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

WAR CABINET

WEEKLY RÉSUMÉ

(No. 71)

of the

NAVAL, MILITARY AND AIR SITUATION

from 12 noon January 2nd, to

12 noon January 9th,

1941

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

General Review.

There has been considerable naval activity in the Mediterranean, where the fleet co-operated in the capture of Bardia and has been occupied in the support and supply of our land forces. Shipping losses are considerably below the average and enemy minelaying has been slight. A German 8-inch cruiser has docked at Brest.

Home Waters.

2. During the period strong units of the Home Fleet have been covering convoys and acting in support of minelaying operations.

On the 3rd and 4th January H.M. Destroyers Kelvin and Kipling searched the northern part of the Bay of Biscay for an enemy tanker and Italian U-boat which had been reported by aircraft, but sighted nothing. Another unproductive search for a merchant ship reported off Gris Nez was made by two destroyers on the night of the 6th/7th January.

H.M. Sloop Lowestoft was mined in the Thames Estuary on the 5th January and towed into harbour; two of her crew were wounded.

H.M. Destroyers Mashona and Sikh were in collision on the 6th January and both were considerably damaged.

Mediterranean.

3. H.M.S. Terror carried out a bombardment of Bardia with the assistance of naval aircraft on the evening of the 2nd January as a prelude to the assault. On the 3rd January H.M. Ships Warspite, Valiant, Barham, Illustrious and 10 destroyers carried out a concentrated attack on enemy support troops, tanks, motor transport and coastal defences. Bombardment had to cease after 1600 owing to the position of our troops. Several ineffective air attacks were made on the Fleet and the only casualties were in H.M.S. Aphis, which had a few wounded by a near bomb miss.

Prior to the capture, the enemy ran 200-300 ton motor schooners from Bardia to Tobruk by night, some of which were intercepted by our Destroyers. One of these was sunk by Waterhen on the 26th December; Voyager captured another on the 29th, which had eight British prisoners of war on board; and Dainty captured two more on the 31st.

4. H.M. Ships Terror, Aphis and Ladybird, and H.M. Australian destroyers covered the passage of supply ships from Alexandria to Sollum during the latter part of December. Over 3,000 tons of water was pumped ashore for the Army, and 18,000 prisoners were evacuated from Mersa Matruh. The water situation was critical until the 23rd December, when water-barges, which had been weather-bound at Mersa Matruh, arrived in the Gulf of Sollum. Until then H.M.S. Protector landed water, and gun-boats pumped water ashore from H.M. Ships Terror, Fiona, Chakla and petrol carrier Petronella, which was just sufficient to keep the Army supplied. After the 23rd storage ashore was increased and the situation improved. Whilst the Army can provide stores, &c., by road, additional supplies by sea have been and still remain essential.

Torpedo bombers made several unsuccessful attacks on our ships at Sollum at dawn and dusk. One torpedo bomber is believed to have been shot down.

East Africa.

5. H.M.S. Chantala (Armed Boarding vessel) bombarded Bulhar (British Somaliland) on the morning of the 4th January and demolished the Resident’s house. She was attacked by aircraft but suffered no damage.

Anti-Submarine Operations.

6. On the 6th January a Sunderland aircraft depth-charged a submarine 200 miles west of the Butt of Lewis with the result that a large piece of metal was
blown into the air and a large oil patch appeared. Two other attacks were made by aircraft, one off the Bloody Foreland and one in the Bay of Biscay, but in neither case was there any visible result.

A promising attack on a U-boat was made by H.M. Corvette Anemone and the Free French Corvette La Malouine in the Western Approaches on the 7th January.

Reports have also been received of a promising attack carried out by the A/S trawler Jade off Malta on the 29th December.

**Enemy Intelligence.**

**German.**

7. There has been little evidence of the positions of German surface units, except for the location of a Hipper Class cruiser in dry dock at Brest on the 3rd January. It is believed that this is the cruiser which was engaged by H.M. Ships Berwick and Bonaventure on the 25th December. Several air attacks have been made on this ship, and she is thought to have been hit at least once; details of the attacks will be found in the Air Section of this résumé. During these attacks two destroyers were also reported to have been damaged.

It is believed that the Germans have fifteen destroyers now available, of which up to the 4th January the following have been located. Four at Kiel, 1 at Hamburg, 6 at Bremen (4 apparently fitting out) and 1 at Brest.

**Italian.**

8. Air reconnaissances covered most of the Italian ports in the course of the week. At Naples (on 6th January) there were two battleships, one cruiser in dry dock, and three destroyers; at Cagliari (on 8th January) two destroyers and eight seaplanes; at Trapani (on 8th January) four destroyers; at Messina (on 8th January) three cruisers and three destroyers; at Taranto (on 8th January) four cruisers and two destroyers; and at Tripoli (on 6th January) five or six destroyers. In the Red Sea an air reconnaissance over Massawa showed three submarines and four destroyers. The remaining Italian battleships, which are believed to be at Spezia and Taranto, were not observed in the period except for one damaged Cavour in the outer harbour of Taranto.

