WAR CABINET

WEEKLY RÉSUMÉ (No. 63)
of the
NAVAL, MILITARY AND AIR SITUATION
from 12 noon November 7th to
12 noon November 14th, 1940

[Circulated with the approval of
the Chiefs of Staff.]
NAVAL SITUATION.

General Review.

THE Mediterranean Fleet has been operating in Greek and Italian waters, and aircraft of the Fleet Air Arm have made a very successful attack on the Italian Fleet at Taranto.

The Home Fleet has been searching for the pocket battleship *Admiral Scheer*, but so far without success. The losses in the convoy attacked by this ship are less than was at first feared.

Air attacks on our trade have increased, but not without considerable loss to the enemy, and submarine activity has decreased.

Home Waters.

2. The main units of the Fleet have been operating in the Atlantic in a search for the *Admiral Scheer*.

Gales have prevented operations by light forces off the French and Dutch coast except on the night of the 7th/8th November, when destroyers swept west along the coast from the Channel Islands, without result.

There have been numerous casualties to small craft from mines. On the 7th November H.M. Trawler *William Wesney* off Orfordness, H.M. Drifter *Reed* in the Thames Estuary and a Free French mine watching vessel off Plymouth were all sunk, the casualties in the first two being heavy. On the 8th November H.M. harbour defence craft a.n. 2 off Falmouth and the rescue tug *Maria* off Ramsgate were both sunk and H.M.S. *Winchester* was damaged in the Thames Estuary. On the 9th November H.M. Trawler *Elk* off Plymouth was damaged and H.M. Harbour Defence craft a.n. 2 off Falmouth was sunk and H.M. Trawler *St. Melante* damaged. The balloon barrage vessel *Marcelle* was sunk in the Bristol Channel.

On the 11th November in the Thames Estuary H.M. Trawler *Stella Orion* was sunk and H.M.S. *Vega* damaged.

North Atlantic.

3. All but 5 of the 37 ships of the Halifax Convoy attacked on the 5th November (paragraph 6 of Résumé No. 62) have arrived in harbour, and their reports suggest that the comparatively small number of casualties is due to the gallant action of the armed merchant cruiser *Jervis Bay*, which gave the convoy time to scatter. The *Jervis Bay* closed the *Admiral Scheer*, and was almost at once heavily hit and set on fire. She was apparently put out of action in about 15 minutes, but did not sink until 3 hours later. Out of her crew of over three hundred, 65 survivors, none of whom is seriously injured, have been landed in Canada.

The search for the raider by the Royal Canadian Air Force from Newfoundland, by the Royal Air Force and by H.M. Ships has up to date been unsuccessful, but operations are still progressing. Atlantic convoy sailings have been restarted and battleship cover has been provided for them.

Mediterranean.

4. On the 7th November reinforcements for the Mediterranean Fleet, consisting of a battleship, 2 cruisers and 3 destroyers, which also carried military reinforcements for Malta, sailed from Gibraltar escorted by an aircraft carrier and other units. The ships reached Malta safely on the evening of the 9th November and landed the troops that they were carrying. The entry of these ships into harbour with the troops fallen in on deck and the bands playing provided an excellent tonic to local morale. Three Fulmars were flown off from H.M.S. *Ark Royal* to Malta.

The escorting force returned to Gibraltar, and whilst on passage aircraft from H.M.S. *Ark Royal* bombed Cagliari, where they hit the power station, hangars and buildings. From this raid all our aircraft returned safely. The force was bombed on the 9th November, but it was not hit, and reached Gibraltar on the 11th November. During the passage two enemy shadowing aircraft and probably one bomber were shot down.
5. The Main Fleet, after operating in the vicinity of Malta in connection with the passage of its reinforcements, proceeded on the 10th November for operations in the Ionian Sea.

On the night of the 11th/12th November an attack was carried out on the Italian Fleet at Taranto by aircraft of the Fleet Air Arm. The attack was carried out by moonlight in the face of strong A.A. defence, which included an elaborate system of balloon barrage. Notwithstanding these hazards and difficulties, hits with torpedoes were scored on two enemy battleships and probably a third, while damage was inflicted by bombs on a smaller warship and auxiliaries in the inner harbour. Two of our aircraft failed to return. Subsequent reconnaissance has shown one battleship of Littorio Class and one Cavour Class to be heavily damaged. Another of the latter class is thought to have been hit. Two cruisers and two auxiliaries were also damaged. Timely and accurate reconnaissance carried out by aircraft of the R.A.F. greatly contributed to the success of this operation.

Bad weather prevented a further attack being carried out by naval aircraft on Italian warships at Taranto which had been planned for the following night.

6. Whilst the attack on Taranto was in progress on the 11th/12th November, cruisers and destroyers carried out a sweep in the Straits of Otranto, and sighted a convoy of four merchant ships and two destroyers. The destroyers, in marked contrast to the action of the Jervis Bay, abandoned their convoy and made good their escape, though one was hit. One merchant ship was sunk, two were left burning and one escaped under cover of a smoke screen, but was probably damaged. It is probable that the two ships set on fire were the Antonio Locatelli, 5,391 tons, and the Ramb III, 3,867 tons, from whom distress signals were intercepted at this time. Aircraft from the Royal Air Force, which were bombing Valona, sighted the two burning ships. Our ships suffered no damage or casualties.

Heavy bombers of the Royal Air Force attacked Taranto on the night of the 13th/14th November, and from their reports it would appear certain that further severe damage was inflicted on the naval forces in the harbour.

7. Under the cover of the Main Fleet operations a convoy sailed from Malta on the 10th November, escorted by a battleship and light forces, and this arrived safely at Alexandria. Naval units were also sailed from Malta to Suda Bay. The Main Fleet arrived at Alexandria on the 14th November, and reported that two unsuccessful bombing attacks were made on them during the operations, in the course of which six enemy aircraft were shot down.

H.M. Submarine Tetrach reported that on the 4th November she attacked an Eastbound convoy of two laden and escorted merchant vessels in the Gulf of Sidra (off Benghazi). She sank one of these, a 3,000-ton ship, and possibly sank the second.

H.M.S. Aphids, in co-operation with R.A.F. aircraft which dropped flares, shelled suspected divisional headquarters at Sidi Barrani successfully on the night of the 9th/10th. Fire was returned by the land batteries without causing damage or casualties to the Aphids.

During the period enemy aircraft have made abortive attacks on Alexandria, Port Said, Suez and Malta, but no damage was inflicted on naval objectives.

West Africa.

8. In the course of the occupation of Libreville by General de Gaulle's forces on the 9th November, two sloops under his command entered the port after the issue of the ultimatum, and found the sloop Bougainville which had been bombed by Free French aircraft, set on fire and abandoned. It is considered that she is salvable. Three days earlier the submarine Poncelet was sighted on the surface at 1545 by H.M.S. Milford and, having disregarded the signal to stop, was attacked with gunfire. The Poncelet's hull was pierced by a shell that did not explode, and she then dived. Water entered her hull and she surfaced and was again engaged. The crew then came on deck and surrendered after scuttling the submarine. The Poncelet's log book which was taken showed that at 1420 orders had been given to fire two torpedoes at Milford. One torpedo had been fired but the other one had stuck in the tube.
East Indies.

