TO BE KEPT UNDER LOCK AND KEY.

It is requested that special care may be taken to ensure the secrecy of this document.

WAR CABINET

WEEKLY RÉSUMÉ

(No. 75)

of the

NAVAL, MILITARY AND AIR SITUATION

from 12 noon January 30th, to

12 noon February 6th,

1941

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

General Review.

The period has been one of comparative quiet at sea except in the Mediterranean, where air operation was carried out by the Fleet Air Arm against the main power installation in Sardinia.

Shipping losses reported have shown a marked increase and have been due almost entirely to attacks by enemy aircraft and U-boats.

The Suez Canal has been closed owing to minelaying by enemy aircraft.

Home Waters.

2. H.M. Armed Boarding Vessel Crispin, a special anti-aircraft ship, was torpedoed and sunk by a U-boat 400 miles to the westward of the Bloody Foreland on the 4th February. H.M. Ships in the vicinity took off the crew and casualties are unlikely to be heavy.

H.M. Submarine Swordfish unsuccessfully attacked an enemy merchant ship off Kristiansund on the 30th January and another off the Lister Light on the 2nd February.

A blockship was successfully sunk in the western entrance to Dover Harbour on the 6th February.

Two H.M. trawlers have been sunk, one by aircraft and one by mine, and five auxiliary craft have been damaged during the week. Details are given in Appendix V.

Mediterranean.

3. H.M. Ships Renown, Malaya, Ark Royal and light forces operated off Sardinia on the 2nd February. Owing to unfavourable weather the original plans had to be modified, but at dawn 5 Swordfish made an attack on the Tirso Dam which holds the water for the hydro-electric station. Observation of results was impossible; but it is thought that 3 torpedoes hit the dam. Heavy A.A. fire was experienced and one aircraft failed to return. During this operation the Mediterranean Fleet demonstrated in the Eastern Mediterranean, but no enemy ships were encountered.

4. H.M. Submarine Upholder off the Tunisian coast sank an 8,000-ton ship on the 28th January and another of 5,000 tons on the 30th January.

On the 31st January two German aircraft bombed and damaged the s.s. Sollum in the neighbourhood of Sidi Barrani. The ship, which was carrying Italian prisoners, drifted ashore and casualties among the prisoners were heavy.

H.M. Minesweeper Huntley was bombed and sunk near Marsa Matruh on the same day by two Heinkel 111; one officer and 12 men were killed. The hospital ship Dorsetshire was bombed and damaged on the 1st February off the coast of Egypt.

During the period 5 French merchant ships have passed Gibraltar east bound and 6 west bound, all under escort.

Other Foreign Stations.

5. On the 30th January H.M. Armed Merchant Cruiser Cononin intercepted the French s.s. Capitaine Paul La Merle (4,945 tons) on passage to Casablanca about 200 miles East of Martinique. Subsequently, the ship was allowed to proceed as she was within the American neutrality zone.

On the 31st January H.M.S. Devonshire intercepted the French Desirade (9,655 tons) carrying 1,500 troops, about 650 miles south-west of Freetown, but was later instructed to release the ship.

On the 1st February H.M. Ocean Boarding Vessel Marsdale intercepted the Spanish s.s. Castillo Almansa (1,407 tons) with a cargo of empty oil drums 200 miles N.E. of Canaries, and sent her to Gibraltar with an armed guard on board.

On the 5th February the Dutch Sloop Van Kinsbergen intercepted the Danish tankers s.s. Christian Holm (9,119 tons) and s.s. Scandia (8,571 tons) and is escorting them to Trinidad.
Anti-Submarine Operations.

6. The only attack during the period was carried out by H.M. Destroyer Harvester about 450 miles west of Blacksod Bay on a doubtful contact in the vicinity of a ship that had been torpedoed seven hours previously. There was no visible result.

Enemy Intelligence.

German.

7. Air reconnaissance of Kiel on the 30th January showed a Hipper Class cruiser in dry dock; the pocket battleship Lutzow, a Schlesien class battleship and the cruiser Emden were alongside.

The battleship Tirpitz is still at Wilhelmshaven and was seen on the 5th February to have moved back to her old berth in the Bauhafen. The Hipper Class cruiser was seen at Brest on the 1st February, but she had probably left by the 3rd, though complete reconnaissance was not possible until the following day when her departure was confirmed.

The battle cruiser Gneisenau is said to have been seen southward bound in the Skagerrak on the 24th January.

Air reconnaissance over Cherbourg on the 2nd February showed one destroyer in port, and two large naval units of unspecified character were seen in Lorient on the 4th February.

Italian.

8. Air reconnaissances of Taranto on the 1st and 2nd February showed the Littorio class battleship still in dock and heavily camouflaged; there were also four cruisers and seven destroyers as well as smaller craft in the port. Two cruisers were at Messina on the 1st February and one was at Naples on the following day. There were three destroyers at Tripoli on the 5th February.

Submarines.

9. There have been five German submarines in the North-Western Approaches throughout the week, exclusive of those on passage, and one or two in the Azores-West Africa area. There were probably two Italian U-Boats in the North-Western Approaches in the earlier part of the week but now there is only one. It seems unlikely that there are any in the southern area.

Photographic reconnaissances of Lorient on the 1st and 4th February showed eight and five submarines present respectively.

Raiders.

10. It now seems likely that one of the two ships which attacked the s.s. Eurylochus 700 miles west of Freetown on the 29th January may have been the Admiral Scheer. It is possible that she has been in the South Atlantic since she was last heard of on the 18th December. Two ships which are now overdue may have fallen victims to these raiders. There have been raider signals though not of a very definite character, from near the Azores. There have been indications from D/F that the raider in the Southern Ocean is moving north-eastwards and that the ship which attacked the Mandasor on the 24th January had moved west of the Seychelles by the 4th February. It is estimated that there may be as many as seven raiders at large including the Admiral Scheer, but not including the Hipper Class cruiser from Brest.

Enemy Attack on Seaborne Trade.

11. During the period the 30th January to the 5th February, 16 ships and 2 small craft, a total of 78,058 tons, have been reported sunk and of these 12 ships and the 2 small craft (60,612 tons) were British.
Seven ships (40,643 tons) were sunk by U-Boat, all in the North-Western Approaches, three of them being in the homeward bound convoy reported attacked last week. Eight ships and two small craft (31,692 tons) were sunk by aircraft and of these all except the s.s. *Meriones*, which was aground on the Haisboro, and the s.s. *Sultan*, which was attacked off Harwich, were sunk to the west and north-west of Ireland. One ship (5,723 tons) was sunk by a raider 800 miles west of Freetown.

