner anchorage has recently been buoyed by the Saudi-Arabian Mining Syndicate, who have also built an 80-ft. high beacon, which is visible for 12 miles, on MISMARI reef some 10 miles to the south-east of the port. There are no lights, however, and the port cannot be approached with safety at picks. and the port cannot be approached with safety at night.

There is one quay about 100 yards long extending along the shore with a small jetty projecting about 30 ft. seawards. The depth alongside the quay is about 4 ft. The "Banque Misr" have started the dredging of the existing channel for small craft between the inner roadstead and the quay.

About 1½ miles north of the town the Saudi-Arabian Mining Syndicate have constructed a jetty, about 1,500 yards long, from the western shore of MANGABA Bay to a position 21° 29′ 59″ N., 39° 09′ 44″ E. on the eastern side of the northern basin of the inner anchorage. Vessels of 12 ft. draught can now load at this jetty, which carries a decauville railway, lorry track and pipeline. At the seaward end of the jetty are a 15-ton and 5-ton crane.

There are no other harbour facilities except those mentioned above, all transport of merchandise being done by manual labour.

The capacity of the port is estimated at from 300 to 500 d.w. tons per day.

### (3) The Town

The town of JEDDA is a haphazard collection of tall and often massive buildings of white-washed coral, separated by narrow tortuous streets and enclosed in a dilapidated coralbuilt wall, 10 to 12 ft. high; the majority of the houses are in a very bad state of repair. It borders the sea for about three-quarters-of-a-mile and extends inland on slightly rising ground to a depth of about half-a-mile. to a depth of about half-a-mile.

The resident population of Jedda is about 15,000, but during the pilgrimage season, i.e., during the first half of the Christian year there is an average additional floating population of 10,000 pilgrims. The foreign community is about 50 all told, grouped in the nine foreign missions. British, Dutch, Italian, French, Persian, Turkish, Egyptian, Itaqi and Soviet—and in the few British, Dutch and Italian commercial concerns. It includes a number of women. The resident foreign Asiatic and African colonies, e.g., the British-Indian of some 400 souls and the British West African of some 500, are so closely merged with the rest of the population as to be indistinguishable from it.

There are no industries in Jedda The population lives on the pilgrims and the small import trade

There are practically no exports.

The bulk of the town is residential.

The present municipal system is by oil and petrol vapour lamps. All the leading houses have their own private electric lighting sets.

The main water supply is drawn from rain water cisterns dug outside the town, but the water is brackish and impure. There are two Government-owned sea water condensers erected in 1928, with a combined capacity of 200 tons a day. There are tank dhows for conveying distilled water to ships.

A pipe line conveying fresh water (well) from inland has been completed, but at present the water so brought is very impure on arrival at Jedda.

This consists of a number of private cesspits under the houses and streets and one or two main drains which are said to reach the sea.

The streets are kept tolerably clean.

There is one well-built but badly administered Government Hospital. Foreign missions maintain their own dispensaries. There is a Dutch resident doctor.



### "تقرير استخباراتي للجزيرة العربية" [١٨ و] (٢/٣٥)



Principal Buildings

Many of the principal buildings are suitable for billeting troops. The Green Palace Barracks and Aerodrome which lie to the north-eastward outside the town are also suitable.

Extensive buildings, including offices, storerooms, workshops and living quarters, have been built by the Saudi-Arabian Mining Syndicate on the north shore of MANGABA Bay about 11 miles north of the town.

#### (4) Government Establishments

The only military establishments are :-

The barracks, which lie to the north-east of the town. This is a low square building, 70 by 50 yards, around an open court yard, which can hold about 200 regulars-and all the military stores at Jedda. There are three muzzle-loading Turkish field guns for

The aerodrome (see paragraph (7)).

Police headquarters and prison, which lie inside the wall on the north-west corner of the

#### (5) Commercial Establishments

There are no commercial shipbuilding or engineering concerns or facilities for repair

The average stocks of petrol and paraffin kept by the various British importing firms is about 60,000 gallons of each. There is no oil fuel available.

Immediately north of MANGABA Bay are three tanks for diesel oil which are the property of the Saudi-Arabian Mining Syndicate. Two of these tanks have a capacity of 2,000 tons each and the other tank a capacity of 1,000 tons.

#### (7) Air Facilities

For Aeroplanes

There are three landing grounds in the neighbourhood of the town, one to the north-east, one, which is a newer one, to the north just outside the Medina Gate, and one about  $1\frac{1}{2}$  miles further to the north, which is used by the Saudi-Arabian Mining Syndicate (an Anglo-American concern working gold mines about 280 ft. inland). There are no repair facilities.

The inner anchorage should be suitable for seaplane work. The shore reef to the north of the town is of flat coral type, which might easily be converted into a slipway. Flying boats could operate from and moor in the inner anchorage, but owing to the narrowness of the clear channel in an east-west direction, operating would probably be restricted in easterly or westerly winds.

### (9) Power Plants

Messrs. Gellatly, Hankey & Co.'s electric lighting plant. No others known.

### (10) Transport Facilities

KHEDIVIAL mail ships and Italian coastal ships call weekly, and boats of Strick Line at rather longer intervals, of about a month. During the season numbers of large ships call

There are no metalled roads, but desert tracks suitable for cars and light lorries run to MECCA, MEDINA and to the north and south along the coast. A sum of £50,000 has been earmarked, however, for widening and paving the road to MECCA, and it is expected that the work will shortly be completed. MECCA can be reached in 2½ hours (40 miles) and MEDINA (200 miles) in two days when the track is in good condition. There are a few cars in the town and an increasing number of trucks and 12-seater buses, which are displacing the former more primitive forms of transport for the pilgrim traffic.

Rail and Air

There are no railways or air services.