9. On the 10th November the Norwegian Ole Jacobs (8,306 tons) reported being shelled about 300 miles west of Acheh Head (North Sumatra) and subsequent signals appeared to indicate that she had been captured by a raider.

In the early morning of the 11th November part of a distress signal from the S.S. Automedon (7,528 tons) was intercepted, but the longitude given and the remainder of the signal were intentionally jammed. The Automedon was on passage from Durban to Penang and the latitude given was about 100 miles to the south of Ole Jacobs' position.

H.M. Ships and aircraft are carrying out a search in the area.

Anti-Submarine Operations.

10. There has been little U-Boat activity during the week and only one attack on a known submarine target has been reported. This was carried out by H.M. Ships Havelock and Hesperus 350 miles west of the Bloody Foreland. They sighted the U-Boat on the surface 5 miles away and made two attacks, after which they lost contact. A large patch of oil came to the surface.

Enemy Attack on Seaborne Trade.

11. During the week ending noon, Wednesday, the 13th November, 64,532 tons of shipping has been reported as lost by enemy action, and of this total 53,649 tons were British.

Of these losses, six ships (27,461 tons) were sunk by air action, five ships (15,384 tons) were mined (two of them in the Bass Strait), one ship (9,612 tons) was torpedoed by submarine, and one ship (10,042 tons) was sunk by surface raider in the attack on the Halifax Convoy on the 5th November. From this convoy there are, in addition, 4 ships (26,532 tons) still unaccounted for, and it is probable that the majority of these are sunk. In addition to the sinkings, damage has been caused to 18 ships (64,165 tons), mainly by direct action by aircraft.

As will be seen from the above figures, the air attack on our trade has been intensified.

The majority of the casualties from aircraft have occurred off the East Coast, where attacks have been made in formation, but here enemy aircraft suffered severe casualties from the A.A. fire of the naval escorts as well as the attacks of our fighter patrols. On the 8th November H.M.S. Winchester, escorting a north-bound convoy, shot down 2 enemy aircraft and damaged 2 others; she was subsequently damaged by a mine explosion and forced to anchor. Whilst anchored she was damaged by near-bomb misses.

On the 9th a convoy was attacked off Harwich, and H.M.S. Vanity shot down one bomber and damaged another. On the 11th November convoys were again attacked in the Thames Estuary and the escorting ships destroyed five aircraft, probably destroyed a sixth and damaged a seventh. Of these, H.M.S. Vimiera destroyed two Ju 87’s, H.M.S. Viven destroyed one and probably brought down a second unspecified Ju., H.M.S. Londonderry also destroyed a Junkers, and H.M. Tug St. Mellons destroyed one Messerschmidt and damaged another. Attacks on shipping in the Western Approaches by single aircraft have continued.

Details of the shipping losses are shown in Appendix I, and the chart attached to this résumé shows the week-by-week losses since the start of the war. These figures are now, and will in future, be given up to Wednesday noon each week.

Protection of Seaborne Trade.

12. Nine hundred and six ships, including 163 allied and 30 neutral, were convoyed during the week ending noon the 13th November. Two capital ships, a cruiser, 2 anti-aircraft ships, 12 armed merchant cruisers, 42 destroyers and 36 sloops and corvettes have been employed on escort duty.

Since the beginning of the war 45,377 ships of approximately 150 million gross tons with a carrying capacity of 225 million tons have been convoyed
and, of these, 179 ships of 850,000 gross tons have been lost; a percentage of 57 per cent.

Imports by ships in convoy during the week ending the 9th November totalled 695,119 tons, compared with 1,129,655 tons during the week ending the 2nd November and an average of 905,628 tons for the previous ten weeks. Twenty-three tankers brought 254,962 tons of oil of various grades, compared with 291,390 tons in 27 tankers during the previous week. Mineral imports were 171,194 tons, of which 100,978 tons were steel, pig iron, scrap iron and iron ore. Timber and wood pulp imports were 60,507 tons and cereal imports 79,044 tons, eight ships being fully loaded with grain. Other food imports totalled 69,282 tons.

Enemy Intelligence.

German.

13. Reports, which are at present unconfirmed, state that on the 4th November Scharnhorst and Gneissrâu were no longer in Kiel, but that the battleship Schleswig Holstein was said to be approaching Kiel on the same day. The whereabouts of Tirpitz, Hipper, Prinz Eugen, Köln and Nürnberg are at present unknown. The number of destroyers in French occupied ports is doubtful, but there were indications early in the week that only four remained in Brest.

There have been as many as five submarines operating in the North-Western Approaches throughout the week. One of them, which has been reported as far north as 51°, has probably been mainly engaged in reporting the weather. There have also been indications of submarines on passage to and from Lorient and of one returning to Germany.

Italian.

14. There have been continued air reconnaissances of Italian Naval ports during the past week. On the 7th November these gave: Taranto, 5 battleships, 5 cruisers and 4 destroyers in the Outer Harbour and 2 cruisers and 6 destroyers in the Inner; Brindisi, four cruisers and an unspecified number of destroyers. A later reconnaissance gave five battleships and five cruisers at Taranto on the 10th November, but this was changed to six battleships from the observation after the F.A.A. attack. Reconnaissances carried out over the Sicilian ports on the 9th November showed considerable groups of merchant shipping with destroyers at Trapani, Palermo and Messina, and a concentration of seven destroyers at Augusta.

There seems to have been at least one Italian submarine on patrol near the Azores during the current week, and there have been indications of Italian submarines as far north as the Western Approaches. It seems likely that the attack made by H.M.C.S. Ottawa about 260 miles west of the Fastnet on the 6th November was against an Italian submarine, which may have been damaged and then returned to Bordeaux. According to the latest reports, the damage to the two Italian submarines still in Tangier harbour seems to be genuine. On the 11th November Señor Suñer informed a member of the American Embassy at Madrid that the two Italian submarines would have to leave Tangier “at the end of 20 days” as from the date of their arrival, i.e., the 23rd and 24th November respectively. From the instructions issued to Italian submarines working in the Mediterranean it appears that the Italians have established a system of shore-operated hydrophones at various points on the coasts of Italy and Cyrenaica.

Enemy Merchant Shipping.

German.

15. A reconnaissance of Bremerhaven on the 3rd November showed that both the Bremen and the Europa had left. One or the other of these liners was located in Brunsbüttel on the 4th November.

Further information has been received about the chartering of Norwegian ships by Germany. Two of these, each of some 1,700 tons, were sailing from Oslo for Northern ports on the 11th and 12th November respectively, and three other ships of similar size are known to have been chartered for the same
purpose. It is reported from Oslo shipping circles that at Christiania the
Germans are offering high figures for the services of coastal steamers to carry
ammunition north from that port.

A Norwegian woman who was rescued from the Princesse Ragnhild (1,590
tons), which sank off Haugesund on the 25th October, states that among the
passengers were some 300 German army cadets most of whom were drowned.

Fifty tons of lubricating oil are said to have been transferred from the
tanker Brake at Vigo to the tanker Max Albrecht (5,824 tons) at Ferrol on the
9th November. On the same day the tanker Araurktis (10,711 tons) also at Vigo,
received two ten-ton lorry loads of provisions. She is believed to have on board
16,000 tons of gas oil and 2,100 tons of lubricating oil.