Thirteen ships are reported damaged including ten British; of the total, seven were damaged by air attack and five by mine. The Norwegian s.s. *Eikhaug* which was damaged off Land’s End shot down the aircraft which attacked her.

Convoys were attacked off the east coast on five days in the week, but apart from one ship sunk on the 3rd and an escorting trawler on the 5th, no damage has been reported. On the 4th three of the attacking aircraft were shot down by our fighters, and on the 5th one was shot down by fighters and one by H.M. Trawler *Lady Philomena*.

**Protection of Seaborne Trade.**

12. During the week ending Wednesday 5th February, 649 ships, including 122 Allied and 28 Neutral, were convoyed, and of these, seven ships were lost by enemy action. Since the start of the war 221 ships have been lost in convoy or one ship in every 236.

One battleship, ten armed merchant cruisers, forty-three destroyers, thirty-nine sloops and corvettes and one submarine were employed on escort duties.

13. Owing to three convoys having been delayed by bad weather, fewer ships have arrived this week and the imports have again fallen considerably. Only 419,926 tons have been brought into the country compared with 474,190 tons last week. Oil imports, in eleven tankers, totalled 112,598 tons and showed an increase over the 97,105 tons of last week, but cereal imports amounted to no more than 29,266 tons compared with 73,321 tons in the previous week, three ships only being fully laden with wheat. Other food imports were 39,547 tons compared with 74,104 tons, but four ships brought 23,256 tons of sugar. Mineral imports totalled 148,949 tons, the corresponding figure for last week being 155,229 tons. Three ships were fully laden with phosphates. General cargoes and sundries totalled 44,377 tons and the cargoes of three ships included aircraft.

**British Minelaying.**

14. The only Naval minelaying operation in the period under review was carried out by H.M.S. *Teviot Bank* which laid 265 mines in the East coast Barrier on the 4th February. Minelaying by aircraft has been mainly confined to the French Atlantic coast.

**Enemy Minelaying and British Minesweeping.**

**Home Waters.**

15. On the 31st January and the 3rd February daylight minelaying raids were carried out by enemy aircraft over the Thames Estuary, particularly in the Barrow Deep. On the first day twenty-four mines were seen to drop, but as visibility was bad there may have been more; on the second occasion eighteen were seen. Minelaying has also been suspected on more than one night off Milford Haven and in the upper Bristol Channel area. Raids, some of them certainly minelaying, were intense in the Humber area during the evening of the 4th February.

Eight ships have been mined in Home Waters during the past week, of which only one, an Oropesa Trawler, was sunk. Three of the casualties were in Milford Haven, two off Liverpool, one in the Thames Estuary, and one off Falmouth. One ship, the s.s. *Gwynwood*, 1,177 tons, was sunk by a mine which dropped on her while she lay at anchor in the convoy anchorage in the Humber during the evening of the 4th February; she had been damaged by air attack a few days previously.
Seventeen mines, ten of them in the Thames Estuary, have been detonated by LL Sweep during the week; twelve mines, nine of them in the Liverpool area, have been detonated by S.A. Type A, and S.A. Type C has detonated five off Milford Haven. No contact mines have been swept during the week. The mine totals to date are: Acoustic 207 (including 81 put up by His Majesty's Ships other than Minesweepers), 904 magnetic, and 795 contact.

Many more German explosive floats, and mines of both German and Dutch types, have been washed ashore, sighted off shore on the East Coast between the Tyne and Aberdeen, and on the East Coasts of the Orkneys and Shetlands. Searches are being carried out to confirm or disprove the existence of an enemy minefield, but it is considered possible that the floats and mines could have drifted across the North Sea from the known German minefields between Norway and Holland since the heavy easterly gales. If this is so, the apparent newness of some would suggest that the fields have lately been reinforced.

It has now been established that the loss of the LL Trawler Désirée in the Thames Estuary on the 16th January was not due to a mine but to the fact that she struck a wreck.

Mediterranean.

16. In the Suez Canal 3 ships have been damaged by mines which have been laid by German aircraft on four occasions during the week, and in consequence traffic has been interrupted and the Canal is at present closed.

3 D.W.I. aircraft and 4 minesweeping whalers which had been sent out in anticipation of such an emergency are being employed in sweeping, and up to the present 14 magnetic mines have been detonated.

It is anticipated that normal traffic in the Canal will be resumed in about 15 days.

Enemy Merchant Shipping.

German.

17. The s.s. Turkheim sent out an S.O.S on the 30th January, giving a position off the Swedish coast north of Gothenburg.

The Tubingen, 5,453 tons, is reported to have arrived at Oslo during January with a cargo of ore, which was being unloaded before she docked for repairs. Her bows were seriously damaged owing to her having rammed a rock in mistake for a British submarine.

The Gerda Vith, 1,312 tons, and the Leesee, 2,642 tons, are apparently preparing to sail from Vigo, and twenty German seamen have arrived there for them.

The Portland, 7,132 tons, speed 14 knots, sailed from Talcahuano on the 30th January for an unknown destination. She has recently loaded large quantities of food-stuffs, 500 tons of wool, and lubricating and diesel oils. She has not been located since she sailed.

Italian.

18. Since the 28th January at least eight or nine merchant ships have been either sunk or seriously damaged in the Mediterranean. Reports of sinkings, particularly by Greek submarines, tend to come in slowly, and the losses may turn out to be heavier. The Greek Ministry of Marine has announced that the Greek S/m. Papanicolaus torpedoe a heavily-laden 10,000-ton Italian steamer which was escorted by warships off Brindisi during the night of the 28th/29th January. Two transports are reported to have been sunk by an unidentified submarine near the Yugoslav island of Vis on the 2nd February.

A report from Split says that a ship of 10,000–12,000 tons was at Ancona in Sicily on the 26th January loading food and ammunition which it was thought were destined for Albania. She was expected to sail on the 29th January.
The tanker Giulio Giordani, 10,700 tons, is reported to have struck a mine when entering Taranto last June and in consequence to have been in dock for two months. She is said to be still at Taranto.