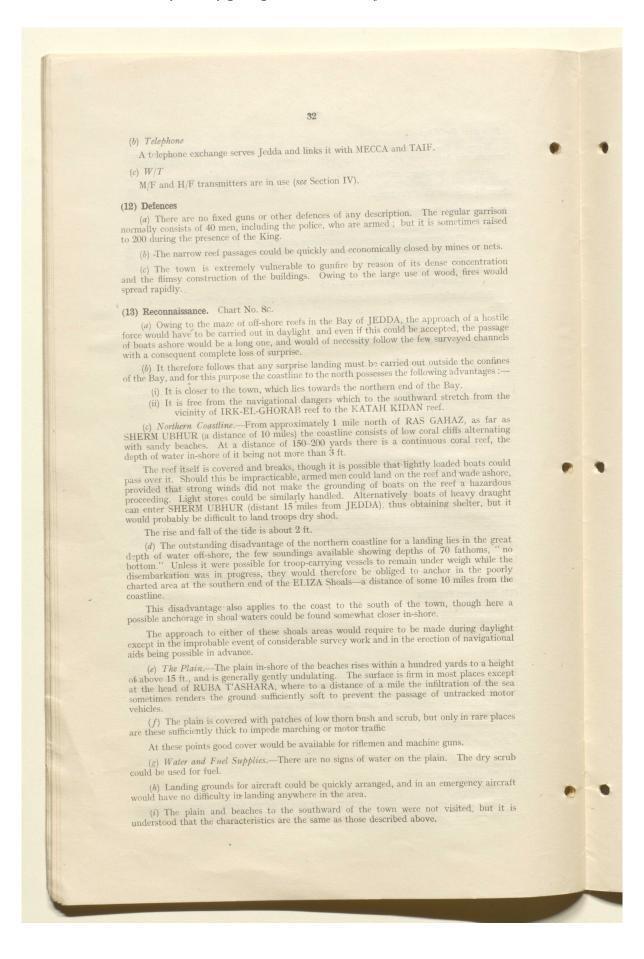
### (11) Signal Communications

There is one submarine cable to PORT SUDAN, run jointly by the Sudan Government and the Eastern Telegraph Company, and a land line to MECCA and TAIF,



### "تقرير استخباراتي للجزيرة العربية" [١٨ ظ] (٢/٣٦)







### "تقرير استخباراتي للجزيرة العربية" [١٩ و] (٢/٣٧)



#### KAMARAN

(Lat. 15° 21' N., Long. 42° 36' E.) (See Admiralty Charts 543 and 8D.)

### (1) General Remarks

KAMARAN Island is situated in the southern area of the Red Sea, close to the YEMEN coast and is about 12 miles long, 4 miles broad, with an area of about 22 square miles

The area between the Island and the mainland is 8 miles long by 3 to 41 miles wide, The area between the Island and the mainland is 8 miles long by 3 to 4½ miles wide, with good holding ground, and is suitable for a large fleet. This anchorage (Class "A") is open to north-north-east winds only, which are infrequent and is otherwise well sheltered, fairly easily defended but not secure from seaward observation. The southern entrance is the usual one and is marked by buoys, making it easy to negotiate, but the depth in the fairway is only 6 fathoms, so that modern capital ships would have to approach from the northward along the recommended track shown on Chart 8D. The passage is clear and available for modern capital ships. The harbour is free from swell and, apart from the climate, would be suitable for the establishment of repair facilities, including large and small floating docks, and for an air station covering the necessities of an advanced naval base. The harbour is suitable for mining at both northern and southern entrances. Dredging is not necessary. Ships drawing 30 ft. could enter safely at either entrance during daylight. There are no lights. No improvements are in progress or contemplated. No improvements are in progress or contemplated.

During the pilgrim season of approximately six months, about sixty ocean-going vessels

The Island is extremely healthy, very dry and never excessively hot. Maximum temperature recorded during 1938 was 101° and minimum 62·1°. A strong wind, often developing into gale force, prevails throughout the cold season, October-April. During the hot weather a delightfully cool breeze from the north prevails after mid-day

Cyclones are rare, but a severe one was experienced during September, 1936. Dust storms are common throughout the hot weather.

The cold weather is extremely pleasant and after sundown woollen pullovers are a necessity.

The accepted average rainfall for the Island is given as  $2\frac{1}{2}$  in. : expected during November to end of February and during March.

The south wind usually commences in early October and continues with calm periods of from 7–10 days till the end of April or even into very early May. The strongest wind, recorded in 1938, was force 9 and in 1939, force 7. KAMARAN inner harbour is well sheltered and coastal steamers anchored therein have no difficulty in discharging or off-loading cargo

in all weathers.

H.M. sloops also anchor occasionally in the inner harbour, but as the surrounding cliffs block the cool breezes, the outer harbour for anchoring is usually selected.

May can be described as the windless month: between June and September is a period which can only be termed treacherous.

Without the slightest warning the wind may suddenly increase to great force, probably 80–90 miles an hour—usually in terrific gusts of uncertain strength which might easily drive ships in the outer harbour resting on a single anchor, to dangerous reefs on the coast line.

Ships remaining for any length of time during the months of June, July and August would do well to drop two anchors. (See also Red Sea and Gulf of Aden Pilot.)

The island was formerly a Turkish possession and has been in British occupation since 1915. It is not expressly mentioned in the Treaty of Lausanne. No settlement of the future of KAMARAN was effected at the time of the Treaty and none has been effected since, so that its political status remains undefined. It is at present administered by the Government of INDIA through a Cuivi Administrator who is under the control of the Governor of ADEN.

The island contains a Quarantine Station for pilgrims on their way to MECCA from the East, through which about 66,000 pilgrims pass annually, and which, under an Anglo-Dutch Agreement, signed in 1926, is managed jointly by the Governments of INDIA and the DUTCH EAST INDIES. This covers the general supervision and control, including medical arrangements of the station. The Administrator is invested with the powers of a Magistrate of the LSC Class and administers justice, with the assistance of a Kazi, for all cases affected by the 1st Class and administers justice, with the assistance of a Kazi, for all cases affected by the

The harbour has no wharves or docks, but there are:

Two stonework piers in the Quarantine area, about 100 ft. long and 12 ft. wide, with a depth of water of 6 ft. at the end.