The Balkin (2,209 tons) and the Stiormann (1,459 tons) both left Bilbao on
the 8th November loaded with iron ore and were probably making for Bayonne.

On the 7th November the Delos arrived at Galatz with 4,000 tons of grain
from Russia. The Cordelia arrived at Galatz from Russia on the 11th November
with 1,070 tons of castor oil in drums.

At Tampico, Mexico, the Idarwald (5,033 tons) was loading 200 tons of coal
on the 5th November. She has recently had extensive repairs carried out and is
expected to sail. The tanker Orinoco (9,660 tons) has taken on large quantities
of foodstuffs and is also expected to sail.

The Norderney (3,667 tons) at Para, Brazil, has been loading 1,000 tons of
coal. She has a crew of 14 men and 7 officers, of whom 8 men and 5 officers
recently joined, having come from Santos. It is rumoured that she will soon be
sailing.

Italian.

16. Steamers totalling some 20,000 tons were reported to be plying daily
between Bari and Albanian ports.

The Gaeta (4,457 tons), which has been at Huelva since the 10th June, is now
unloading her cargo and putting it on the railway.

A report has been received stating that the four Italian tankers in Puerto
Cabello, Venezuela, have been interned.

British Minelaying.

17. H.M. Ships Southern Prince, Menestheus, Port Napier, Port Quebec
and Adventure carried out minelaying operations in the North-West Approaches
on the 8th November and again on the 12th November. On the first occasion
2,369 deep mines were laid, and on the second about 2,500. Minelaying by aircraft
has been continued by Bomber Command on the North-West coast of Germany
and the Atlantic coast of France.

Enemy Minelaying and British Minesweeping.

Home Waters.

18. Minelaying by enemy aircraft has been carried out on a considerable
scale during the past week. Plymouth, the Bristol Channel ports, and the Thames
Estuary have received the most attention. It appears that for some months now
no aircraft have dropped mines between Portland and the North Foreland.

It has been established that an enemy aircraft frequently lays two mines,
one magnetic and the other acoustic, not more than a quarter of a mile apart.
Acoustic mines have been found in waters, such as the War Channel, where the
depth precludes the magnetic mine.

Of seventeen recent casualties none have been caused by contact mines. Nine
are believed to be due to acoustic mines, five to magnetic mines, the other three
being doubtful.

Fleet sweepers are operating in the Harwich area, and three mines were
destroyed there during the week.

Eight contact mines have been cut or exploded in the Dover area and ten
explosive cutters have been found. The percentage of cutters to mines in this
area appears to be very high.

Six mines have been cleared from the Falmouth-Fowey channel during the
week.

Fourteen magnetic mines have been exploded by LL sweeps during the week,
bringing the total exploded by LL sweeps to date to 543. The total of magnetic
mines dealt with—excluding those dropped on land—is 771, of contact mines 704, and of acoustic mines 67. During the week 14 acoustic mines have been detonated by H.M. Ships passing close to them.

Enemy seaplanes were seen to drop mines to seaward of the War Channel off Whitby on the 10th November, and a dangerous area was declared.

Searched channels were established in the Thames Estuary for the inner approaches to the Thames and Medway gates on the 9th November. The Medway gate had been closed since the 13th October.

**The Mediterranean.**

19. Enemy mines have been reported 45 miles north-east of Port Said, and a dangerous area has been declared.

The four LL whalers on passage to the Mediterranean reached Freetown on the 11th November.

H.M. Minesweepers *Huntley* and *Derby*, which have been transferred from the East Indies station to the Mediterranean, have arrived at Alexandria.

**Pacific.**

20. Mines have been found in the Bass Strait, presumably laid by an enemy raider.

**MILITARY SITUATION.**

**Germany.**

21. Since the end of the campaign in France there have been reports that a large number of German divisions have been demobilized. Undoubtedly a large number of men are being released from the colours, but probably only temporarily. It is considered that any such releases are more than compensated for by the number of men being called up for training, and the net result of these changes is that there has been an increase in the total number of German divisions; the present General Staff figure of 209 divisions may be an under-estimate.

22. A big programme of motorisation and mechanization is being carried out. Some confirmation of this has already been obtained through identifications. At the end of the French campaign not more than ten armoured divisions were fit for active operations, but it is believed that there is now a minimum of thirteen fully-equipped armoured divisions. Similarly there appears to have been an increase in the number of motorised divisions. Whereas last July there were six motorised divisions, it is possible that there may now be as many as fifteen (some newly-formed divisions, and some converted infantry divisions), though this figure has not yet been confirmed by identifications.

23. The following is believed to be the distribution of German divisions up to 1800 hours the 13th November:

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<th>Area</th>
<th>Cav.</th>
<th>Armd.</th>
<th>Mot.*</th>
<th>Inf.</th>
<th>Total</th>
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<td></td>
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<td>Denmark</td>
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<td>3</td>
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<td>2</td>
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<td>19</td>
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<tr>
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<td>8</td>
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<td>2</td>
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<td>6</td>
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<td>1</td>
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<td>3</td>
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<tr>
<td>Roumania</td>
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<td>4</td>
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<td>6</td>
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</table>

* Included in the motorized divisions are two S.S. divisions. It is believed that additional divisions are being motorized, but no identifications have yet been made.

[21922]
Faroe Islands.

24. The following reinforcements disembarked at Thorshavn ex S.S. Adda on the 12th November, 1940:

- 205 Coast Battery, R.A. 4 Officers. 141 O.Rs.
- 421 Coast Battery, R.A. 2 Officers. 71 O.Rs.
- Lovat Scouts 2 Officers. 87 O.Rs.
- Depot R.A. 1 Officer. 19 O.Rs.

Malta.

25. The following reinforcements arrived at Malta in H.M. ships on the 10th November, 1940:

- 1 Inf. Battalion.
- 2 Fd. Batteries 25-pdr.s.
- 1 Independent Troop Tanks.
- 2 Heavy A.A. Batteries.
- 1 Light A.A. Battery.

The total number of men is approximately 2,100. Guns and vehicles for these troops have not yet arrived.

Tangier.

26. About the beginning of November, Spanish reinforcements of infantry and artillery reached Tangier. Their strength at present is estimated at some 50 guns of various types, 4,000 native troops and at least one battalion of Spanish troops including some Foreign Legion elements. The ostensible reason given for this measure was “in order to maintain the neutrality of Tangier.”

The Balkan States.

Greece.

27. There is considerable evidence that Greek resistance to invasion has surprised and disarranged her invaders, and heartened her neighbours. Her resistance so far has not only been effective generally along the whole front, but in the northern sector her forces are now holding a line within the Albanian frontier and overlooking the Italian main road from Koritza. In the Pindus sector Greek forces are already back on the frontier, having first of all surrounded and then attacked and put to flight strong elements (if not the whole) of an Italian Alpine Division. Italian casualties in dead, wounded, and especially prisoners are reported to have been high in this action. Local Greek successes are also reported from other parts of the front. In the Epirus sector pressure by strong Italian forces at first compelled the Greek left flank to withdraw; but this pressure has recently relaxed, and Greek forces are again advancing towards their original defence line.