**U-Boats.**

9. Throughout the week there have been three to four German U-boats in the North-West Approaches, and the same number of Italians. The Germans seem to have been concentrated in the northern part of the area rather further to the eastward than hitherto. One German U-boat has been maintained in the Freetown-Cape Verde area, and one Italian in the Azores-Madeira-Canaries area. At the latter end of the period evidence was extremely scarce, but it is possible that reliefs may be on their way north about from Germany to the North-Western Approaches.

**Enemy Attack on Seaborne Trade.**

**NOTE.—** The following figures give the losses which have been reported during the period from the 2nd to the 8th January. They should not be confused with the figures shown for the last week in the diagrams of shipping losses attached at the back of the Résumé, which show the actual losses for each complete week since the outbreak of war, and are only made up to midnight of Sunday-Monday of the week immediately preceding that covered by this Résumé. Later figures are not included in the diagrams, as they are likely to be unreliable, owing to delayed notifications and uncertainty regarding the result of recent attacks.

10. Eight ships and two small craft, a total of 41,908 tons, are reported lost by enemy action; of these, all but two ships (12,564 tons) were British. Only four of these ships were sunk during the period under review.

Two ships (10,994 tons) were sunk by Italian U-boats, one off the Cape Verde Islands and one in the North-Western Approaches. The former, the British S.S. Shakespeare, appears to have fought a gallant action with the U-boat for two hours until her gun was put out of action. Three ships and two small craft
(9,699 tons) were mined, the majority being sunk in the Thames Estuary. Two ships (14,274 tons) were sunk by raider, one in the Indian Ocean in October and one off Freetown in December. One ship (6,941 tons) previously reported damaged by air attack is now a total loss.

In addition, eight ships and 3 small craft are reported damaged; with two exceptions these casualties occurred during an air attack on the ports in which the ships were lying. Convoys were unsuccessfully attacked by enemy aircraft in the Thames Estuary and in the North-Western Approaches on the 5th January. Details of shipping losses are given in Appendix I.

Protection of Seaborne Trade.

11. During the week ended noon Wednesday, the 8th January, 663 ships, including 128 allied and 22 neutral, were convoys, of these 2 were lost by enemy action.

One battleship, one A/A cruiser, 9 armed merchant cruisers, 20 destroyers and 37 sloops and corvettes were employed on escort duty.

Imports into Great Britain by ships in convoy during the week ending the 4th January totalled 636,082 tons, compared with 927,360 tons during the week before, and an average of 760,197 during the previous ten weeks. Oil imports, in twelve tankers, were 115,862 tons compared with 138,985 tons during the week ending the 28th December. Mineral imports were 143,658 tons, of which 100,550 tons were steel, scrap iron, pig iron and iron ore. The corresponding figures for the previous week were 166,551 tons and 112,844 tons. Timber imports were 60,619 tons and cereals imports were 149,207 tons, eleven ships being fully laden with grain. Other food imports were 114,677 tons, of which 57,698 tons were sugar and molasses, 8,747 tons were meat and 5,591 tons were tea. Imports of eggs totalling 7,995 tons included a full cargo of 6,747 tons of refrigerated eggs from North China. There were large quantities of aeroplanes, machine tools and munitions from Canada and the United States.

British Minelaying.

12. During the week H.M.S. Adventure laid 1,000 mines in the St. George's Channel area; the 1st Minelaying Squadron laid over 2,000 in the vicinity of the Faroes; H.M. Destroyers Icarus and Intrepid laid 108 off the Norwegian coast; and H.M.S. Teviot Bank laid 270 in the East Coast Barrier. In addition M.T.B.'s have laid mines off the French Coast, and minelaying by aircraft has been continued on a somewhat increased scale in the Western Baltic, off the North-Western coast of Germany, and the Channel and Atlantic coasts of France.

Enemy Minelaying, British Minesweeping.

13. Fog and wintry conditions have again reduced the activities of enemy minelaying aircraft. There have been six casualties this week, including a destroyer which reached harbour. Four of the ships sank.

During sweeping operations mines have been detonated off the Humber, Penzance Bay, Bristol Channel, Liverpool and Loch Ewe; the last named is thought to have been one of the original lay of November 1939. The totals of mines now accounted for are:

- 844 magnetic
- 775 contact
- 119 acoustic

On the 4th January a mine was exploded by sweeping craft 40 miles south-east of Hobart, Tasmania. A dangerous area was at once declared and a channel has now been established.

Enemy Merchant Shipping.

German.

14. During the week four German merchant ships have been seriously damaged or sunk at sea by our aircraft, three off the coast of Norway, and one, a tanker, off the Hook of Holland.
The whale factory ship Jan Wellem, 11,776 tons, and the Lippe, 7,849 tons, which were sunk at Narvik last April, are reported to have been salved and to have recently left that port.

As the result of an aerial reconnaissance of Cherbourg, which was made on the 29th December, the tanker Brake, 9,925 tons, was identified. She had left Vigo, where she had taken refuge at the outbreak of war, on the 11th December, and had been reported from Ferrol the following day.

The latest report on ice conditions in Scandinavia up to the 7th January gives the northern Swedish and Finnish ports in the Gulf of Bothnia as closed with thick ice, though Hernösand and the southern ports are being kept open by icebreakers. In Denmark all the large fiords are frozen up and no longer navigable. The Danish press says that their icebreakers are out of action for want of coal.

Italian.