One arched pier in the Inner Harbour, about 150 ft. long and 6 ft. wide, with a depth of water of 4 ft. at the end.

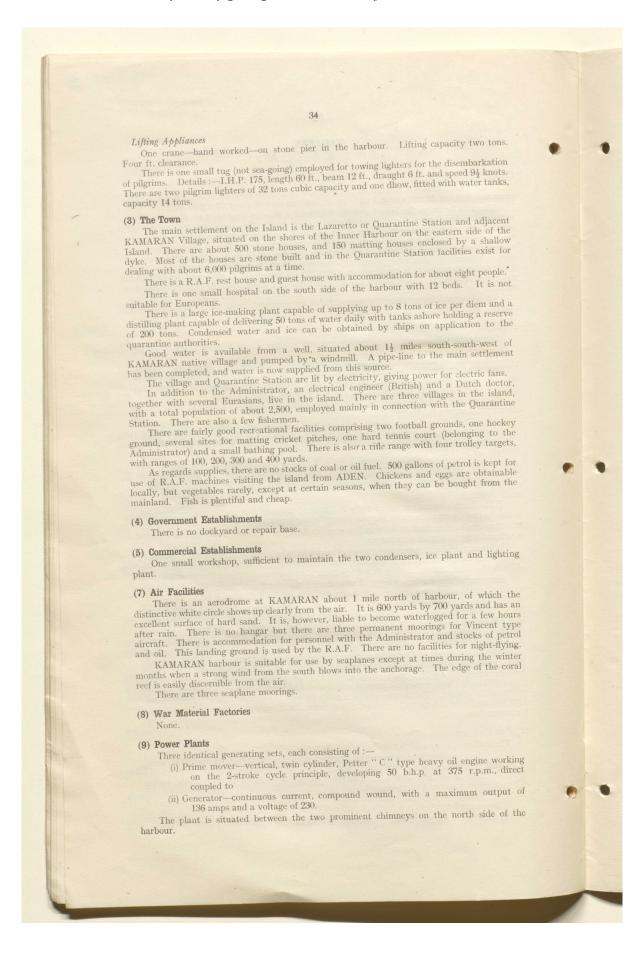
One stone pier in the harbour, 200 ft. long and 12 ft. wide, with crane at the end of the pier, where there is a depth of water of 6 ft.

All are stone-work piers; are suitable for lighters and have light trolley lines on them.



### "تقرير استخباراتي للجزيرة العربية" [٩١ظ] (٢/٣٨)







### "تقرير استخباراتي للجزيرة العربية" [٢٠٠ ] (٢/٣٩)



### (10) Transport Facilities

There is no railway. Communication by sea with ADEN and the adjacent coast is possible by the Cowasjee Dinshaw (small) coasting steamers once a fortnight which carry mails. Mails are also conveyed by R.A.F. plane once a fortnight when one is available.

Roads are simply well-used tracks from village to village, and connecting points of cultivation. It is possible to take a car to almost any point in the island by this means.

#### (11) Signal Communications

There is no cable in operation. The cable connecting the island with PERIM and SALIFF (on the adjacent coast) has been out of use for some time but it is not known whether the actual cable is still laid.

There are two W/T sets with two masts situated north-west of North Point: (a) Marconi type "U" C.W./I.C.W.—3 kilowatt—range, 300 miles; (b) Marconi type R.M. 4B—range, 300 to 2,500 metres. Communication is possible with ADEN and ships. It is very vulnerable to attack.

#### (12) Defences

There are no defences.

The Quarantine Station is garrisoned by one platoon of Arab levies from ADEN under the command of a native officer. These troops recently replaced the garrison of Yemen

#### (13) Reconnaissance

The extent of the sheltered harbour ensures the value of KAMARAN as a base but the approaches are in mineable water.

Landing places in the Harbour

- (a) Under hospital on South Shore: shelving sandy beach meeting cliffs and steep ground rising to about 50 ft.
- (b) Pier on South Shore by ruined fort giving access to flat ground with houses on foreshore and mound on which stands the ruined fort beyond.
- (c) Coal pier on North Shore: 15 ft. broad and with a least depth during summer (low) level of 4 ft. at the end only. There are steps and a 2-ton crane. Trolley lines run inshore to flat ground bounded on north-west by rising ground on which are situated the barracks, and on north-east by the workshops and another eminence on which are the administrative quarters.
- (d) Lazaretto Pier with hut and flagstaff on the end and steps both sides. Least depth (summer low level) 4 ft. at the extremity: gives access by steps to steep ground about 50 ft. high on which are the administrative offices and distilling plant.

Quarantine Piers ( $\frac{1}{2}$  mile north of North Point)

(i) Landing Places.—Piers enclose a sandy beach 400 yards in extent with 6 ft. (summer low level) 70 yards out shelving to 2 ft. close in. A trolley track runs round the beach with quarantine buildings scattered in background—those on the right front stand on slightly elevated ground with mounds to the southward and flat ground between rising very slightly to the main plateau.

Small Bay, 11 miles north of North Point, with Ruined Pier

(i) Landing Places.—Sandy beach, 150 yards in extent with 4 ft. of water at end of pier, shoaling gradually. The pier is in ruins at the end and landing would be best effected by

stand in the middle of flat ground which subsequently rises steeply about 70 yards from the water to the main plateau 15 ft. above.

An old roadway leads from the pier to the plateau between the ruin and the tower.