28. Greek morale remains high, although sorely tried by constant Italian air attacks both on forward troops and on other objectives, military and non-military. News of recent Italian activities in Albania which almost certainly presage a renewed and stronger offensive against Greece, indicates that the results of the campaign so far have not appreciably altered the seriousness of the military situation.

29. The following British troops arrived at Suda Bay in Crete on the 7th November, 1940:

- Headquarters 14th Infantry Brigade.
- One field Company R.E.
- Headquarters 52nd Light A.A. Regiment.
- One Heavy A.A. Battery.
- One Light A.A. Battery, and ancillary units.

Yugoslavia.

30. Mobilisation by personal notice has been proceeding since shortly after the Italian attack on Greece, and the five divisions closest to the Albanian and
Bulgarian frontiers are mobilised as well as duplicated. Certain other divisions, notably the 3rd Division (at Kragujevac), are also mobilising, and one at least (2nd Division at Belgrade) has begun duplication.

**Bulgaria.**

31. Whilst reports continue to be received of movements of supplies to the southern and south-eastern fronts, there is still no direct evidence that Bulgaria contemplates any offensive action against Greece or Turkey.

**Middle East.**

**Egypt.**

32. There has been increased enemy activity but as yet no forward move is reported.

**Sudan.**

33. Gallabat was captured by the 10th Indian Infantry Brigade on the 6th November. It was then lost again on the 7th November as the result of enemy air counter-attack, and partially recaptured on the 10th November. The action continues.

34. In the Kassala sector detachments of our troops have taken 282 prisoners, our casualties being very slight.

**West Africa.**

35. Libreville surrendered to the Free French Forces on the 10th November and Port Gentil was occupied at 0830 hours on the 14th November.

**Far East.**

36. The 2nd reinforcing Brigade from India arrived in Malaya on the 11th November.

**Air Situation.**

37. Attacks on German industry and armaments have been maintained whenever weather conditions have permitted and, though on one night no operations were possible and on another they were restricted to harassing attacks on French aerodromes by a few aircraft, the total number of night sorties has considerably increased. Low clouds, magnetic storms and severe icing conditions have been frequently encountered. Though operations against industrial targets in Northern Italy were projected on five nights during the week, only one attack was possible.

The scale of attack on this country was slightly increased. For the first time Italian aircraft carried out a formation attack. In addition to the very successful Fleet Air Arm attack, Taranto was also effectively bombed by Royal Air Force heavy bombers. Brindisi and ports in Albania and Libya have also been attacked.

Operational Aircraft Battle Casualties and Raid Assessment Reports are recorded in Appendices V and VI.

**German Territory.**

38. A total of 44 day and 489 night sorties (including eight against Italy) were flown by Bomber Command during the week, and 39 night bombing sorties were flown by Coastal Command.

39. Oil plants, the iron and steel industry, communication targets and the submarine base at Lorient have been the principal primary objectives of our night bombers. Essen and Munich suffered the heaviest single attacks of the week. Fifty tons of bombs were dropped on Krupps' works on the night of the 7th/8th November, and the whole target area was effectively covered. The marshalling yards at Munich were attacked by thirty-one aircraft on the following night, and many fires were started among buildings near the main station.

40. The synthetic oil plants at Cologne and Gelsenkirchen suffered a number of heavy attacks, one by sixteen Wellingstons on the latter resulting in
brilliant explosions and a series of fires visible for thirty miles. Similar plants at Ruhland (North of Dresden), Hanover, Leuna, Bremen and Dortmund were also bombed, but on a lighter scale. On the night of the 10th/11th November two Hampdens reached Danzig, where bombs were dropped on a railway near the harbour.

41. Rail and water communications have been primary targets on several nights during the week, and particular attention was paid to the inland ports of Mannheim and Duisburg-Ruhrort, where large fires followed an attack by four aircraft on the night of the 12th/13th November. The Schlesischer Station and Grunewald Marshalling Yards in Berlin were attacked by five aircraft on the following night. Among other industrial targets effectively bombed were the Siemens Schuckert factory at Nuremberg, blast furnaces in the Ruhr and power stations at Mannheim, Cologne and Dresden. The Channel ports have been attacked regularly and with satisfactory results, while at Lorient heavy damage is believed to have been caused by Coastal Command aircraft, which apparently secured hits with heavy bombs on workshops, in the dry dock and near the torpedo-boat basin.

42. Over fifty attacks have been made on aerodromes, and during a raid under difficult weather conditions on that at Albert at least six enemy aircraft were set on fire and another was seen to crash on the aerodrome, apparently due to fire from the ground defences. Leaflets were dropped in the Amiens and Paris districts on three nights during the week.

43. Daylight operations were hampered by unfavourable weather and few sorties were successful. Among the eight targets successfully attacked were a factory at Lorient, docks and barges at Boulogne and Calais and the aerodromes at St. Brieuc and Caen.

Great Britain.

44. During the week there was an increase in the scale of effort exerted by the German Air Force against this country by day, 1,475 aircraft being employed as compared with 1,115 for the previous week, but there was a slight decrease by night, 870 compared with 930. Eleven of our aerodromes were attacked, but only eight were hit as compared with thirteen during the previous week and twenty-three the week before. Three Spitfires were destroyed and five damaged on the ground at Biggin Hill.

45. By day the attacks have been directed mainly against our shipping, the Ju. 87 short-range dive-bombers being again employed. This type is now once more suffering very heavy casualties. On the 11th November ten bombers and about forty fighters of the Italian Air Force attempted to attack Harwich, thus making their first attack on this country in formation. Eight of their bombers and five of their fighters were shot down by our fighters. The bombers were twin-engined Fiat B.R. 20's and the fighters were Fiat C.R. 42's—biplane aircraft of the Gladiator type, but with inferior armament. There have been only a few daylight penetrations into the London area.

46. By night the main attacks have again been directed against London and the South-Eastern Counties. Attacks on a smaller scale have been made on the Midlands and other areas. A noteworthy feature has been a tendency to reduce considerably the number of his attacks after midnight.

47. Fighter Command has flown 192 night sorties during the week, and 818 patrols, involving 4,047 aircraft, by day. Details of casualties are given in Appendix V.

Coastal.

48. Though there are no notable incidents to record this week, the routine work of Coastal Command has continued on normal lines, and the total of 255 patrols, involving 401 sorties, and 123 convoy escorts marks a considerable increase over that of last week.

49. Torpedo-carrying Beauforts on a roving patrol off the Dutch coast have unsuccessfully attacked merchant shipping on four occasions, and bombs have been dropped on several aerodromes and on lock gates in the canal near
Amsterdam by aircraft in the course of routine patrols. Several engagements with hostile seaplanes have taken place without conclusive results, though damage was inflicted on six of them during the week, before they escaped into cloud. An He.111, when attacked and damaged by a Blenheim, was seen to jettison its mine before escaping.

50. German long-range reconnaissance aircraft have been active in the usual Atlantic and North Sea areas, and on one occasion have reached the east coast of Greenland from their base at Trondheim. Minelaying operations off our coast were on a larger scale than in the previous week, 135 aircraft having been engaged, as compared with 63.

51. Italian, Greece and Malta.

52. On the 7th November six of our heavy and three medium bombers, operating from Eleusis in Greece, attacked the airdrome at Valona in Albania, and inflicted considerable damage to eighteen bombers and thirty fighters and to one ship in the harbour. On the same day four heavy bombers successfully attacked the airdrome, quays, shipping and railway terminus at Brindisi; numerous explosions occurred and a fire was started which was visible 40 miles away.