15. War materials are being carried by small Italian and Yugoslav ships, mostly auxiliary sailing ships, the main route being from Trieste to San Giovanni di Medua, on the coast south of Scutari.

Four dhows, which had sailed from Dahlak Island, were intercepted in the Red Sea by one of H.M. Ships as they were suspected of trading with Italian East Africa.

Aircraft Casualties from Naval Gunfire.

16. From the start of the war until the 31st December, 1940, 193 enemy aircraft were certainly and 91 probably destroyed, and 105 were damaged. The majority of these casualties were inflicted by H.M. Ships, but naval-manned A.A. guns ashore destroyed 14, and D.E.M.S. and fishing vessels certainly destroyed 17, with a further 10 probable and 24 damaged. Dutch, Norwegian and Polish warships accounted for 11 certain, 2 probable and 7 damaged.

British Contraband Control.

17. During the month of December 2,483 tons of cargo destined for the enemy were seized in prize. The main items were 1,442 tons of food products and beverages, which were mostly from French and Portuguese ships, 590 tons of chemical and allied products, almost entirely from Japanese ships, and 372 tons of non-metallic minerals from United States, French and Swedish ships.

MILITARY SITUATION.

The Balkan States.

Albania.

18. The exceptionally severe winter, making movement difficult and aggravating the already serious problem of supplies, coupled with the steady flow of Italian reinforcements, has for the time being brought the Greek advance almost to a standstill. The Greeks, however, continue to hold the initiative, have successfully repelled local counter-attacks, have gained ground at various points, and taken a number of prisoners and valuable war material.

The total number of Italian divisions in Albania is now 19.

Hungary.

19. The rumour broadcast by the B.B.C. on the 30th December last regarding the mobilisation of the Hungarian army is officially stated to be completely untrue, the only increase in effective being that due to the normal intake of recruits for training.

20. The report that a German Military Mission was being sent to Hungary to reorganise the Hungarian army on the lines of the Roumanian army is categorically denied in Hungarian military circles. It is believed that the German
General Staff has been trying to negotiate for the despatch of a mission of this kind for some time; the Hungarians have refused as they realise that the arrival of such a mission would probably mean the loss of the last vestiges of independence that they still possess.

Roumania.

21. Further reports have been received indicating that German reinforcement continues, especially in the Arad–Temesvar area. According to a report of the 5th January, it is the German intention to concentrate twelve divisions, including motorised divisions, between the Roumanian frontier and the line Oradea–Alba Julia–Turna Severin. There are further reliable indications that the total number of troops to be concentrated on the Bulgarian and Yugoslav borders may eventually amount to 20 divisions.

22. Thus the threat to Yugoslavia and/or Bulgaria continues, and an attack on the latter might be undertaken as a preliminary operation. At the same time weather conditions in the Balkans make large-scale winter operations very difficult, and the present rate of preparation for such operations suggests that the final stage of readiness will not be reached before the end of February. It must be emphasised that Germany may consider herself forced by circumstances to act before, in which case she may launch her attack in time to complete her campaign before the snow starts to melt in the latter half of February.

Yugoslavia.

23. The winter strength of the Yugoslav army is now confirmed at about 500,000. Regular formations on the German, Hungarian, Roumanian and Bulgarian frontiers are to remain reinforced. Reserve divisions have all been demobilised.

Bulgaria.

24. Information tends to show that the problem of railway goods-wagons is particularly acute in Bulgaria, and that about 50 per cent of the wagons require repair.

25. Heavy rain has fallen in Sofia, and the thaw extends to 4,000 feet. Press reports of floods in the S.E. are unconfirmed, but main roads would in any case soon become impracticable if used continuously by mechanical traffic. Early in the week the Danube was reported to be frozen.

Africa.

Libya.

26. Bardia has been captured by the British forces, the number of prisoners taken being estimated at 32,000, including 1,200 wounded. British and Australian wounded are under 600. As soon as they could be released from the operations around Bardia our armoured troops advanced towards Tobruk and forward elements are now west of that town. No detailed information is yet available regarding captured equipment. It is reported that three prominent Blackshirt Commanders made good their escape from Bardia by air or sea, probably during the night the 4th/5th January, deserting their troops and leaving regular Commanders to fight on.

27. Serious deterioration of morale, which has never been high, appears to have contributed to the Italian defeat.

28. It is not yet known whether any reinforcements are being sent to Libya to replace the considerable wastage in man power suffered by Marshal Graziani. Without these it is difficult to see where the Italians can hope to make a stand, as the utilisation of their remaining resources in Libya would deplete the garrison of Tripolitania.

Sudan.

29. Our artillery and patrol activity continues.
East Africa.

30. In the Northern Sector our irregular companies have reached the frontier between the Huri Hills (110 miles S.S.W. of Lake Stefanie) and Dukana (60 miles further north). One of our patrols from Garissa returned with three Caproni engines which they had salvaged from a plane shot down on the 22nd November.

Abyssinia.

31. The Italians, holding the territories of certain friendly chiefs, are managing to maintain their communications, though uncertain of their own native troops.

32. Abyssinian patriots control most of the country away from the roads and garrisons; they are threatening the smaller garrisons and forcing the Italians to use very large convoys on the roads. They are continually winning over fresh adherents to their cause, and chiefs friendly to the Italians are now in a state of considerable fear.