Hamdieh Harbour, south-west side

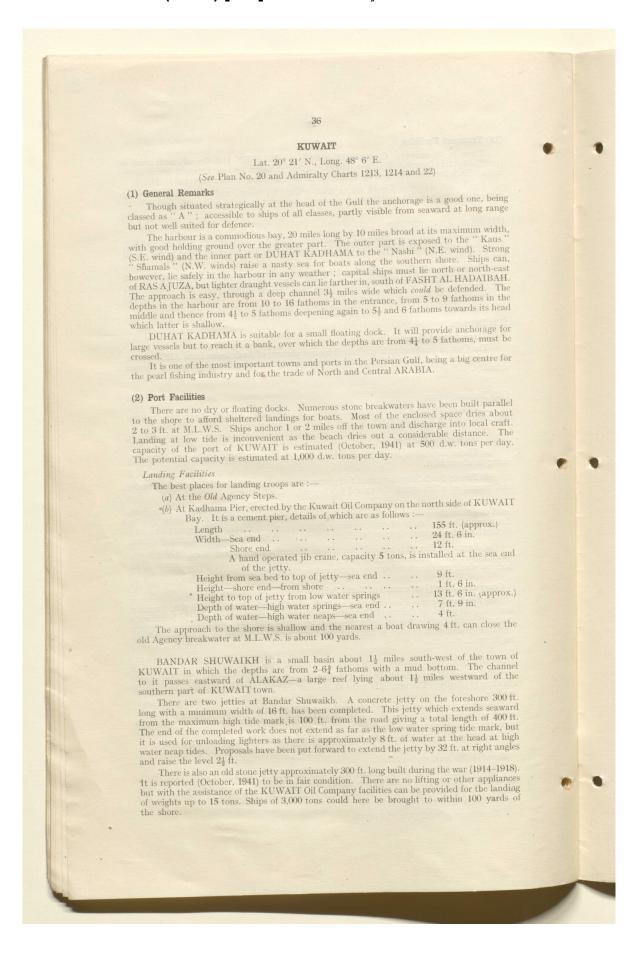
(i) Landing Places.—Small beach, coral and sand, 150 yards in extent close inside RAS HADI BIN MOOSA. Three fathoms water about 50 yards out, shelving to  $2\frac{1}{2}$  ft. close inshore; bordered by steep rocky prominences on either side; ground rising steeply at first in most parts, then gradually to the plateau.

Considered generally the best beach.



### "تقرير استخباراتي للجزيرة العربية" [٢٠ ظ] (٢/٤٠)







### "تقرير استخباراتي للجزيرة العربية" [٢١٥] (٢/٤١)



37

From the foregoing, it can be realised that there is some difficulty in handling cargo except at high tide. The dhow owners are good seamen and unload cargo from ships in harbour in any weather.

Preliminary investigations were made in April, 1940, by staff officers of A.H.Q., India and Middle East Command, as to the possibility of landing mechanised forces. The conclusion was reached that the practicability exists but that detailed investigations would be necessary to arrive at a correct time limit.

There are 700 pearling dhows of all sizes in KUWAIT. Over 25 dhows are fitted with Kelvin and other engines, while there are 60 "Booms" of shallow-draught and extra beam, having capacity up to 100 tons each. The Agency owns a large motor launch, and a local contractor a small steam tug capable of towing his two 150 ft. iron lighters.

There are 12 motor boats at KUWAIT of which two are Thornycroft, nine Kelvin and one Gardener, each capable of taking about 20 men with their equipment.

#### (3) The Town

The town extends for about  $3\frac{1}{2}$  miles along the shore and has a greatest depth of 2 miles. It has no regular plan. The streets are irregular and winding, though many are passable for motor traffic. The bazaar (the best in the Gulf) and market place are south of the town on the edge of the desert. A mud wall, 15 ft. high encircles the town on the land side. It has four gates and towers at regular intervals of 200 yards. Its total length is  $3\frac{1}{2}$  miles. The walls and towers are loopholed for rifle fire and in some parts there is a fire step, but both loopholes and fire steps are very dilapidated.

Water Supply

The extent of water available varies in summer and winter. In winter water collects after rain in hollows and remains for several months. Wells in some cases overflow. In summer water is confined to the wells; many of these are brackish and a number dry up.

The town of KUWAIT obtains its water from two lines of wells south-west and south-east of the town, but the water is of indifferent quality and Bedouins camp round the wells in large numbers during the summer. Therefore, the town mainly relies on water brought by specially fitted local sailing craft from the Shatt-al-Arab at Fao. Forty craft are always employed in water carrying. On an average six such boats arrive daily and bring approximately 35,000 gallons of water. If local craft were employed medical supervision would be necessary.

Prominent buildings include the Shaikh's palaces, the Diwan palace of the late Shaikh of MOHAMMERAH and the New and Old Agencies.

The high ground of QASR-ES-SIRRAH or MISHRIF, 6 miles south-east of KUWAIT, is a good observation point. There is a ruined fort on top of it. There are no sanitary arrangements, but the sandy soil readily absorbs sewage. In the last few years there has been an improvement in street-cleaning and in the disposal of refuse. The climate in the summer is hot but, except for short periods, very dry, and is tempered by sea breezes. The desert cools down rapidly at night.

KUWAIT is the healthiest of all the Gulf ports and the absence of mosquitoes and sandflies makes it unnecessary to use mosquito nets. Tuberculosis and small-pox are the two most prevalent diseases, the latter being endemic all the year round. There have been no epidemics of cholera or plague for many years. A British surgeon is in charge of the Agency Charitable Dispensary and also acts as Quarantine Medical Officer. The dispensary is mainly confined to the medical treatment of native men, women and children. There is a hospital situated just south-west of the town run by an American Mission with a full medical staff.

There is an Iraq Government Post Office in KUWAIT, but the stamps sold are Indian, surcharged "KUWAIT." Steps are being taken to instal a British Post Office. The population of the principality, most of whom live in KUWAIT town, is about 55,000, of whom the majority are Arabs with about 10,000 Persians. This population increases to about 65,000 during the pearling season.

In addition to the pearling industry the building of motor and sailing dhows is a flourishing industry. Gypsum mortar is manufactured in a large gypsiferous tract on the outskirts of the town by burning rubbish in shallow excavations. The only true local produce of KUWAIT is that yielded by the harbour fisheries, which are a valuable asset. The interior produces camels and sheep in abundance.