53. On the 10th November, three Blenheims attacked the harbour at Sarande, on the Albanian Coast, and jetties at Konispol Bay, on the Greek-Albanian frontier. At Sarande, one bomb fell near a 7,000-ton vessel, while other bombs damaged the docks. At Konispol Bay, one jetty was demolished and a road junction damaged. On the 11th our aircraft made highly successful attacks on Valona and Sordinori. At Valona hits were registered on a large building in the airdrome and on the docks. On the night of the 11th-12th a heavy attack on Durazzo completely gutted and destroyed the fuel depot.

54. In addition to the brilliant Fleet Air Arm attack on Taranto, which has been described in the Naval Situation, this port was heavily attacked by ten Wellingtons on the night of the 13th-14th. Many heavy high-explosive and incendiary bombs were dropped in the inner harbour, on naval oil tanks and on destroyer pens in the dockyard. Several bombs were seen to explode in the target area, including the pens where several destroyers were docked. At least eleven fires were started, one bright fire being followed by a big explosion. Another huge explosion was seen to light up the town after the aircraft observing it had flown for fifteen minutes from the target area.

55. Italian aircraft co-operated with their Alpine detachments, which pushed through the gap between the Pindus and Epirus sectors, reaching Dystraton, by dropping supplies. Their support does not seem to have been very effective as this detachment has in the main been cut off by the Greeks, the remnants being in full retreat via Koritza. The Greek Air Force is said to be fighting extremely well and morale is high.

56. Several reconnaissances of the Gulf and harbour of Taranto were carried out from Malta during the week. On the 10th November two Italian aircraft machine-gunned Hal Far aerodrome, and damaged one Swordfish on the ground. On the 12th our fighters intercepted six Italian aircraft which attempted to cross the Island and shot one of them down.

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Egypt and Libya.

57A. On the 8th November nineteen Blenheims secured several direct hits on barracks at Derna and Tobruk and shipping at Benghazi, and the hangars at Berca were successfully attacked on the following night. At Berca, two enemy bombers were destroyed and other aircraft and buildings damaged. On the 12th several motor vehicles were damaged in an attack on Sidi Barrani.

58. On the 10th November an enemy aircraft carried out a long reconnaissance of the Suez Canal and dropped ten bombs near Deversoir, but no damage is reported. On the night of the 11th/12th November the enemy dropped a few bombs on Aboukir, Helwan and Suez. The lighthouse and the Government buildings at Suez were set on fire. Alexandria was bombed on the following night and two warehouses were slightly damaged.

Sudan and East Africa.

59. Three attacks were made by our aircraft during the week on harbours and shipping. The naval base at Massawa was attacked on the 6th and again on the 11th November. Considerable damage was done to warehouses on the quay. Bahar Dar on the Red Sea was bombed on the night of the 11th/12th and two large fires were started at the wharves. The enemy camp at Keren was attacked twice by our Blenheims and much damage was caused. The railway station at Agordat, the petrol dump at Zula and the wireless transmitter station at Dohul Island were also successfully attacked. On the 12th November a Wellesley destroyed an enemy seaplane in Zula by machine-gun fire.

Air Intelligence.

Italy.

60. The morale of the Italian Air Force prisoners captured both in England and Greece appears to be low. They lack determination and readily give information. Those taken at Salonika had had only a few months' training and very little flying experience.

61. The use of Greek markings by Italian aircraft has now been definitely established.

62. Reports from numerous sources indicate that the inhabitants of Rome are suffering badly from nerves and enduring much discomfort in anticipation of British bombing attacks. The despatch of the Italian Air Force contingent to co-operate with the Germans in attacks on England is apparently very unpopular, owing to the obvious possibility of reprisals.

63. On the 8th November an S. 82 landed intact in Cyprus, the crew of four surrendering. The aircraft apparently lost its way while en route from Italy to the Dodecanese with a load of aero-engine lubricating oil. Apart from the interest attaching to the capture of an aircraft about which little is known, its cargo may well point to a shortage of lubricants, especially as it should be a very easy matter to store sufficient lubricants for a long period.

Japan.

64. The scale of Japanese air operations in China has fallen to a low level and no satisfactory explanation is apparent.

Russia.

65. It has been suggested that one of the objects of the German invitation to Molotov was the exploration of the possibility of developing the Russian aircraft and engine factories in order to secure additional supplies to Germany. Additional Russian productive capacity, however, may not be very great and improvement could only come under German instructors and technical experts.
HOME SECURITY SITUATION.

General.

66. The force and extent of enemy air activity is summarised under Air Situation.

Damage.

Aircraft Factories.

67. No aircraft factory has sustained any damage during this period.

Public Utilities.

68. Gas works were the chief sufferers among utility services. In London, three works of the Gas Light and Coke Company, Limited, were hit: at the Union Street, Stratford, works a gas holder was put out of commission and 5 sets of retorts damaged; at the Beckton works, the railway and mains systems were damaged; at the Brentford works, damage was very slight.

69. Outside London, at the Walsall Corporation's Gas Works, a gas holder was set on fire and though the fire was extinguished in about three hours an U.X.B. remains inside the holder; production of gas on a limited scale was resumed in about twenty-four hours, but full production is dependent on the removal of this U.X.B.

70. Two electricity power stations were damaged. Deptford West sustained three direct hits, and a portion of the switch-gear was demolished, putting the whole station out of action; supplies, however, were maintained. The damage was similar at Broomgrove, Hastings; here also alternative supplies were obtained. Apart from damage to power stations, there have been occasional interruptions of local supply in various parts of the country, none of which are serious.

71. As a result of damage to the L.C.C. Pumping Station at Hammersmith, there has been a considerable risk of flooding in parts of Hammersmith and Kensington in the event of heavy rainfall.

Telephone and Wireless communications.

72. No major damage was done to telephone exchanges during the week, but three exchanges previously damaged in London are still substantially out of action.

73. The Ongar Wireless Station, North Weald, was hit on the 8th November but services were not interrupted.

Industry.

74. The number of hits on industrial premises was slightly higher than in the previous period under review.

75. Severe damage was done to Projectile and Engineering Company, Ltd., S.W. 8 (making oxygen cylinders), where extensive damage to buildings was done and production has temporarily ceased. Substantial damage occurred at the following factories:

(a) Metal Box Company, Limited, Chequers Works, N. 13. (Metal containers) Coal gas supply cut off by enemy action; production curtailed by 50 per cent.

(b) Vickers Armstrong Limited, Powder Mill Lane, Dartford. (Guns, tanks, ammunition.) U.X.B. caused work to stop for three days.

(c) Steel Barrel Company, Limited, Phoenix Wharf, Uxbridge. (Mobile petrol tanks.) Production partially stopped for eight days.

(d) Baker Platinum Company, Limited, Vauxhall Street, S.E. 11. (Non-ferrous metals.) Production down by 50 per cent. owing to water shortage in the district.

(e) Venesta Limited, North Woolwich Road, E. 16. (Plywood.) Tube Department closed down; no report as to date of resumption.
Railways.