**British Contraband Control.**

19. During the month of January 3,120 tons of cargo intended for the enemy were seized in prize, the main items being 3,046 tons of hides, skins and leather, and 52 tons of textiles. The total seizures since the beginning of the war now amount to 757,980 tons.

**U.S.A.**

20. The U.S. Pacific Fleet has been, in the main, concentrated at Pearl Harbour, Honolulu, since the 31st January. The concentration consisted of eleven battleships, five aircraft carriers, nine heavy cruisers, nine light cruisers and two flotillas of destroyers. The Asiatic Fleet consisting of three cruisers, 15 destroyers and twenty-four submarines is in the Manila area.

**The Far East.**

21. The rumours of the cancellation of Japanese merchant ship sailings and the requisitioning of ships have not been confirmed, either from our own sources in the Far East or by the U.S. Naval Authorities.

A Japanese Naval Mission has left for Lisbon in the s.s. Asaku Maru, 7,399 tons. The ship, which has a naval crew and flies the Japanese Naval Flag, is due at Panama on the 7th February and Lisbon on the 20th February.

It is thought very likely that it is intended to use this ship to bring back machinery which is too large to be sent from Germany by the Trans-Siberian railway. The machinery is needed for new Japanese Naval construction.

**MILITARY SITUATION.**

**Germany:** Reports of troop concentrations.

**In Norway.**

22. The number of German troops in Northern Norway, viz., 3–4 divisions, is considered larger than is necessary for mere garrison purposes, but not excessive as a safeguard against a possible Russian move, or against a British landing which the Germans are said to expect. There is no definite indication of any change in the number of German divisions in this area or of any excessive amount of shipping in North Norwegian ports, such as might point to an expedition to Iceland, Ireland, or the North of Scotland.

**Invasion.**

23. Reports of invasion in the Spring—according to some sources in February—are being received in increasing numbers from various quarters. Many of them mention details of preparations, such as training of parachutists, manufacture of parachutes and of water and fire proof suits, the issue of British uniforms to German troops, and intensive manufacture of gas.

Two reports suggest that the main attack will come across the Channel, which will be closed at its narrowest point to form a lane of approach.

**In Belgium.**

24. Reports of German troop concentrations in Belgium have also been received recently, but these are not confirmed.

**In Italy.**

25. Reports of the presence of German troops are still conflicting, but it now seems probable that there are possibly 2 or 3 divisions, including armoured and motorised units, in Southern Italy and Sicily.
Recent unconfirmed reports state that the Germans have taken over control of the port of Genoa and possibly of certain other Italian ports. German control of ports would doubtless be one of the conditions required if Germany intended to attack Malta or if an expedition to Tunisia or Libya were contemplated.

In Roumania.

26. The number of German divisions in Roumania is now thought to be at least 15, of which 3 or 4 are armoured and 2 or 3 motorised. This is an increase of some 5 divisions during the past week. Five divisions and a mountain unit are believed to be distributed along the Danube between Turnu Severin and Calarasi, 3 divisions in the Dobruja and 2 or 3 in Moldavia and on River Siret. The Roumanian Banat is at present believed to be free of German troops.

In Bulgaria.

27. German troops are reported to be moving into Eastern Bulgaria, but no reliable evidence as to the extent or rate of the movement, if it is taking place, is so far available. Reports that schools in the Sofia area are being vacated and that the Bulgarians are withdrawing troops from the Turkish frontier may both indicate that space is being made for German troops.

Roumania.

28. The Roumanian Army is now reported to consist of 19 infantry divisions, 4 cavalry brigades, 4 mountain brigades, 2 fortifications brigades and 1 mechanised brigade. None of these formations is at full strength and the number of men still with the colours is thought to be about 250,000. It is reported that the army is to be mobilised in February and March. This report should be treated with reserve, but, if it is correct, the strength would be raised to about 500,000 men during those months.

Africa.

Libya.

29. Leading elements of our forces entered Cirene on the 3rd February.

Egypt.

30. 12,400 Australians, including an infantry brigade, a M.G. battalion and a light A.A. regiment and 300 New Zealanders, have arrived at Suez.

Sudan.

31. On the 1st February troops of our northern column occupied Agordat, and are now closing in on the strongly held positions about Keren. As a result of our pressure on Barentu the enemy withdrew to the south-east on the night of the 1st/2nd February; we occupied the town on the morning of the 2nd February and are pressing the enemy vigorously in the Tole area.

In the various operations based on the Sudan our casualties have been light. We have taken about 1,500 prisoners, mostly Italian, and considerable military material.

East Africa.

32. East of Lake Rudolf, our troops have occupied El Gummu and Gora (28 miles north-east of Dukana), and over the Somaliland border, Beles Gugani (50 miles north-west of Kismayu). In all sectors the enemy have sustained casualties disproportionate to our own, which have been negligible.

Seychelles.

33. The personnel of a Coast Defence Battery of the Ceylon Garrison Artillery has arrived in Seychelles to man two 6-inch naval guns.
AIR SITUATION.

General Review.

34. In the Metropolitan area our operations as well as those of the enemy were on a small scale because of bad weather.

In Africa, our aircraft again co-operated very closely with our ground forces and inflicted heavy losses on the enemy.

The enemy made a heavy attack on Malta.

Operational aircraft casualties and extracts from recent Raid Assessment Reports are given in Appendices VI and VII.

Germany and Occupied Territory.

35. Weather conditions were again unfavourable. Bomber Command flew 38 sorties by day and 187 by night (155 on the 4th/5th) and Coastal Command 19 by day and 25 by night.

36. Five offensive day patrols were carried out over France and Belgium by our fighters, which sometimes escorted formations of bombers. Attacks were made on several objectives including docks and shipping at Boulogne. Several enemy aircraft were encountered, five of which were destroyed and one damaged. Our losses were ten aircraft destroyed or missing. Daylight attacks on enemy aerodromes included a very successful attack on St. Omer.

37. The naval dockyard at Brest was attacked on four successive nights. The attack on the night of the 4th/5th February by 24 Wellingtons was particularly heavy, 23 tons of high explosive bombs and 600 incendiaries being dropped; results could not be accurately observed. Other targets attacked on the 4th/5th included the docks at Cherbourg, where several direct hits were scored on shipping and on the shipbuilding yard, the Merignac aerodrome near Bordeaux where bombs fell near the hangars, and the industrial area of Dusseldorf on which 24 Wellingtons dropped 17 tons of bombs and 1,600 incendiaries. Several aerodromes in occupied territory and the Channel ports were also effectively bombed during the week.