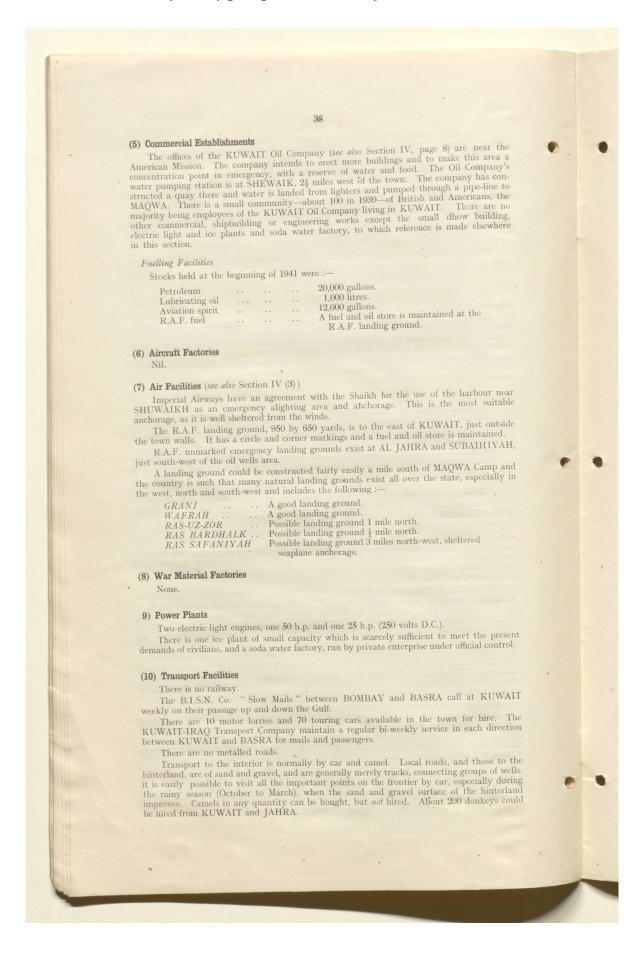
### (4) Government Establishments

There are no Government buildings.



### "تقرير استخباراتي للجزيرة العربية" [٢١ظ] (٢/٤٢)

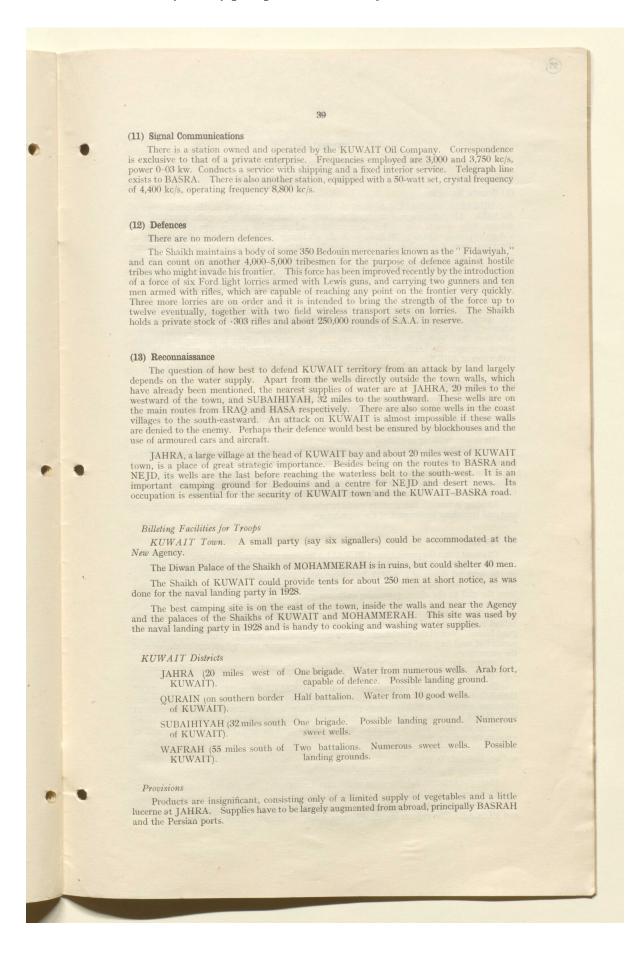






### "تقرير استخباراتي للجزيرة العربية" [٢٢و] (٢/٤٣)

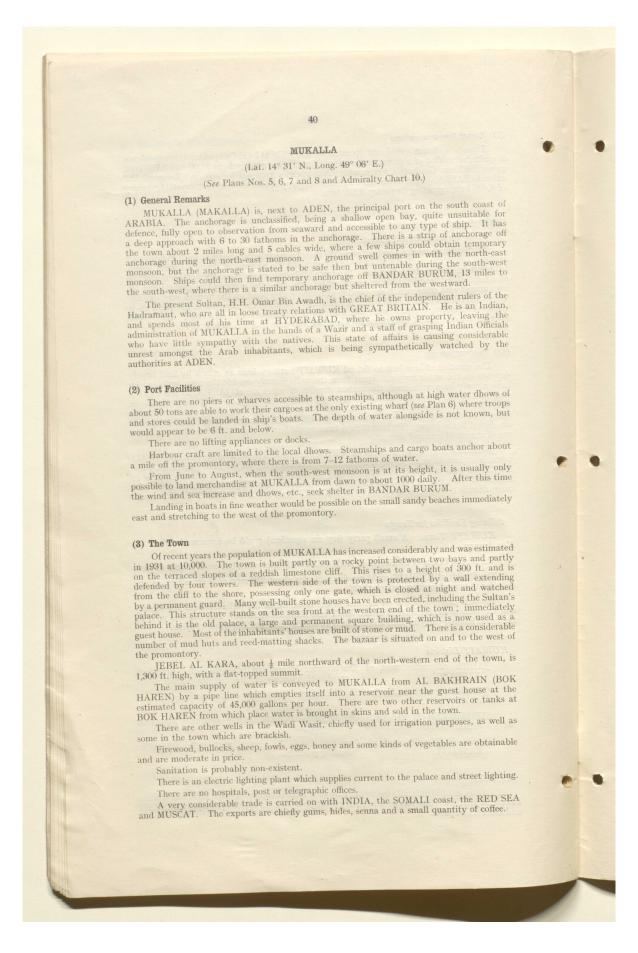






## "تقرير استخباراتي للجزيرة العربية" [٢٢ظ] (٢/٤٤)







### "تقرير استخباراتي للجزيرة العربية" [٢٢٥] (٢/٤٥)



41

A considerable coasting trade is carried on by the native sailing dhows, which vary from 100 to 400 tons, between the PERSIAN GULF and RED SEA, the greatest number arriving during the date season.