76. Considerably more hits were registered on the railway system than last week, the total being 92, of which 74 were in the London area. The whole of the increase was in the London area, the number of hits elsewhere remaining at 18. Five of the London termini were affected at various times by fresh damage. In the great majority of cases, however, damage was very slight and the tracks cleared in a few hours.

77. A serious incident was caused at Sloane Square Underground Station when H.E. demolished the Booking Hall and hit the rear part of a train. The casualties are so far known to be 35 killed and 40 injured; a further 15 bodies may be recovered. While the station cannot be opened for some time, it is hoped the track will be cleared quickly.

Other Damage.

78. Damage to public buildings has been slight. The Art Block of the Civic Centre of Southampton was hit and the Council Offices at Ramsgate damaged. A considerable number of hospitals were hit, but severe casualties have not resulted. The Military Hospital at Pembroke Dock was practically demolished, and a temporary military hospital at Leyton was badly damaged by fire. Extensive damage was also done to the Highgate Hospital, to Queen Mary’s Hospital at Sidcup and to the Evelina Hospital, Southwark. Schools were hit at West Ham, Ascot and Redbourne (Herts.).

79. Civil Defence premises have been hit on several occasions during the week; the most serious incident was on the night of the 6th/7th, when the Wandsworth A.F.S. Station was totally destroyed and 13 people were killed. Damage was also done to A.F.S. Stations at Erith and East Ham, to Depots at Lewisham, Poplar, Merton, Uxbridge and Beddington, and to a First Aid Post at Hammersmith.

80. Damage to house property has continued throughout the London area, involving a large number of boroughs. The brunt has fallen this week on East and West Ham, Lambeth and Wandsworth. In the rest of the country damage of this kind has been widespread. Several shelter incidents have been reported, all from the London area. The most serious was at Lambeth on the night of the 12th/13th, when a public shelter was hit; a total of 19 people killed and 50 seriously injured has so far been reported; 7 were killed and 50 seriously injured at the Granada Cinema nearby at the same time.

Civilian Casualties.

81. The approximate figures for the week ending 0600 hours, 13th November, were 842 killed and 1,810 injured, of which London suffered 687 killed and 1,382 injured. In the provinces the areas that received the greater number of casualties were:

<table>
<thead>
<tr>
<th></th>
<th>Killed</th>
<th>Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swanscombe</td>
<td>26</td>
<td>10</td>
</tr>
<tr>
<td>Southampton</td>
<td>23</td>
<td>40</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>9</td>
<td>33</td>
</tr>
<tr>
<td>Birmingham</td>
<td>9</td>
<td>31</td>
</tr>
</tbody>
</table>

Unexploded Bombs.

82. The number of U.X.B.'s dropped during the week was 1,164 as compared with 597 during last week. The total remaining for disposal is now 3,069, a very large proportion in places where they are of no account.

Morale and Civil Defence Operations.

83. The morale of the country as a whole remains unchanged. The full-time reinforcements for the Birmingham Fire Services have been withdrawn, but some 260 part-time volunteers from other districts remain under a scheme for training.
### APPENDIX I.

#### Ships sunk by Submarines.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>How sunk.</th>
<th>In Convoy or not.</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov. 1</td>
<td><em>Empire Bison</em> (5,612 tons)</td>
<td>British</td>
<td>Steel</td>
<td>Baltimore</td>
<td>Clyde</td>
<td>Torpedo</td>
<td>Yes...</td>
<td>Uncertain; probably 500 miles West of Roe all.</td>
<td>4 survivors. Rest of crew feared lost.</td>
</tr>
</tbody>
</table>

#### Ships sunk by Mine.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>In Convoy or not.</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct. 17</td>
<td><em>Albatross</em> (15 tons)</td>
<td>British</td>
<td>Fishing vessel</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Off Grimsby</td>
<td>Crew of 5 all lost.</td>
</tr>
<tr>
<td>Nov. 7</td>
<td><em>Herland</em> (2,649 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>Yes...</td>
<td>Thames Estuary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov. 7</td>
<td><em>Cambridge</em> (10,355 tons)</td>
<td>British</td>
<td>Timber, Tinplate</td>
<td>Cardiff</td>
<td>Brisbane</td>
<td>Bass Strait (S.E. Australia)</td>
<td>1 of crew missing.</td>
<td></td>
</tr>
<tr>
<td>Nov. 8</td>
<td><em>City of Rayville</em> (5,882 tons)</td>
<td>U.S.A.</td>
<td>...</td>
<td>Adelaide</td>
<td>New York</td>
<td>Bass Strait.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov. 9</td>
<td><em>Baltrader</em> (1,659 tons)</td>
<td>British</td>
<td>Wine</td>
<td>...</td>
<td>Yes...</td>
<td>Thames Estuary</td>
<td>1 of crew killed.</td>
<td></td>
</tr>
<tr>
<td>Nov. 12</td>
<td><em>Argus</em> (361 tons)</td>
<td>Trinity House vessel</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Thames Estuary</td>
<td>1 survivor.</td>
<td></td>
</tr>
</tbody>
</table>
### Ships sunk by Aircraft.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov. 6</td>
<td>Nalon</td>
<td>7,222 tons</td>
<td>British</td>
<td>Copper</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Yes...</td>
<td>200 miles W.S.W. of Bloody Foreland</td>
<td>Crew rescued by H.M.S. Viscount.</td>
</tr>
<tr>
<td>Nov. 6</td>
<td>Clan Mackinley</td>
<td>6,345 tons</td>
<td>British</td>
<td>General</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Yes...</td>
<td>30 miles S.E. of Duncansby Head</td>
<td>Set on fire, abandoned and presumed sunk. 13 survivors landed at Wick, 70 at Dundee.</td>
</tr>
<tr>
<td>Nov. 8</td>
<td>Agamemnon</td>
<td>1,930 tons</td>
<td>Dutch</td>
<td>In ballast</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Yes...</td>
<td>Thames Estuary</td>
<td>31 survivors, 5 wounded. 3 missing</td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Ravnanger</td>
<td>3,371 tons</td>
<td>Norwegian</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>...</td>
<td>Off Tyne</td>
<td>1 killed, 26 survivors.</td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Creemuir</td>
<td>3,997 tons</td>
<td>British</td>
<td>In ballast</td>
<td>...</td>
<td>...</td>
<td>Torpedo</td>
<td>Yes...</td>
<td>S.E. of Aberdeen</td>
<td>Sank in 3 minutes. 13 survivors from crew of 42.</td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Trebartha</td>
<td>4,597 tons</td>
<td>British</td>
<td>In ballast</td>
<td>London</td>
<td>Philadelphia</td>
<td>Bomb</td>
<td>Yes...</td>
<td>S.E. of Aberdeen</td>
<td>About 50 survivors, many injured.</td>
</tr>
</tbody>
</table>