United Kingdom.

38. The enemy was more active by day than he was in the previous week. Most of the aircraft were engaged on coastal reconnaissances, but others, taking advantage of low cloud conditions, flew inland and bombed places in the London area, in the Home Counties and in East Anglia. On five nights there was little or no enemy activity, but on the nights of the 4th/5th and 5th/6th February there were attacks by about 100 and by about 60 enemy aircraft respectively, the former not being directed against any particular area and the latter against South-East England. Fighter Command flew 404 patrols involving 1,385 sorties by day and 88 patrols involving 95 sorties by night; nine enemy aircraft were destroyed by day, and one at night.

Coastal Reconnaissance, Patrols and Minelaying.

39. The activities of the Coastal Command were again restricted because of adverse weather conditions, but 164 patrols involving 376 sorties were flown including 221 convoy escorts. A number of photographic reconnaissances of several ports extending from Bergen to Bordeaux were also flown. Our aircraft successfully laid mines off St. Nazaire, Lorient and Brest.

40. There was hardly any minelaying by enemy aircraft on the first five nights of the week, but on the remaining nights they were unusually active, 176 aircraft being engaged. Enemy coastal activity was again relatively small, but the long-range unit maintained operations over the Atlantic.

Egypt and Libya.

41. Our bomber aircraft have continued to carry out heavy attacks on enemy aerodromes, especially at Barce and Castel Benito (Tripoli), on which 10 tons and 12 tons of bombs were dropped respectively. Considerable damage was done.
to hangars and barracks and at least eight enemy aircraft were destroyed on the
ground. Our fighter aircraft made several machine-gun attacks on enemy troops,
transport vehicles and landing grounds, causing considerable damage and heavy
casualties. At Barce Hurricanes destroyed as many as thirty-six vehicles. The
harbour at Tripoli was heavily attacked on the night of the 31st January by six
Wellingtons from Malta and direct hits were scored on seaplane hangars and on
shipping. The only enemy air activity, apart from two attacks on ships and the
laying of mines in the Suez Canal by German aircraft, referred to in the Naval
Situation, consisted of an abortive attack on Tmimi on the 3rd February.

Malta.

42. Our aircraft carried out several important reconnaissances during the
week, including the harbours at Naples, Taranto and Tripoli, and aerodromes in
Sicily and Libya.

43. On the night of the 31st January/1st February two enemy aircraft
dropped bombs near the Grand Harbour without causing damage or casualties.
On the following day an enemy bomber, escorted by twelve fighters, flew over the
Island, but they were intercepted by our fighters and two were shot down. On
the night of the 4th/5th there was a heavy attack on the dockyard and
aerodromes by three large formations of enemy dive bombers. At Luqa and
Hal Far there was considerable damage to buildings and a few casualties. Three
enemy aircraft were destroyed by our fighters and anti-aircraft defences, and
another was probably destroyed. Our losses were three aircraft destroyed and
four damaged on the ground.

Greece and Albania.

44. On the 31st January six Blenheims heavily bombed an enemy troop
concentration at Dukaj near Tepelene, and inflicted heavy casualties. On the
following day over two tons of bombs were dropped on warehouses and munition
dumps at Valona.

Sudan and East Africa.

45. Our aircraft continued to harass the communications of the retreating
enemy and several heavy attacks were made on his troops and transport, especially
in the neighbourhood of Agordat, Barentu and Keren. Particular attention was
paid to the railway between Agordat and Massawa, which was heavily bombed
in five places, and to the railway from Addis Ababa to Jibuti, which was bombed
twice. Enemy aerodromes were also successfully attacked and several aircraft
were destroyed on the ground. Assab was successfully bombed on the 1st Feb­
ruary. Several reconnaissances were flown, and escorts provided for a convoy.
Enemy activity was negligible and consisted of unsuccessful bombing attacks on
our positions near the Kenya-Somaliand Frontier.

Air Intelligence.

Germany.

46. It is probable that the German Air Force strength in the Mediterranean
is less by some forty long-range bombers than was estimated last week.

French North Africa.

47. The air defences of Tunis and Bizerta are apparently being reinforced.

China.

48. Both Mekong bridges on the Burma Road have now been put out of
action by Japanese bombers, but, though some congestion has been caused, a
pontoon bridge was in use within twenty-four hours.
HOME SECURITY SITUATION.

General.
By Day.
49. The weather has again restricted enemy bombing. On the 30th and 31st January the enemy was fairly active. For the remainder of the week they confined themselves to occasional bombing of aerodromes, east and north-east coast towns, and London.

50. On the 30th January raids were carried out in areas east of a line from the Humber to the Isle of Wight, concentrating chiefly on London, where some houses were demolished. Slight damage was caused by scattered bombing in East Anglia and Kent, but bombs falling at Eye blocked both railway lines between Peterborough and Wisbech.

51. On the 31st January bombing occurred in much the same areas, London again being the chief objective. More casualties (28 killed) were caused than on any day since the 25th October. There was a 20-pump fire at Taylor’s Furniture Depository in Southwark and three Hospitals and the Albany Street Barracks were hit. Damage was caused at Mullards Radio Transmission Equipment, Co., Wandsworth, but production was little affected.

52. Outside London there were few casualties and little damage.

By Night.
53. On four nights during the week no bombs were dropped.

54. On night of the 3rd/4th February bombing was confined to an incendiary attack on London, which did little damage, and to the dropping of a few bombs at Uffington and East Dereham.

55. On the night of the 4th/5th February bombs were scattered widely over the eastern and East Midland Counties and Kent. Damage and casualties were generally small, but at Grantham the British Manufacturing and Research Co. (Guns and Ammunition) was extensively damaged. It is expected that part production will be resumed at an early date. The heaviest casualties were at Southend, where bombs fell in the centre of the town.

56. On the last night of the week, 5th/6th February, 8 London Boroughs were bombed, but damage and casualties were slight. Outside London 2 paramines exploded at Bradwell, East Suffolk, causing serious damage to private property, but there were no casualties.