During the south-west monsoon a considerable portion of the trade is diverted to BANDAR BURUM, which is a secure anchorage and in the future, as the commercial development of southern ARABIA advances, it is quite possible that these two anchorages will become of great importance as alternative ports available for all vessels throughout the year.

The climate in the bay is exceedingly warm during the middle of the day, and on the shore the heat is excessive, but land and sea breezes, with occasional showers of rain, mitigate it from October to April and often in June and July.

The immediate vicinity of MUKALLA is particularly barren but about one mile inland, westward of the town, are large date groves and gardens with watch towers.

### (4) Government Establishments

See under Sub-section (12) for Military Establishments.

#### (5) Commercial Establishments

There are no commercial shipbuilding or engineering firms. Fuel is available, but most of it is imported from SOMALILAND. A stock of aviation spirit and lubricating oil is maintained. There is no oil fuel stock.

### (6) Aircraft Factories

None.

#### (7) Air Facilities

Landing Grounds

(a) FUWWAH, 5 miles west along the coast from MUKALLA town, which can be reached by motor transport either by way of the sea coast when the tide is out or by inland track, 11 miles. The landing ground is 800 by 600 by 350 yards. The surface is all-weather gravel. It has a white circle and corner markings. There are no hangars or repair facilities.

Fuel stocks (R.A.F.) are maintained.

- (b) RIYAN, about 15 miles east of MUKALLA, on the Makalla-Ghail Ba Wazir road. It is 1,000 by 350 yards and would be suitable as an emergency landing ground, operational base or for troop-carriers.
- (c) RAIDA, 100 miles east of MUKALLA, is the eastern-most landing ground in the KA'AITI territory with a good surface. 700 by 500 by 150 yards. There are no markings and no fuel stocks are kept.

### Seaplane Station

Seaplanes could use either of the two bays east and west of MUKALLA promontory, where shelter in emergency, except during the south-west monsoon, is available (see Plan 5).

### (8) War Material Factories

Believed none. Information required.

### (9) Power Plants

Believed none. Information required.

### (10) Transport Facilities

There is no railway or regular air communication. Steamships of the Bombay and Persia S.N. Co. frequently call at MUKALLA. Fortnightly visits are made by vessels of Messrs. Cowasjee, Dinshaw and the Halal Shipping Company from ADEN during the trading season.

### Roads

The only roads suitable for light M/T are-

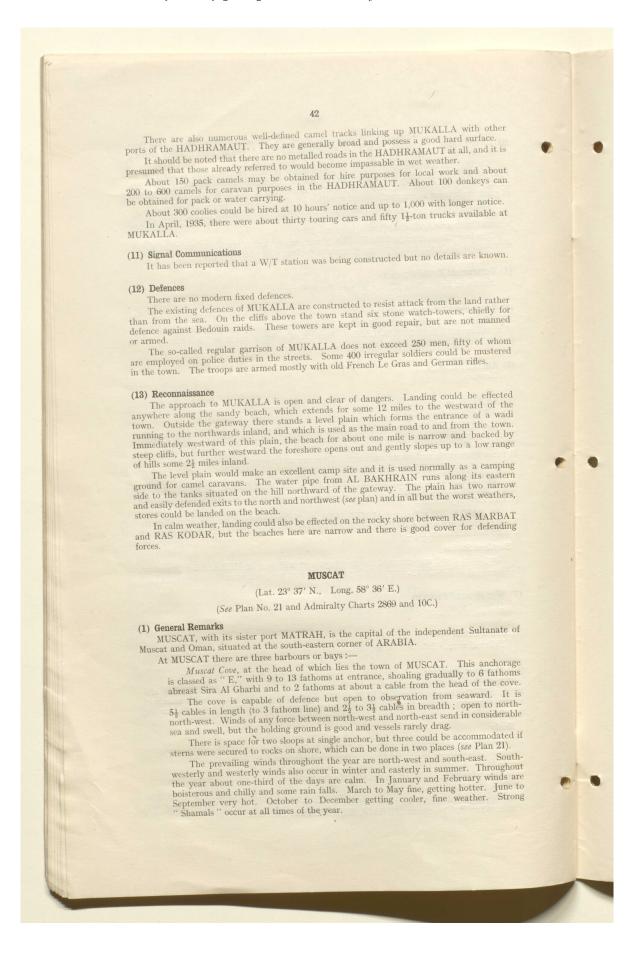
- (a) MUKALLA to SHIHAIR (by coast via SHIHR), 35 miles
- (b) SHIHAIR to GHAIL BA WAZIR, 15 miles.
- (c) MUKALLA to AL BAKHRAIN, 3 miles north.

"The construction of a road is contemplated (1935) . . . . "from SHIHAIR to TARIM in the upper HADHRAMAUT through the hill pass, which will mean that motor traffic will be able to run direct between SHIHAIR, MUKALLA and SHIBAM.



### "تقرير استخباراتي للجزيرة العربية" [٢٣ظ] (٢/٤٦)







## "تقرير استخباراتي للجزيرة العربية" [٢٤٤] (٢/٤٧)



Kalbuh Cove, to west of Muscat Cove, extends about three cables southward between the promontory terminating in RAS KALBUH and RAS AL BAZ. There are depths of 8 to 4 fathoms in the outer part of the cove, but this part is not used for anchorage, as it affords but little shelter. In the inner part there are depths of four fathoms to one fathom.

Matrah Bay is again west of Kalbuh cove, with the town of this name at head of bay. The bay affords good shelter in a "Shamal," but is open to the "Nashi." The anchorage is off the north-west shore, three or four cables north-east of Arbak south

There is another small cove to westward between RAS KOWASIR and RAS AS SHATAIFI. It is open to "Nashis," and not used as an anchorage. At the head of the cove is the village of SHATAIFI.