33. Morale is low but not yet at breaking point. Given good rations, strong defensive positions to hold and little air opposition, Italian troops may maintain some morale indefinitely, but if repulsed when attacking they are likely to become demoralised.

Turkey.

34. The "state of siege" proclaimed in Istanbul and Thrace still continues, though black-out regulations have been temporarily relaxed. Public opinion continues to strengthen in favour of the Allies, and Libyan successes have aroused considerable enthusiasm.

The Far East.

China.

35. There has been no major change in the situation during the last three weeks. Japanese formations are believed to be located as follows:—

Indo-China: One mixed brigade.
Hainan: Two divisions (maximum).
Canton Area: Three divisions and one mixed brigade.

There are indications that one of the divisions now in Hainan may be returning to Formosa.

AIR SITUATION.

General Review.

36. Operations were again considerably reduced by unfavourable weather conditions. Two attacks on Bremen were made on successive nights with highly satisfactory results. Our bombers also concentrated on a "Hipper" class cruiser at Brest and on the shipbuilding yards at Wilhelmshaven. A number of successful attacks were made on enemy merchant vessels.

Enemy attacks on this country were again on a low scale, although they were heavier than in the previous week.

Units of the Royal Air Force and of the Royal Australian Air Force took a prominent part in the capture of Bardia, their attacks on this and other targets in Libya being intensive and accurate.

Operational aircraft casualties, extracts from recent Raid Assessment Reports, and a graph showing Enemy Air Operations over Great Britain are given in Appendices VI, VII and VIII.

Germany and Occupied Territory.

37. Bomber Command flew 20 day and 258 night sorties during the period. Wintry weather conditions were responsible for this further drop in the total of night sorties.
38. The very successful attack on Bremen on the night of the 1st/2nd January, reported in last week’s Résumé, was continued on two successive nights. In addition to high explosive bombs many thousands of incendiaries were dropped. The dock area, railway station and factories were attacked, culminating in the whole target becoming a mass of flames. Two of our aircraft were missing as a result of these operations.

39. On the 4th January eighteen Blenheims from Coastal Command were despatched to attack a ‘Hipper’ class cruiser in dry dock at Brest. One aircraft estimated a direct hit on the cruiser, and hits were also reported on two destroyers and a small merchant vessel. This attack was continued at night by aircraft of Bomber Command. Unfortunately, the weather was so unfavourable that it was not possible to identify the cruiser, but the estimated position was bombed by forty heavy bombers and a large fire resulted. The next day Blenheims again returned to the attack and some direct hits are believed to have been obtained. During these daylight attacks enemy fighter opposition was encountered as a result of which two Me.109’s were destroyed and one probably destroyed. Several Blenheims sustained damage, but only one was reported missing.

40. Wilhelmshaven was the main objective on the night of the 8th/9th January and visibility was good over the target area. Twenty heavy bombers concentrated on the shipbuilding yards and many large and small fires were started. The dock area was also bombed and the Tirpitz is believed to have been straddled by a stick of 500 lb bombs. Thirteen other aircraft attacked the Docks at Emden where two very large fires were observed.

41. Light attacks were made on oil targets at Hamburg and Rotterdam and on the petroleum sheds at Emden. A.A. batteries were also bombed on a number of occasions.

42. On two nights Blenheims of the Fighter Command carried out offensive patrols over aerodromes in Northern France. Only one combat occurred and the enemy aircraft is believed to have crashed. These Blenheims subsequently bombed several enemy aerodromes with good results.

43. A successful day attack was made by a Blenheim on a 5,000-ton Tanker off the Hook of Holland, when a direct hit was obtained on the vessel’s bow. A Blenheim also scored near misses on another Tanker in the same area.

44. Coastal Command aircraft made several successful attacks on shipping. Six direct hits were made on a merchant vessel near Obrestad, and three hits on another vessel near Lister Light. One ship of over 1,000 tons was attacked near Bergen and lifted out of the water. Another smaller vessel sustained damage to her bridge and superstructure.

45. On two successive days individual attacks were made by two Beauforts on an 8,000-ton Tanker in the Bay of Biscay. Near misses were reported and the bridge was attacked with machine-gun fire.

Italy.

46. On the night of the 8th/9th January ten Wellingtons from Malta successfully attacked shipping, docks and railway communications at Naples. One stick of bombs was observed to drop on or very near the stern of a Littorio class battleship. Several hits were also registered on buildings near the Angloini Quay, and on the railway station and tracks. There were several explosions and a gasometer was fired. At Palermo, which was attacked by one aircraft, a hit was registered either on the middle jetty or on a ship moored alongside. All our aircraft returned undamaged from these operations.

United Kingdom.

47. Fighter Command flew 426 patrols involving 1,086 sorties by day and 184 patrols involving 197 sorties by night. These totals are slightly higher than those of last week.

48. The scale of operations of the German Air Force during the week under review, although approximately double that of the previous week, was still at a low level. Reconnaissance was the chief daylight activity and this was
mainly off the eastern and south-eastern coasts of England. There were, however, a few penetrations inland by single aircraft and bombs were dropped in various parts of the country. On the 7th January attacks were made on aerodromes in the Home Counties but no serious damage was done. Our fighters were hampered by bad visibility, but they succeeded in destroying two enemy aircraft and probably destroying another.