R.A.F. Aerodromes.
57. Nine Aerodromes in the south-east were hit, but damage was not severe except at Feltwell, Norfolk, where the administrative buildings suffered extensively.

Casualties.
58. For the week ending 0600 on the 5th February the approximate figures for the whole country are 130 killed and 303 injured. These figures include the London casualties of 72 killed and 226 injured.
### APPENDIX I.

**Enemy Attack on Trade.**

Merchant Vessels (excluding Commissioned Merchant Vessels) of all tonnages **reported** lost by enemy action.

*(Note.—Tonnages are gross unless otherwise stated.)*

**By Submarine.**

<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 other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan. 28</td>
<td><em>Urca</em> (6,108 tons)</td>
<td>British</td>
<td>Steel and lumber</td>
<td>Boston</td>
<td>Manchester</td>
<td>Torpedo</td>
<td>Yes</td>
<td>323 miles West of Achill Head</td>
<td>All landed.</td>
</tr>
<tr>
<td>Jan. 29</td>
<td><em>Rushpool</em> (6,125 tons)</td>
<td>British</td>
<td>Grain</td>
<td>St. Johns, N.B.</td>
<td>Belfast</td>
<td>Torpedo</td>
<td>Yes</td>
<td>N.W. approaches</td>
<td>All landed.</td>
</tr>
<tr>
<td>Jan. 29</td>
<td><em>Aikaterini</em> (4,829 tons)</td>
<td>Greek</td>
<td>Grain</td>
<td>Halifax</td>
<td>Dublin</td>
<td>Torpedo</td>
<td>Yes</td>
<td>N.W. approaches</td>
<td>30 landed.</td>
</tr>
<tr>
<td>Jan. 29</td>
<td><em>King Robert</em> (6,886 tons)</td>
<td>British</td>
<td>Grain</td>
<td>St. Johns, N.B.</td>
<td>Cardiff</td>
<td>Torpedo</td>
<td>Yes</td>
<td>480 miles West of Ireland</td>
<td>42 landed.</td>
</tr>
<tr>
<td>Feb. 3</td>
<td><em>Empire Citizen</em> (4,683 tons)</td>
<td>British</td>
<td>...</td>
<td>Liverpool</td>
<td>Freetown and Rangoon</td>
<td>Torpedo</td>
<td>Yes</td>
<td>220 miles West of Beaufort</td>
<td>No information.</td>
</tr>
</tbody>
</table>

* This information is provisional, and may be modified subsequently on receipt of Commodore's report.
## By Aircraft.

<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 other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 22</td>
<td>Kapetan Stratis (3,574 tons)</td>
<td>Greek</td>
<td>Pit props</td>
<td>Lisbon</td>
<td>Belfast and Barry</td>
<td>Bomb</td>
<td>Yes</td>
<td>N.W. approaches</td>
<td>No information</td>
</tr>
<tr>
<td>Jan. 23</td>
<td>Lurigethan (5,664 tons)</td>
<td>British</td>
<td>Cotton and cotton seed</td>
<td>Port Sudan</td>
<td>Hull</td>
<td>Bomb</td>
<td>Yes</td>
<td>210 miles West of Blackboy Bay</td>
<td>86 landed, 2 wounded, 16 killed</td>
</tr>
<tr>
<td>Jan. 23</td>
<td>Tug Englishman (487 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Not</td>
<td>40 miles West of Tory Is.</td>
<td>No survivors reported</td>
</tr>
<tr>
<td>Jan. 23</td>
<td>Langleygesse (4,524 tons)</td>
<td>British</td>
<td>Maize</td>
<td>Durban</td>
<td>London</td>
<td>Bomb</td>
<td>Yes</td>
<td>120 miles West of Slyne Head</td>
<td>No information</td>
</tr>
<tr>
<td>Jan. 26</td>
<td>Meriones (7,057 tons)</td>
<td>British</td>
<td>General</td>
<td>London</td>
<td>Hull and Brisbane</td>
<td>Bomb</td>
<td>Not</td>
<td>South Halsboro' Sands</td>
<td>Landed</td>
</tr>
<tr>
<td>Jan. 27</td>
<td>S/Trawler Cnr. philly Castle (275 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Not</td>
<td>92 miles S.W. of Achill Head</td>
<td>8 saved, 3 drowned</td>
</tr>
<tr>
<td>Jan. 29</td>
<td>Pandion (1,944 tons)</td>
<td>British</td>
<td>Coal</td>
<td>Oban</td>
<td>Portugal</td>
<td>Bomb</td>
<td>Yes</td>
<td>76 miles W.N.W. of Bloody Foreland</td>
<td>3 survivors lost, 19 killed, 19 missing</td>
</tr>
<tr>
<td>Jan. 30</td>
<td>Olympier (2,266 tons)</td>
<td>Belgian</td>
<td>Iron ore, carbon, calcium</td>
<td>Durban</td>
<td>Oban and Immingham</td>
<td>Bomb</td>
<td>Yes</td>
<td>100 miles N.W. of Bloody Foreland</td>
<td>18 lost, 7 injured, 18 killed, 15 missing</td>
</tr>
<tr>
<td>Jan. 30</td>
<td>M/V Cargo Austvard (8,677 tons)</td>
<td>Norwegian</td>
<td>Iron ore</td>
<td>Freetown</td>
<td>Oban</td>
<td>Bomb</td>
<td>5 direct hits</td>
<td>150 miles West of Ireland</td>
<td>8 survivors landed, 7 dead, 2 on rafts; fate not yet known</td>
</tr>
<tr>
<td>Feb. 2</td>
<td>The Sultan (824 tons)</td>
<td>British</td>
<td>Coal</td>
<td>Methil Rds.</td>
<td>London</td>
<td>Bomb</td>
<td>Yes</td>
<td>Off Harwich</td>
<td>12 landed, 3 injured, 2 killed</td>
</tr>
</tbody>
</table>

*This information is provisional and may be modified subsequently on receipt of Commodore's report.