### Ships sunk by Surface Raider.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov. 5</td>
<td>Beaverford</td>
<td>10,042 tons</td>
<td>British</td>
<td>General</td>
<td>Halifax</td>
<td>U.K.</td>
<td>Gunfire</td>
<td>Yes...</td>
<td>800 miles West of Ireland.</td>
<td>Not yet known.</td>
</tr>
<tr>
<td>Date</td>
<td>Name and Tonnage</td>
<td>Nationality</td>
<td>Cargo</td>
<td>From</td>
<td>To</td>
<td>How Damaged</td>
<td>In Convoy or not</td>
<td>Position</td>
<td>Fate of Crew and Remarks</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------</td>
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<td>-------------</td>
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<td>-------------------</td>
<td>----------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Nov. 3</td>
<td>Cairngorm (394 tons)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Possibly</td>
<td></td>
<td></td>
<td>Bottom damaged, also superstructure and engine room. Towed into Newport.</td>
<td></td>
</tr>
<tr>
<td>Nov. 6</td>
<td>Harborough (5,415 tons)</td>
<td>British</td>
<td>Wheat</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Yes</td>
<td>Off Duncansby Head</td>
<td>Set on fire, abandoned and towed to Scapa.</td>
<td></td>
</tr>
<tr>
<td>Nov. 7</td>
<td>Astrologer (1,978 tons)</td>
<td>British</td>
<td>Wheat</td>
<td>Leith</td>
<td>London</td>
<td>Aircraft</td>
<td>Yes</td>
<td>Thames Estuary</td>
<td>Hit forward and beached. Salvageable.</td>
<td></td>
</tr>
<tr>
<td>Nov. 7</td>
<td>Dago II (1,993 tons)</td>
<td>British</td>
<td>Timber</td>
<td>Methil</td>
<td>Rochester</td>
<td>Bomb</td>
<td>Yes</td>
<td>Thames Estuary</td>
<td>Engine room damaged. Arrived Rochester in tow. Crew all safe.</td>
<td></td>
</tr>
<tr>
<td>Nov. 8</td>
<td>Empire Doredo (5,565 tons)</td>
<td>British</td>
<td>In ballast</td>
<td>Glasgow</td>
<td>New York</td>
<td>Bomb</td>
<td>No</td>
<td>300 miles West of Bloody Foreland</td>
<td>Ship arrived Clyde in tow. 8 killed. 35 survivors. 6 wounded.</td>
<td></td>
</tr>
<tr>
<td>Nov. 8</td>
<td>Fireglow (1,261 tons)</td>
<td>British</td>
<td>In ballast</td>
<td>London</td>
<td>Sunderland</td>
<td>Bomb</td>
<td>Yes</td>
<td>Thames Estuary</td>
<td>Damaged and towed to Southend. 2 of crew wounded.</td>
<td></td>
</tr>
<tr>
<td>Nov. 8</td>
<td>Vingaland (2,734 tons)</td>
<td>Swedish</td>
<td>Steel and general</td>
<td>U.K.</td>
<td></td>
<td>Bomb</td>
<td>No</td>
<td>300 miles W.N.W. of Blacked Bay</td>
<td>Ship gutted by fire but still afloat. 22 survivors. Tug sent.</td>
<td></td>
</tr>
<tr>
<td>Nov. 9</td>
<td>Beat (504 tons)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Mine</td>
<td></td>
<td>Off the Tees</td>
<td>Damaged aft and in engine room. Towed into Middlesbrough.</td>
<td></td>
</tr>
<tr>
<td>Nov. 9</td>
<td>Empress of Japan (26,062 tons)</td>
<td>British</td>
<td>Sugar and cotton</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>No</td>
<td>150 miles West of Ireland</td>
<td>Little damage. No casualties. Ship returned to harbour under her own steam.</td>
<td></td>
</tr>
<tr>
<td>Nov. 9</td>
<td>Shebrit II (695 tons)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td>Shoreham Harbour</td>
<td>Damage to superstructure. 2 of crew and 1 civilian killed.</td>
<td></td>
</tr>
<tr>
<td>Nov. 9</td>
<td>Oxford (1,658 tons)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td></td>
<td>Deck damage. Some of crew injured. Arrived Gravesend.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Name and Tonnage</td>
<td>Nationality</td>
<td>Cargo</td>
<td>From</td>
<td>To</td>
<td>How damaged</td>
<td>In Convoy or not</td>
<td>Position</td>
<td>Fate of Crew and Remarks</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
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<td>-----------------</td>
<td>-------------------</td>
<td>-------------------------</td>
<td></td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Pitivines (932 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>...</td>
<td>Off Yarmouth</td>
<td>Slight damage. 1 killed, 1 wounded.</td>
<td></td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Corsea (2,764 tons)</td>
<td>British</td>
<td>London</td>
<td>Blyth</td>
<td>...</td>
<td>Bomb</td>
<td>Yes</td>
<td>Thames Estuary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Colonel Cromyton (1,495 tons)</td>
<td>British</td>
<td>London</td>
<td>Blyth</td>
<td>...</td>
<td>Bomb</td>
<td>Yes</td>
<td>Thames Estuary</td>
<td>Set on fire and towed to Southend. 1 of crew killed, 1 wounded.</td>
<td></td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Balmore (1,925 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>...</td>
<td>280 miles west of Ireland</td>
<td>Badly damaged. Stern under water. 17 of crew still on board, 10 in the only boat.</td>
<td></td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Cardiff (2,345)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>...</td>
<td>...</td>
<td>Arrived Nore with U.X.B. aboard. 1 wounded.</td>
<td></td>
</tr>
<tr>
<td>Nov. 11</td>
<td>Harlaw (1,141 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Yes</td>
<td>South-East of Aberdeen</td>
<td>Leaking, entered Aberdeen. No casualties.</td>
<td></td>
</tr>
<tr>
<td>Nov. 12</td>
<td>Lily (5,719 tons)</td>
<td>Greek</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Yes</td>
<td>40 miles North-West of Malin Head</td>
<td>Set on fire.</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX III.

Additions and Deductions of British Mercantile Sea-going Vessels of 500 gross tons and over.
From September 3, 1939—November 10, 1940.

Additions.

<table>
<thead>
<tr>
<th>Type of Vessel</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>New vessels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enemy vessels captured</td>
<td>8</td>
<td>66,000</td>
</tr>
<tr>
<td>(i) Danish flag</td>
<td>3</td>
<td>19,000</td>
</tr>
<tr>
<td>(ii) French flag</td>
<td>10</td>
<td>57,000</td>
</tr>
<tr>
<td>(iii) Roumanian flag</td>
<td>12</td>
<td>84,000</td>
</tr>
<tr>
<td>Other additions</td>
<td>11</td>
<td>16,000</td>
</tr>
<tr>
<td>(Great Lake vessels</td>
<td>11</td>
<td>16,000</td>
</tr>
<tr>
<td>converted to Ocean use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Additions</td>
<td>51</td>
<td>294,006</td>
</tr>
</tbody>
</table>

Deductions.

<table>
<thead>
<tr>
<th>Type of Vessel</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Losses by enemy action</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Sunk*</td>
<td>58</td>
<td>467,000</td>
</tr>
<tr>
<td>(ii) Seized</td>
<td>1</td>
<td>6,000</td>
</tr>
<tr>
<td>Other total losses</td>
<td>8</td>
<td>22,000</td>
</tr>
<tr>
<td>Total Deductions</td>
<td>62</td>
<td>495,000</td>
</tr>
</tbody>
</table>

* Excluding the following commissioned vessels which, being King's ships, are not regarded as losses of Mercantile tonnage:—

2 tankers of 13,000 tons and 20 other vessels of 177,000 tons.