49. Operations by the long-range bombers consisted of attacks on London and Cardiff on one night each and on the Bristol area on two successive nights. On the three remaining nights there was no enemy activity over this country.

Coastal Reconnaissance, Patrols and Minelaying.

50. Aircraft of the Coastal Command flew 200 patrols involving 445 sorties. These sorties included 219 convoy escorts which were maintained throughout the week in spite of very unfavourable flying conditions on many days. Mines were successfully laid by both Bomber and Coastal Command aircraft off Lorient, Brest, St. Nazaire, the Elbe Estuary and the Jade and Weser Rivers.

51. Enemy minelaying was on a smaller scale than the previous week.

Greece and Albania.

52. Extremely bad weather has restricted operations. Elbasan was heavily bombed on three occasions and direct hits were registered on military buildings and road communications. At Valona ammunition dumps were bombed by nine Blenheims and several fires were started. Fighter opposition and intense anti-aircraft fire were encountered, and two of our aircraft are missing. One enemy fighter was probably destroyed.

Egypt and Libya.

53. Bardia was the main objective of our Air Forces in the early part of the week, and, in support of the land forces, operations were directed with the object of enforcing the early surrender of the town, which had been bombed continuously since the 1st January. During these day and night attacks the Blenheims, Bombays and Wellingtons successfully bombed stores, dumps, motor transport, fortifications and troops, whilst the Hurricanes provided patrols for their protection. The accuracy of the bombing may be gauged by the fact that, although few military targets of importance at Bardia still stand, the town has hardly been touched.

54. Later in the week the principal targets were Tobruk, where much damage was done to several military objectives, and Tripoli, which was bombed by Wellingtons from Malta on the 5th January and the following night. Direct hits were registered on a large merchant vessel in the harbour, on the Power station and on the customs house. Many bombs also fell among destroyers and merchant vessels. On the 8th a heavy raid was made on Benghazi, when direct hits were obtained on four or five ships in the harbour and fires started in the warehouses.

55. Aerodromes and landing grounds were also heavily attacked on several occasions, and many enemy aircraft on the ground were either completely destroyed or badly damaged. Forty unserviceable aircraft, abandoned by the enemy, were captured by the army at El Adem.

56. Italian air operations have been surprisingly small. Their bombers have hardly made an appearance. Their fighters have operated, sometimes in force, but their efforts have been ineffective and our fighter patrols have taken a heavy toll.

Gibraltar.

57. The usual patrols and reconnaissances were flown and escorts provided for convoys and naval units. A photographic reconnaissance of Owyaga and Tetuan was made on the 5th January. A hostile aircraft carried out a reconnaissance of Gibraltar on the 2nd and another was engaged and driven off on the 6th.
Malta.

58. During the week reconnaissances were made of the harbours at Naples, Palermo, Cagliari, Trapani, Taranto and Tripoli; of the main aerodromes in Sicily; and of the Ionian Sea.

59. A small formation of enemy aircraft approached the Island on the 7th January, but retired before they could be intercepted.

Sudan and East Africa.

60. Our activity in this area has been on an increased scale. Enemy camps on the Sudan–Abyssinia frontier were attacked on several occasions, and the aerodrome at Gubba was successfully attacked three times. Stores, dumps and military buildings were bombed at Berbera and Hargeisha in British Somaliland. At Gundile, in Southern Abyssinia, a quantity of ammunition was successfully dropped to friendly tribesmen.

61. Our attacks on Eritrean targets have been maintained. Massawa was attacked on three occasions and bombs fell near the submarine moorings and a destroyer.

62. Four Hurricanes of the South African Air Force machine-gunned the aerodrome at Bardera in Italian Somaliland. One aircraft was destroyed on the ground and two more were damaged. Three enemy fighters managed to approach our formation unseen and two Hurricanes were shot down.

In addition, several reconnaissances were made, and convoy escorts were provided over the Red Sea.

Air Intelligence.

Italy.

63. There are firm indications of the arrival of units of the German Air Force in Italy. For some time past German transport aircraft have been flying between Sicily and the Mainland, presumably transporting advanced parties, and it is possible that it is intended to operate these units from Sicily. The Italians are reported to be making every endeavour to increase the aerodrome accommodation at Rhodes.

Bulgaria.

64. A report, hitherto unconfirmed, but believed correct, states that three German aircraft, believed to be M.E. 110s, have recently been operating from Plovdiv, engaged on a photographic survey of the Greek-Bulgarian frontier.

65. The Germans have installed seventeen observation posts equipped with radio across Northern Bulgaria from the North-Western corner to the Black Sea. The arrival of anti-aircraft units is also reported.

Japan.

66. It is learned that in recent months Japanese vessels have brought petrol, oil, tyres and M/T to ports in Italian Somaliland.

HOME SECURITY SITUATION.

General.

67. Weather conditions by day on the 5th, 6th and 7th January enabled the enemy to resume harassing tactics with single aircraft. On the 7th January, during the most extensive daylight raiding that we have known for some weeks, London was raided intermittently for 3½ hours, and bombs were dropped in fifteen districts. On the same day many incidents were reported from East
Anglia and the Home Counties, and one from Coventry. No important damage and few casualties were caused by these daylight raids.