## By Surface Craft.

<table>
<thead>
<tr>
<th>Date</th>
<th>Eurylochus (5,728 tons)</th>
<th>British</th>
<th>Glasgow</th>
<th>Takoradi</th>
<th>Raider</th>
<th>Not</th>
<th>700 miles West of Freetown</th>
<th>Some survivors picked up by Spanish ship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Name and Tonnage</td>
<td>Nationality</td>
<td>Cargo</td>
<td>From—</td>
<td>To—</td>
<td>Cause</td>
<td>In convoy or not.*</td>
<td>Position</td>
</tr>
<tr>
<td>------</td>
<td>------------------</td>
<td>-------------</td>
<td>-------</td>
<td>--------</td>
<td>-----</td>
<td>-------</td>
<td>-------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Jan. 26</td>
<td>Gwynivood (1,177 tons)</td>
<td>British</td>
<td>Coal</td>
<td>Tyne</td>
<td>Portsmouth</td>
<td>A/C</td>
<td></td>
<td>River Thames</td>
</tr>
<tr>
<td>Jan. 26</td>
<td>Grongetoft (575 tons)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>A/C</td>
<td></td>
<td>River Thames</td>
</tr>
<tr>
<td>Jan. 26</td>
<td>Greicrose (4,574 tons)</td>
<td>British</td>
<td>Grain</td>
<td>New York</td>
<td>Tyne</td>
<td>A/C</td>
<td>Yes</td>
<td>N.W. approaches</td>
</tr>
<tr>
<td>Jan. 31</td>
<td>Eichten</td>
<td>Norwegian</td>
<td>Port Talbot</td>
<td>Falmouth</td>
<td>A/C</td>
<td></td>
<td>Not</td>
<td>8 miles S. of Land's End</td>
</tr>
<tr>
<td>Jan. 31—Feb. 1</td>
<td>Dorsetshire (9,717 tons)</td>
<td>British hospital ship</td>
<td></td>
<td></td>
<td></td>
<td>A/C</td>
<td></td>
<td>Gulf of Sollum</td>
</tr>
<tr>
<td>Feb. 2</td>
<td>Waziristan (2,135 tons)</td>
<td>British</td>
<td>Ballast</td>
<td>Tees</td>
<td>Halifax</td>
<td>A/C</td>
<td>Yes</td>
<td>120 miles W.S.W. of Faroos</td>
</tr>
<tr>
<td>Feb. 2</td>
<td>Dione II (2,660 tons)</td>
<td>British</td>
<td>Iron ore</td>
<td>Wabana</td>
<td>Cardiff</td>
<td>A/C</td>
<td>Yes</td>
<td>200 miles W.N.W. of Bloody Foreland</td>
</tr>
</tbody>
</table>

* This information is provisional and may be modified subsequently on receipt of Commodore's report.
<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>Cause</th>
<th>In Convoy or not.*</th>
<th>Position</th>
<th>Extent of Damage</th>
<th>Crew</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 3</td>
<td>M/V Tanker Desmoula (8,120 tons)</td>
<td>British</td>
<td>Light oil</td>
<td>Alexandria</td>
<td>Suda Bay</td>
<td>Torpedo</td>
<td>...</td>
<td>North of Crete</td>
<td>Not known. Towed Suda Bay. Cargo undamaged. Hit in engine room.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb 3</td>
<td>M/V Calyx (212 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>Mine</td>
<td>...</td>
<td>...</td>
<td>8 miles N.E. of Bar Lá Vessel</td>
<td>Engines damaged and making water. Arrived Liverpool.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb 4</td>
<td>Gwynwood (1,177 tons)</td>
<td>British</td>
<td>Ballast</td>
<td>London</td>
<td>Sunderland</td>
<td>Mine</td>
<td>...</td>
<td>Convoy anchorage, Hunter</td>
<td>Hit by parachute mine which dropped on engine room. Sinking rapidly. Will probably be submerged in 5 fathoms water.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb 4</td>
<td>Binghorn (1,298 tons)</td>
<td>Norwegian</td>
<td>Coal</td>
<td>Port Talbot</td>
<td>St. John's N.B.</td>
<td>S/M Torpedo</td>
<td>Yes</td>
<td>N.W. approaches</td>
<td>Extent of damage not yet known</td>
<td>5 picked up by H.M. Ship.</td>
<td></td>
</tr>
<tr>
<td>Feb 4</td>
<td>Agios Georgios (8,268 tons)</td>
<td>Greek</td>
<td>...</td>
<td>...</td>
<td>Mine</td>
<td>...</td>
<td>...</td>
<td>Suez Canal</td>
<td>Extent of damage not yet known.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* This information is provisional and may be modified subsequently on receipt of Commodore's report.
APPENDIX II.

Merchant Ships (all sizes) other than Merchant Ships Commissioned for Naval Service, Sunk by Enemy Action up to Noon, Wednesday, 5th February, 1941.

<table>
<thead>
<tr>
<th>By</th>
<th>British</th>
<th>Allied</th>
<th>Neutral</th>
<th>Together</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submarine ...</td>
<td>200</td>
<td>1,055,000</td>
<td>75</td>
<td>305,000</td>
</tr>
<tr>
<td>Mine ...</td>
<td>171</td>
<td>400,000</td>
<td>55</td>
<td>36,000</td>
</tr>
<tr>
<td>Aircraft ...</td>
<td>122</td>
<td>350,000</td>
<td>64</td>
<td>198,000</td>
</tr>
<tr>
<td>Other causes, or cause unknown</td>
<td>31</td>
<td>64,000</td>
<td>58</td>
<td>38,000</td>
</tr>
<tr>
<td></td>
<td>692</td>
<td>2,887,000</td>
<td>176</td>
<td>782,000</td>
</tr>
</tbody>
</table>

Note.—“Allied” figures include Polish; all French up to June 25, 1940; “Free” French from June 28, 1940; Norwegian from April 9, 1940; Dutch and Belgian from May 10, 1940; and Greek from October 25, 1940. “Neutral” figures include Italian up to June 10, 1940; and “Vichy” French from June 25, 1940.

APPENDIX III.

(1) Additions to and deductions from British Sea-going Merchant Tonnage (ships of 500 gross tons and over), including Merchant Ships Commissioned for Naval Service from 2nd September, 1939, to 5th February, 1941.