Note:—The status of the following British vessels detained in French ports has not yet been determined:—

1 tanker of 4,000 tons and 10 other vessels of 65,000 tons.

The average weekly increment of British sea-going merchant ships and tonnage over the 62 weeks was about 9.7 ships and 41,100 gross tons, compared with an average weekly loss due to enemy action alone, for the same period, of 7.4 ships and 38,000 gross tons, and an average weekly loss from all causes (including Marine risks) of 9.1 ships and 41,900 gross tons.
**Vessels under Construction in United Kingdom on November 9, 1940.**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
<th>Gross Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tankers</td>
<td>33</td>
<td>273,090</td>
</tr>
<tr>
<td>Coasting Tankers</td>
<td>1</td>
<td>630</td>
</tr>
<tr>
<td>Other vessels</td>
<td>143</td>
<td>793,505</td>
</tr>
</tbody>
</table>

*Including 2 Merchant vessels (18,100 gross tons) taken over by the Navy and 4 vessels (26,320 tons) building abroad, but excluding 11 vessels of merchant type (25,930 tons) being built for the Navy.

**Total:** 177 vessels of 1,067,225 gross tons

**Vessels under Repair.**

The gross tonnage of British sea-going merchant vessels of 500 gross tons and over which were undergoing or awaiting repair in United Kingdom ports during the week ended November 7, 1940, was about 1,260,000 tons, of which about 300,000 tons was in respect of damage due to enemy action.

**APPENDIX IV.**

**Casualties to Naval Personnel.**

DURING the period under review the following casualties have been reported:

- **Officers:** killed or missing, 9; wounded, 7.
- **Ratings:** killed or missing, 48; wounded, 43.

**APPENDIX V.**

**Operational Aircraft Battle Casualties.**

0600 hrs. Thursday, 7th November, 1940, to 0600 hrs. Thursday, 14th November, 1940.

**Metropolitan Area.**

<table>
<thead>
<tr>
<th>Category</th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td>Coastal</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>20</td>
<td>3</td>
</tr>
</tbody>
</table>

8 fighter pilots are known to be safe.

**German.**

<table>
<thead>
<tr>
<th>Category</th>
<th>Destroyed</th>
<th>Probably Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>31</td>
<td>14</td>
<td>13</td>
</tr>
<tr>
<td>Fighters</td>
<td>14</td>
<td>9</td>
<td>13</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>5</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>50</td>
<td>26</td>
<td>34</td>
</tr>
</tbody>
</table>

**Italian.**

<table>
<thead>
<tr>
<th>Category</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>8</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Fighters</td>
<td>5</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>13</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>

No account is taken of aircraft destroyed on the ground. Of the above totals, 4 were destroyed, 5 probably destroyed and 2 damaged by A.A. fire.
APPENDIX VI.

Air Attacks on Enemy Territory in Europe.

Extracts from Recent Raid Assessment Reports.

The following reports of damage have been received during the past week from air reconnaissance and Intelligence sources:

Germany.

Berlin.—It is the Potsdamer Station on the Ring Line and not the Potsdamer Station of the Stadtbahn that has been hit. The Ring Line can be compared to the Inner Circle in London. A bomb near the Savigny Platz affected Westbound traffic on the Stadtbahn and a brewery facing the Innsbruck Platz was burnt out. A viaduct at the Lehrter Station has been severely damaged and the subway in the Stettiner Station was hit, with severe casualties. Deutsche Waffen- und Munitionsfabriken of Charlottenburg have closed down and started work at Posen. This step is believed to have been taken as a result of damage to the works. The plant of Siemens & Halske manufacturing low current equipment for wireless, telephones, medical appliances and the like has been seriously damaged and a munition depot near the Funkturm was hit. A timber works has been fired and the damage is estimated at over seven million marks. Although raids on Berlin have become fewer in number, their increase in intensity has resulted in more material damage and moral effect than heretofore.

Mannheim.—Mannheim (Motoren) Werke, manufacturers of petrol motors, have failed to deliver, it is believed as a result of air raid damage to the works. A locomotive shed containing eight engines has been badly damaged and the line from Mannheim to Ludwigshafen was affected for a period. The station has been damaged.

Dusseldorf.—A grain elevator has been hit and burnt out, and Rheinmetall Rheinische Metallwaren has been hit and badly damaged.

Unna.—Stahlwerk Unna Muller has been badly damaged. Some time is likely to elapse before normal production can be resumed.

Cologne.—The new bridge across the Rhine at Mechelen has been damaged, but is now repaired. Damage is said to be heavy at Leverkusen and at Knapsack, 7½ miles south-west of Cologne.

Hamburg.—The oil port has been burnt out.

Bremerhafen.—In the middle of October two ships loaded with iron and steel products sank as a result of air attack.

Meiderich.—The railway station has been hit and seriously damaged.

Mining.—Reports have on occasion been received of difficulties in passing through the Kiel Canal. These reports in each case have been considered of doubtful reliability, but a further report from a source who, though not proved to be reliable may well be so, states that his ship of about 2,500 tons took a week to sail from Bremen to Aarhus owing to ships having been sunk in the Kiel Canal. The cumulative effect of these reports is such that the successful results of mining in the Kiel Canal may be accepted, although no particulars are available.
The ferry between Helsingborg and Elsinore was mined early in November off Elsinore, but was not badly damaged. The Swedes have exploded two mines in the Helsingborg Channel.

Czechoslovakia.

The munitions depot of the Skoda branch factory at Holysov, near Stankov, has been destroyed. This branch was accommodated in the building of a former glass works on the Pilsen–Táns railway line.

Holland.

In a raid on Deventer aerodrome five aircraft and a building were destroyed.

Italy.

It is reported that during a recent attack on Turin 92 railway waggons were destroyed in the goods yards.

The raid on Maritza aerodrome (Rhodes) on the 17th/18th October caused numerous casualties and considerable damage to hangars and aircraft.
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BRITISH SHIPPING
LOSSES DUE TO ENEMY
ACTION:
☐ By S/M.
☐ By Mine.
☐ By Surface Raider
☐ By Aircraft
☐ By other causes or
cause unknown.

Note: This graph from 1917 has been prepared
in accordance with information
received up to Noon Thursday.

In order to conform with the dates to which other returns are made
up, this graph now shows the tonnage sunk each week from Thursday to
Wednesday inclusive.
BRITISH SHIPPING
LOSS DUE TO ENEMY
ACTIONS:
- By S/M.
- By Mine.
- By Surface Raider.
- By Aircraft.
- By other causes or cause unknown.

Note: This graph from May 7 has been prepared in accordance with information received up to noon Thursday.

In order to conform with the dates to which other returns are made up, this graph now shows the tonnage sunk each week from Thursday to Wednesday inclusive.
SHIPPING LOSSES
BY ENEMY ACTION,
BRITISH, ALLIED & NEUTRAL.

☐ By S/M.
☒ By Mine.
☐ By Surface Raider.
☐ By Aircraft.
☐ By other causes, or
cause unknown.

Note: This graph from Nov. 1 has been prepared in
accordance with information received up to
Fious Thursday.

In order to conform with the dates to which other returns are made
up, this graph now shows the tonnage sunk each week from Thursday to
Wednesday inclusive.