68. By night the enemy’s main objectives were Cardiff, Bristol and, to a lesser extent, London. On the night the 2nd/3rd January a heavy attack was made on Cardiff; on the nights 3rd/4th and 4th/5th January the main attack was on Bristol, Avonmouth and Weston-Super-Mare; and on the night 5th/6th London was the main objective of a brief but widespread attack. On other nights there was little or no activity.

Damage.

Cardiff.

69. The buildings of British Oxygen Co., Ltd., East Moors, were completely demolished, and must be considered out of production for an indefinite period. Apart from this, direct damage occurred at only two factories, and in both cases was slight. Nine key points were affected, in most cases indirectly through loss of utility supplies, or the presence of U.X.B’s.

70. The most important damage was done at the Gas Light and Coke Company’s Works at Grangetown where three gasholders were damaged, leaving the city for some time without supplies. Electricity grid-lines were damaged in two places and several mains were also hit, with resulting local failures of supply. No important damage was done to the water system. No serious damage was reported from Cardiff Docks or Penarth Docks.

Bristol, Avonmouth and Weston-Super-Mare.

71. On the night of 3rd/4th January the attack was mainly with I.B’s on the centre of the city and riverside areas of Bristol, and although many fires were started these do not appear to have interfered with the general working of the Docks. The damage to utility services was lighter than in previous raids, although damage to water mains hindered fire-fighting. No important damage was done to key points.

72. On the night of 4th/5th January a few bombs fell in Bristol, but the main attacks were on Avonmouth and Weston-Super-Mare. The attack on Avonmouth was mainly with I.B’s, which started many fires, but all were very quickly extinguished and the only appreciable damage was at Shell Mex and B.P.’s oil installation, where the barrel-filling shed was gutted, but with no effect on deliveries.

At Weston-Super-Mare damage was almost entirely to private property.

London.

73. Three shell-filling sheds were destroyed by fire at the Thames Ammunition Works, Ltd., Erith, Kent, and production may be retarded for a week. All work was suspended for 24 hours at Burgoyne, Burbridge & Co., Ltd., East Ham (Medical Supplies), but no further effect on production is expected. Apart from these two incidents the damage was negligible.

Elsewhere.

74. Industrial key points have been hit in Chester, Darlington, Purfleet, Newcastle, Birmingham, Coventry and Manningtree, but damage in all cases was very slight except at Whessoe Foundry and Engineering Co., Ltd., Darlington (Bombs), where there is loss of night work till black-out arrangements are restored; and at B.X. Plastic, Ltd., Manningtree, Essex (Glass substitutes), where a part of the plant was demolished.

Casualties.

75. The estimated casualties for the week ending 0600, the 8th January, are 398 killed and 691 seriously injured. These figures include 103 killed at Cardiff; 127 killed at Bristol.

[22106]
Unexploded Bombs.

76. The number of unexploded bombs remaining for disposal again shows a decrease. At 1800, the 6th January, the number was 1,267 as compared with 1,544 a week earlier.

Civil Defence Operations.

77. In all raided areas this week it has been evident that people have taken to heart the lessons of earlier raids and have concentrated on the task of extinguishing fires in their initial stages.

At Cardiff nearly all the fires were successfully confined to the premises in which they started, and though full reinforcements for the fire services were standing by their help was not needed.
### 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>Jan. 5</td>
<td><em>Shakespeare</em> (5,029 tons)</td>
<td>British</td>
<td>Coal and general</td>
<td>Barry</td>
<td>Alexandria</td>
<td>Torpedo</td>
<td>Not...</td>
<td>180 miles N.E. of Cape Verde Islands</td>
<td>10 killed, 23 survivors.</td>
</tr>
<tr>
<td>Jan. 6</td>
<td><em>Empire Thunder</em> (5,935 tons)</td>
<td>British</td>
<td>...</td>
<td>Oban</td>
<td>William Head, B.C.</td>
<td>Torpedo</td>
<td>Yes...</td>
<td>105 miles N.N.E. of Rockall</td>
<td>30 survivors. One boat with 9 men missing.</td>
</tr>
</tbody>
</table>

#### 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>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>July 29</td>
<td><em>Clan Munros</em>+ (5,992 tons)</td>
<td>British</td>
<td>Manganese ore</td>
<td>London</td>
<td>Middlesbrough</td>
<td>Yes...</td>
<td>Thames Estuary</td>
<td>Crew 78 and 2 Army gunners, of whom 12 crew missing and 1 Army gunner killed.</td>
<td></td>
</tr>
<tr>
<td>Jan. 3</td>
<td><em>Pinewood</em> (2,406 tons)</td>
<td>British</td>
<td>Ballast</td>
<td>London</td>
<td>Blyth</td>
<td>Not...</td>
<td>1/4 miles South of Southend Pier</td>
<td>18 survivors, 5 injured.</td>
<td></td>
</tr>
<tr>
<td>Jan. 6</td>
<td>Tug <em>Lion</em> (97 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Not...</td>
<td>River Medway</td>
<td>No survivors.</td>
<td></td>
</tr>
<tr>
<td>Jan. 6</td>
<td>Steam trawler <em>Gadina</em> (219 tons)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Not...</td>
<td>Off Faroe Islands</td>
<td>3 survivors from crew of 10.</td>
<td></td>
</tr>
<tr>
<td>Jan. 6-7</td>
<td><em>H. H. Petersen</em> (975 tons)</td>
<td>British</td>
<td>Coal</td>
<td>Goole</td>
<td>Rochester</td>
<td>Yes...</td>
<td>Off Harwich</td>
<td>No casualties.</td>
<td></td>
</tr>
</tbody>
</table>

* Previously on damaged list (Section B).
† This information is provisional and may be modified on receipt of Commodore's report.
By Surface Craft.