<table>
<thead>
<tr>
<th></th>
<th>Tankers</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>British ships on September 2, 1939</td>
<td>519</td>
<td>3,274,000</td>
</tr>
<tr>
<td><strong>Additions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New ships</td>
<td>12</td>
<td>97,000</td>
</tr>
<tr>
<td>Enemy ships captured</td>
<td>1</td>
<td>6,000</td>
</tr>
<tr>
<td>Ships transferred from other flags— Danish</td>
<td>6</td>
<td>48,000</td>
</tr>
<tr>
<td>French</td>
<td>10</td>
<td>57,000</td>
</tr>
<tr>
<td>Roumanian</td>
<td>2</td>
<td>11,000</td>
</tr>
<tr>
<td>Estonian</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latvian</td>
<td>3</td>
<td>6,000</td>
</tr>
<tr>
<td>Others</td>
<td>12</td>
<td>83,000</td>
</tr>
<tr>
<td>Other additions</td>
<td>10</td>
<td>15,000</td>
</tr>
<tr>
<td><strong>Total additions</strong></td>
<td>52</td>
<td>317,000</td>
</tr>
<tr>
<td><strong>Deductions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ships sunk by the enemy—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Merchant ships commissioned for Naval Service</td>
<td>2</td>
<td>13,000</td>
</tr>
<tr>
<td>(ii) Others</td>
<td>8</td>
<td>480,000</td>
</tr>
<tr>
<td>Ships captured by the enemy</td>
<td>1</td>
<td>6,000</td>
</tr>
<tr>
<td><strong>Other deductions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Commissioned for Naval Service</td>
<td>8</td>
<td>22,000</td>
</tr>
<tr>
<td>(ii) Others</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total deductions</strong></td>
<td>74</td>
<td>621,000</td>
</tr>
<tr>
<td>Net additions (+) or deductions (-)</td>
<td>21</td>
<td>204,000</td>
</tr>
<tr>
<td>British ships on February 2, 1941</td>
<td>498</td>
<td>3,070,000</td>
</tr>
</tbody>
</table>

*Of the total Non-Tanker tonnage, vessels representing about 3,800 thousand gross tons are engaged on Naval, Military or R.A.F. Services (including some commissioned for Naval Service), some of which bring cargo to the United Kingdom on their homeward voyage. After allowing for vessels (1) trading permanently abroad, (2) detained in French ports and (3) undergoing or awaiting repair, including the fitting of defensive protection, the balance is a little under 7½ million gross tons, some part of which is engaged in the coasting trade of the United Kingdom and Eire.
(2) Total losses of, and other deductions from, British Sea-going Merchant Ships of 500 gross tons and over, including Merchant Ships Commissioned for Naval Service, expressed as approximate annual rates of loss.

<table>
<thead>
<tr>
<th>Period</th>
<th>Total losses sunk or captured by the enemy, and other deductions in period.</th>
<th>Approximate annual loss if column (2) losses continued for a year.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
</tr>
<tr>
<td>First 9 months of war:</td>
<td>Gross tons.</td>
<td>Gross tons.</td>
</tr>
<tr>
<td>i.e., from September 3, 1939, to May 31, 1940</td>
<td>1,101,000</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Following 3 months:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i.e., from June 1, 1940, to August 31, 1940</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Month of September, 1940</td>
<td>979,000</td>
<td>3,000,000</td>
</tr>
<tr>
<td>&quot; October, 1940</td>
<td>332,000</td>
<td>4,000,000</td>
</tr>
<tr>
<td>&quot; November, 1940</td>
<td>299,000</td>
<td>3,500,000</td>
</tr>
<tr>
<td>&quot; December, 1940</td>
<td>252,000</td>
<td>3,000,000</td>
</tr>
<tr>
<td>&quot; January, 1941</td>
<td>(157,000* )</td>
<td>1,500,000</td>
</tr>
</tbody>
</table>

* This figure relates to losses so far notified and may be increased by late notifications.

(3) Merchant Ships (all sizes) under construction in British yards in the United Kingdom and abroad on 1st February, 1941.

<table>
<thead>
<tr>
<th>Tankers.</th>
<th>Others.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colliers and coasting ships</td>
<td>3</td>
</tr>
<tr>
<td>Other ships</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>96</td>
</tr>
</tbody>
</table>

* Including 4 vessels (26,000 gross tons) building abroad, 2 merchant ships (18,000 gross tons) taken over by the Navy during constructions and 10 ships (29,000 gross tons) of merchant type intended for Naval use.

In addition, there are 161 merchant ships totalling 1,007,000 gross tons on order or proposed to order in the United Kingdom and abroad (including 18 tankers of 121,000 gross tons).

---

APPENDIX IV.

Merchant Ships (all sizes) lost by the enemy up to 2nd February, 1941.

<table>
<thead>
<tr>
<th>German.</th>
<th>Italian.</th>
<th>Together.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Captured or seized</td>
<td>60</td>
<td>269,000</td>
</tr>
<tr>
<td>Scuttled or sunk</td>
<td>75</td>
<td>414,000</td>
</tr>
<tr>
<td>Unidentified ships reported by S/M, A/C, &amp;c., as sunk or destroyed</td>
<td>127</td>
<td>685,000</td>
</tr>
<tr>
<td>(Tonnage estimated)</td>
<td>268</td>
<td>1,518,000</td>
</tr>
</tbody>
</table>

In addition, 32 ships of 51,000 gross tons under enemy control or useful to the enemy have been sunk.
The following casualties have occurred to H.M. Auxiliary Patrol Vessels during the week under review:—

31st January—
Motor Launches 162 and 165 mined and damaged off Milford Haven.

2nd February—
Minesweeping Trawler *Almond* mined and sunk off Falmouth. 3 survivors.

3rd February—
Armed drifter *Midas* damaged in collision and abandoned. Minesweeper *Southern Chief* damaged by mine off Milford Haven. Motor A/S boat 12 mined off Milford Haven and subsequently sunk.

5th February—
A/S Trawler *Tourmaline* sunk by aircraft off North Foreland. 19 survivors and 5 wounded.

Casualties to Naval Personnel.
The following casualties have been reported:—
Officers: 10 killed or missing, 6 wounded. Ratings: 39 killed or missing, 7 wounded.

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**APPENDIX VI.**

Operational Aircraft Battle Casualties.
0600 hrs., 30th January, 1941, to 0600 hrs., 6th February, 1941.