In brief, considering MÜSCAT as a naval base, it has a good anchorage, but exposed to the "Shamal" and, to a lesser extent the "Nashi," at all times of the year. At present accommodation for personnel, piers, and other facilities are non-existent. The climate has been described as that of the hottest place in the world in the summer, though pleasant in the winter. It is a much drier heat than Bahrain and other Southern Gulf ports, and therefore fairly healthy.

#### (2) Port Facilities

These are very primitive. The only pier is the coaling one in Muscat cove extending from the coal sheds, with 4 ft. of water at its outer end. The coal sheds are now in ruins and no coal is stored. There is no inland communication from the pier.

There are two wharves at MUSCAT:-

- (a) One, under Fort Mirani, 180 ft. long, with steps on south and east sides. There is a depth of at least 4 ft. at both steps
- (b) Customs wharf, 200 ft. long, which has no steps and is almost dry at low water. Landing can be effected on the foreshore in front of the Agency and also in Mughab Bay, which is sheltered during a "Shamal."

Landing in boats in calm weather is also possible (i) in Matrah Bay, opposite the villages of RITAM, MATRAH, MATRAH and ARBAH; (ii) opposite the village of SHATAIFI, where sandy beaches exist.

Harbour craft comprise about 58 lighters with a total capacity of 250 tons.

There are no lifting appliances

The capacity of the port is estimated at 200 d.w. tons per day.

### (3) The Town

The town of MUSCAT presents a picturesque appearance from the sea. The walls are on the western and southern sides, the eastern and part of the southern side being close-to, and even against, the face of the hills. The suburbs of mat huts occupy every available piece of level ground in the vicinity. MUSCAT is the capital of OMAN and though once important and prosperous, has been declining and falling into decay for a number of years. Trade has largely been diverted to the sister port of MATRAH, from whence starts the caravan route to the interior. The populations of MUSCAT and MATRAH have been (1933) estimated at 5,000 and 8,000 respectively and, counting the other small adjacent villages, the number is probably near 20,000. the number is probably near 20,000.

Date growing is the principal agricultural industry. Small quantities of a rough handwoven cloth are made, chiefly for local use. There are no other industries. The chief exports are dried and salted fish and dates.

Prominent buildings in MUSCAT are the Sultan's palace and the British Agency and Consulate on the sea front. Southward of the Consulate is the Agency hospital of twenty beds (two of which are reserved for Europeans), in charge of which is an officer of the I.M.D. with a native sub-assistant surgeon. There is also a hospital maintained by American missionaries. Malaria and tuberculosis are frequent. Venereal disease is rife. Cholera, plague and small-pox are infrequent. Sanitation is bad. Tanks for the storage of drinking water drawn from local wells combined with an aqueduct leading to the landing place southward of Mirani fort, represent the water supply. It can be supplied to H.M. ships alongside by stand pipe and is stated to be good. The tanks, however, become breeding grounds for mosquitoes, thus spreading malaria. spreading malaria.

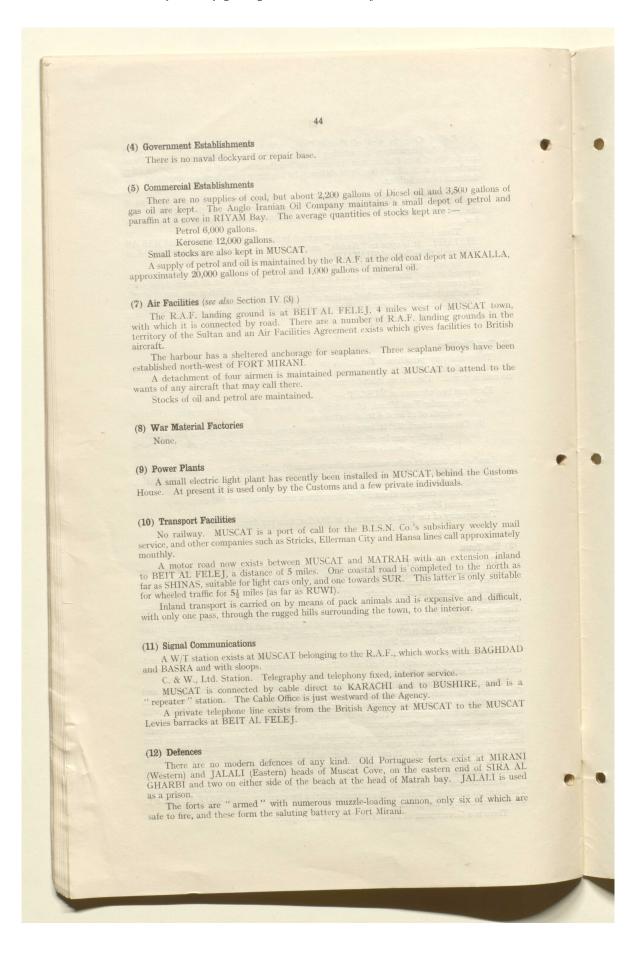
Water can also be supplied to vessels at anchor in a water lighter of about 45 tons capacity. There are no billeting facilities. The nearest facilities for camping are at BEIT AL FELEJ, where there is ample flat ground.

There is a Government of India Post Office in the Agency.