<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>About Oct. 12</td>
<td>Durmitor (5,623 tons)</td>
<td>Yugo-Slav</td>
<td>...</td>
<td>Torrevieja</td>
<td>Batavia</td>
<td>Raider</td>
<td>Not...</td>
<td>Indian Ocean 9 S. 91 E.</td>
<td>Ship believed captured and crew probably sent to Kismayu.</td>
</tr>
<tr>
<td>Dec. 17</td>
<td>Duquesa (6,351 tons)</td>
<td>British</td>
<td>Refrig and General</td>
<td>Montevideo</td>
<td>Freetown</td>
<td>Raider</td>
<td>Not...</td>
<td>About 500 miles S.W, of Freetown</td>
<td>Raider signal intercepted by Freetown W/T.</td>
</tr>
</tbody>
</table>

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>Dec. 12</td>
<td>*Breda (6,941 tons)</td>
<td>Dutch</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>...</td>
<td>Oban Anchorage.</td>
<td></td>
</tr>
</tbody>
</table>

* Previously on damaged list (Section B).
† This information is provisional, and may be modified on receipt of Commodore's report.
### Merchant Vessels (excluding Commissioned Merchant Vessels) of all tonnages REPORTED damaged by Enemy Action.

<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>Casualties to Crew and Other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov. 28</td>
<td>Llandevovery Castle</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>A/C</td>
<td></td>
<td></td>
<td>Southampton</td>
<td>Severe fire damage, some bow plates torn away. Vessel was fitted as hospital ship, no casualties to crew.</td>
</tr>
<tr>
<td>Dec. 2</td>
<td>Francois Tinrier</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>A/C</td>
<td></td>
<td></td>
<td>Bristol</td>
<td>Damage to plates and superstructure. No. 2 hold filled to dry dock level.</td>
</tr>
<tr>
<td>Jan. 2</td>
<td>Nalgora</td>
<td>British</td>
<td>Government stores</td>
<td>Leith</td>
<td>Alexandria</td>
<td>S/M.G.</td>
<td>Yes</td>
<td>245 miles W.N.W. Cape Blanco, West Africa</td>
<td>Shelled by 2 S.Ms., last seen burning. Remaining 71 may be in 2 boats drifting East.</td>
<td></td>
</tr>
</tbody>
</table>

In addition to Casualties previously reported the following vessels were damaged during air raids on Liverpool and Mersey between 20/22nd December, 1940.

- **Hopper No. 9** (671 tons) Submerged, salvageable. Superficial damage. Bomb passed through 3 steel decks and emerged through shell plating on port side. Submerged, considered salvageable. Superficial damage.
- **Pardo** (5,400 tons) A/C. Submerged, salvageable. Superficial damage.
- **Hopper Barge Overdale** A/C. Submerged, salvageable. Superficial damage.
- **Tosari** (7,029 tons) A/C. Submerged, salvageable. Superficial damage.
- **Muncaster Castle** (5,853 tons) A/C. Submerged, salvageable. Superficial damage.
- **Attendant** Submerged, salvageable. Superficial damage.
# APPENDIX II.

**Merchant Ships (all sizes) other than Merchant Ships Commissioned for Naval Service, Sunk by Enemy Action up to Noon, Wednesday, 8th January, 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>286</td>
<td>1,378,000</td>
<td>66</td>
<td>345,000</td>
</tr>
<tr>
<td>Mine</td>
<td>163</td>
<td>419,000</td>
<td>31</td>
<td>94,000</td>
</tr>
<tr>
<td>Surface Craft</td>
<td>60</td>
<td>366,000</td>
<td>15</td>
<td>64,000</td>
</tr>
<tr>
<td>Aircraft</td>
<td>106</td>
<td>311,000</td>
<td>38</td>
<td>169,000</td>
</tr>
<tr>
<td>Other causes, or cause unknown</td>
<td>30</td>
<td>64,000</td>
<td>9</td>
<td>30,000</td>
</tr>
</tbody>
</table>

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

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# 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 January, 1941.*