**Metropolitan Area.**

<table>
<thead>
<tr>
<th>British</th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>Coastal</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td><strong>1</strong></td>
</tr>
<tr>
<td></td>
<td>1 fighter pilot known to be safe.</td>
<td></td>
</tr>
</tbody>
</table>

**German.**

<table>
<thead>
<tr>
<th>Bombers</th>
<th>Destroyed.</th>
<th>Destroyed.</th>
<th>Damaged.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td></td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>10</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td><strong>1</strong></td>
<td><strong>6</strong></td>
</tr>
</tbody>
</table>

No account is taken of aircraft destroyed on the ground.

**Middle East.**

<table>
<thead>
<tr>
<th>British</th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Fighters</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Coastal</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8</strong></td>
<td><strong>8</strong></td>
</tr>
</tbody>
</table>

No casualties reported from Greece.

**Italian.**

<table>
<thead>
<tr>
<th>Bombers</th>
<th>Destroyed.</th>
<th>Destroyed.</th>
<th>Damaged.</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td></td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Fighters</td>
<td>12</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>49</strong></td>
<td><strong>7</strong></td>
<td><strong>4</strong></td>
</tr>
</tbody>
</table>
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.

Wilhelmshaven.—A reliable report stated that the damage was considerable and gave a specific instance of the destruction of three naval barracks with severe casualties. This report was confirmed by photographs taken by P.R.U., which disclosed major damage and that such damage is for the most part confined to the Bauhafen area. In the photographic interpretation 17 different items of damage are particularised, comprising gun and clothing stores, carpenters' and boiler-makers' shops, a navigation office and a smithy, the town barracks, the fire station and the post office, and buildings in the Kaiser, Victoria and Roon Strassen.

Cologne.—About the end of December the main station was badly damaged and a bomb which just missed the Hohenzollern Bridge caused many casualties.

Berlin.—The damage caused to the U-Bahn in the Tauentzien Strasse on the 15th/16th December had not been fully repaired by the 14th January. A bomb which fell on a house in the Steinplatz caused the death of 26 persons.

Düsseldorf.—On the 28th/29th December a gasometer received two direct hits.

Politz.—Two reports were received from sources believed reliable stating that heavy damage had been caused to the synthetic oil plant. No details were given, but, in view of several reports received of results of attacks upon this target, it is considered the attacks must have been successful, although details are not known.

General.—The account of a Swedish sailor shows the lengths to which the Germans go in their efforts to remove and conceal damage. He stated that just before Christmas direct hits destroyed a whole block of Bremen houses. Clearing operations were started immediately and by Christmas Eve the site of the buildings had been converted into an open square upon which Christmas trees were being sold. When passing through a lock where a bomb had heavily damaged the middle sector the ship's pilot maintained that the sector was too narrow and was therefore being widened. Building operations were, in fact, already in progress to make it look as though this was being done.

France.

An informant saw the remains of a munition train at Rennes and of another at Le Mans, which had received direct hits. There was little left to describe. He told of a highly successful raid on Villacoublay aerodrome when bomb-loading operations were in progress. Many aircraft were destroyed on the ground.
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.

Wilhelmshaven.—A reliable report stated that the damage was considerable and gave a specific instance of the destruction of three naval barracks with severe casualties. This report was confirmed by photographs taken by P.R.U., which disclosed major damage and that such damage is for the most part confined to the Bahnhafen area. In the photographic interpretation 17 different items of damage are particularised, comprising gun and clothing stores, carpenters' and boiler-makers' shops, a navigation office and a smithery, the town barracks, the fire station and the post office, and buildings in the Kaiser, Victoria and Roon Strassen.

Cologne.—About the end of December the main station was badly damaged and a bomb which just missed the Hohenzollern Bridge caused many casualties.

Berlin.—The damage caused to the U-Bahn in the Tauentzien Strasse on the 15th/16th December had not been fully repaired by the 14th January. A bomb which fell on a house in the Steinhofleit caused the death of 26 persons.

Düsseldorf.—On the 28th/29th December a gasometer received two direct hits.

Politz.—Two reports were received from sources believed reliable stating that heavy damage had been caused to the synthetic oil plant. No details were given, but, in view of several reports received of results of attacks upon this target, it is considered the attacks must have been successful, although details are not known.

General.—The account of a Swedish sailor shows the lengths to which the Germans go in their efforts to remove and conceal damage. He stated that just before Christmas direct hits destroyed a whole block of Bremen houses. Clearing operations were started immediately and by Christmas Eve the site of the buildings had been converted into an open square upon which Christmas trees were being sold. When passing through a lock where a bomb had heavily damaged the middle sector the ship's pilot maintained that the sector was too narrow and was therefore being widened. Building operations were, in fact, already in progress to make it look as though this was being done.

France.

An informant saw the remains of a munition train at Rennes and of another at Le Mans, which had received direct hits. There was little left to describe. He told of a highly successful raid on Villacoublay aerodrome when bomb-loading operations were in progress. Many aircraft were destroyed on the ground.
This diagram is based on losses which occurred in the various weeks specified. These necessarily are not in agreement with the losses notified week by week in Appendix I.

This diagram includes vessels of all tonnages but excludes Commissioned Merchant Vessels. The losses are the actual losses in the weeks indicated up to midnight Sunday/Monday, corrected with information available to meet Monday of the following week. The internal permits the losses in recent weeks to be consolidated.
BRITISH SHIPPING LOSSES DUE TO ENEMY ACTION.

- By S/M.
- By Mines.
- By Surface craft.
- By Aircraft.
- By other causes or cause unknown.

This diagram includes vessels of all tonnage (but omits Commissioned Merchant Vessels). The losses are the actual losses in the weeks included up to midnight Sunday preceding, corrected with information available to nearest day. The interval permits the losses in recent weeks to become stabilized.

This diagram is based on losses which occurred in the various weeks specified. These necessarily are not in agreement with the losses notified week by week in Appendix I.
SHIPPING LOSSES
BY ENEMY ACTION,
BRITISH, ALLIED & NEUTRAL.

- By S/M.
- By Mine.
- By Surface craft.
- By Aircraft.
- By other causes, or
  cause unknown.

This diagram includes returns of all losses (but excludes
Convoy and Merchant ships). The losses are the actual losses in
the weeks indicated up to midnight Sunday/Monday, corrected with
information available to noon Wednesday of the following week.
The returns permit the losses in recent weeks to be Hendelived.

This diagram is based on losses which occurred in the various
weeks specified. These necessarily are not in agreement with the
losses notified week by week in Appendix I.