### "تقرير استخباراتي للجزيرة العربية" [٢٤٤] (٢/٤٨)

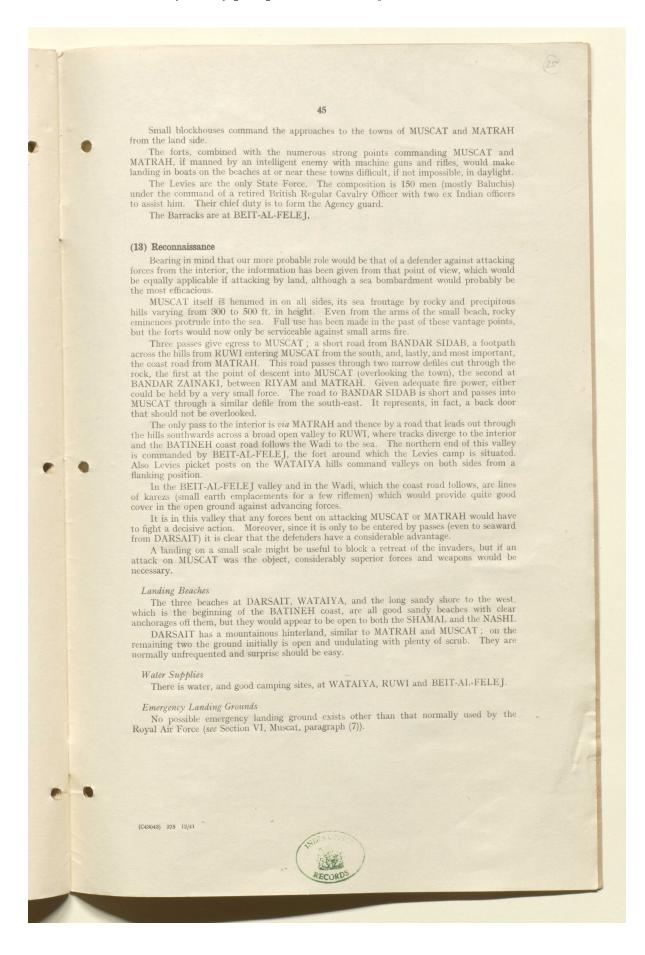






## "تقرير استخباراتي للجزيرة العربية" [٢٥ و] (٢/٤٩)

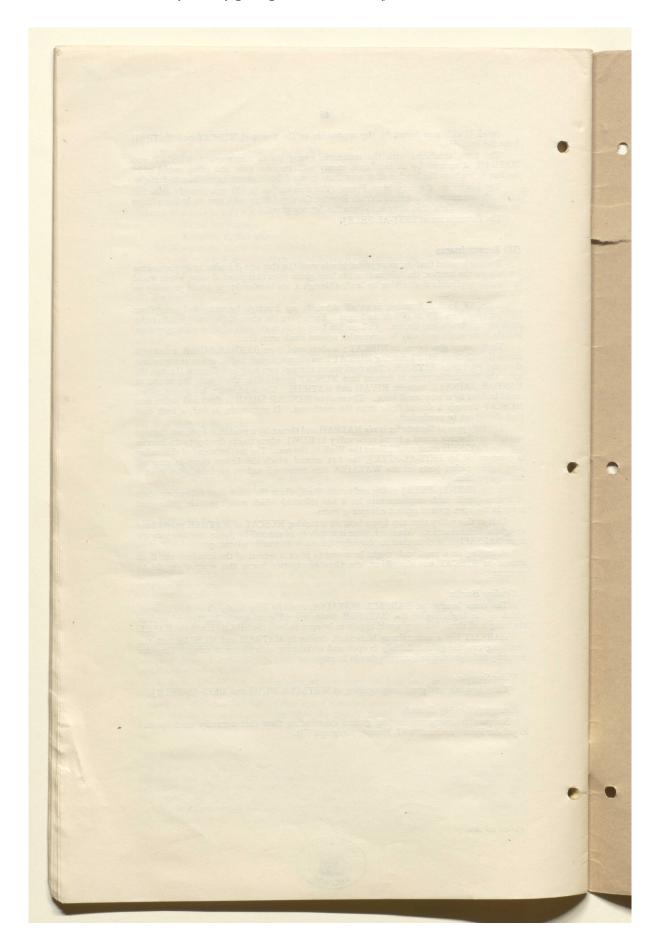






# "تقرير استخباراتي للجزيرة العربية" [٢٥٥] (٢/٥٠)

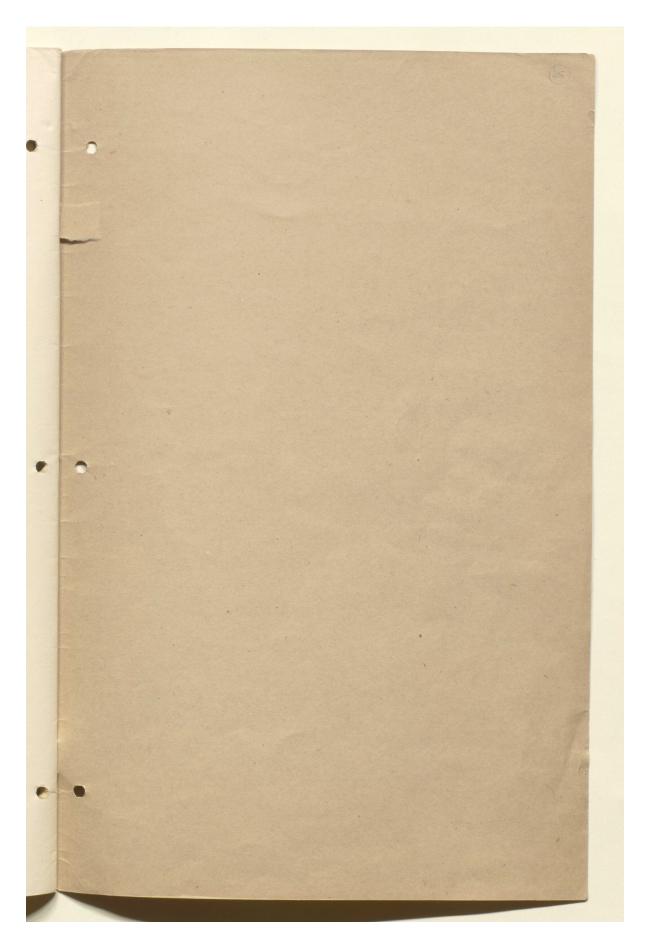






## "تقرير استخباراتي للجزيرة العربية" [خلفي-داخلي] (١٥٢/٥)







## "تقرير استخباراتي للجزيرة العربية" [خلفي] (٢/٥٢)