<table>
<thead>
<tr>
<th>Additions</th>
<th>British ships on September 2nd, 1939</th>
<th>510</th>
<th>3,274,000</th>
<th>3,578</th>
<th>15,598,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>New ships</td>
<td></td>
<td>9</td>
<td>73,000</td>
<td>172</td>
<td>877,000</td>
</tr>
<tr>
<td>Enemy ships captured</td>
<td></td>
<td>1</td>
<td>6,000</td>
<td>45</td>
<td>247,000</td>
</tr>
<tr>
<td>Ships transferred from other flags—</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Danish</td>
<td></td>
<td>5</td>
<td>42,000</td>
<td>113</td>
<td>802,000</td>
</tr>
<tr>
<td>French</td>
<td></td>
<td>10</td>
<td>57,000</td>
<td>70</td>
<td>869,000</td>
</tr>
<tr>
<td>Rumanian</td>
<td></td>
<td>2</td>
<td>11,000</td>
<td>1</td>
<td>4,000</td>
</tr>
<tr>
<td>Estonian</td>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td>32,000</td>
</tr>
<tr>
<td>Latvian</td>
<td></td>
<td></td>
<td></td>
<td>8</td>
<td>6,000</td>
</tr>
<tr>
<td>Others</td>
<td></td>
<td>12</td>
<td>88,000</td>
<td>103</td>
<td>541,000</td>
</tr>
<tr>
<td>Other additions</td>
<td></td>
<td>11</td>
<td>17,000</td>
<td>92</td>
<td>191,000</td>
</tr>
<tr>
<td>Total additions</td>
<td></td>
<td>50</td>
<td>299,000</td>
<td>634</td>
<td>2,629,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Deductions</th>
<th>British ships on January 5th, 1941</th>
<th>500</th>
<th>3,090,000</th>
<th>3,572</th>
<th>15,136,000*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ships sunk by the enemy—</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Merchant ships commissioned for Naval Service</td>
<td></td>
<td>2</td>
<td>13,000</td>
<td>23</td>
<td>297,000</td>
</tr>
<tr>
<td>(ii) Others</td>
<td></td>
<td>58</td>
<td>442,000</td>
<td>480</td>
<td>2,224,000</td>
</tr>
<tr>
<td>Ships captured by the enemy</td>
<td></td>
<td>1</td>
<td>6,000</td>
<td>5</td>
<td>15,000</td>
</tr>
<tr>
<td>Other deductions—</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Commissioned for Naval Service</td>
<td></td>
<td>8</td>
<td>22,000</td>
<td>131</td>
<td>434,000</td>
</tr>
<tr>
<td>(ii) Others</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total deductions</td>
<td></td>
<td>69</td>
<td>483,000</td>
<td>640</td>
<td>2,891,000</td>
</tr>
<tr>
<td>Net addition (+) or deduction (−)</td>
<td></td>
<td>−19</td>
<td>−194,000</td>
<td>−3</td>
<td>−262,000</td>
</tr>
</tbody>
</table>

*Of the total Non-Tanker tonnage, vessels representing about 5,850 thousand gross tons are engaged on Naval, Military or R.A.F. Services (including some commissioned for Naval Service), some of which bring cargoes 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 in excess of 7£ 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 and other deductions in continue for a year.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Thousand gross tons.</td>
<td>Thousand gross tone.</td>
</tr>
<tr>
<td>First 9 months of war: i.e., from September 3, 1939 to May 31, 1940</td>
<td>1,593</td>
<td>1,500</td>
</tr>
<tr>
<td>Following 3 months: i.e., from June 1, 1940 to August 31, 1940...</td>
<td>977</td>
<td>3,000</td>
</tr>
<tr>
<td>October, 1940...</td>
<td>317</td>
<td>3,000</td>
</tr>
<tr>
<td>November, 1940...</td>
<td>331</td>
<td>3,000</td>
</tr>
<tr>
<td>December, 1940...</td>
<td>378</td>
<td>4,500</td>
</tr>
<tr>
<td>(249†)</td>
<td>2,000</td>
<td></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 4th January, 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>39</td>
</tr>
<tr>
<td>2,000</td>
<td>298,000</td>
</tr>
<tr>
<td>4</td>
<td>124*</td>
</tr>
<tr>
<td>374</td>
<td>801,000</td>
</tr>
<tr>
<td>39</td>
<td>300,000</td>
</tr>
<tr>
<td>124*</td>
<td>801,000</td>
</tr>
</tbody>
</table>
| Including 4 vessels (20,000 gross tons) building abroad, 2 merchant ships (18,000 gross tons) taken over by the Navy during construction and 11 ships (24,000 gross tons) of merchant type intended for Naval use. In addition, there are 155 merchant ships totalling 978,000 gross tons on order or proposed to order in the United Kingdom and abroad (including 16 tankers of 96,000 gross tons).

APPENDIX IV.

Merchant Ships (all sizes) lost by the enemy up to 5th January, 1941.

<table>
<thead>
<tr>
<th>German.</th>
<th>Italian.</th>
<th>Together.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Captured or seized</td>
<td>80</td>
<td>269,000</td>
</tr>
<tr>
<td>Sunken or sunk</td>
<td>75</td>
<td>413,000</td>
</tr>
<tr>
<td>Unidentified ships reported by S/M, A/C, etc., as sunk or destroyed (tonnage estimated)</td>
<td>119</td>
<td>506,000</td>
</tr>
<tr>
<td>253</td>
<td>1,272,000</td>
<td>91</td>
</tr>
</tbody>
</table>

In addition, 26 ships of 46,000 gross tons under enemy control or useful to the enemy have been sunk. Unconfirmed Press reports state that further Italian ships have been sunk in the Adriatic, but pending official confirmation these have not been included in the above figures.
APPENDIX V.

No casualties to H.M. Auxiliary Patrol Vessels have been reported during the week.

Casualties to Naval Personnel.

The following casualties have been reported:

Officers: 3 killed, 2 wounded.
Ratings: 3 killed, 8 missing, 5 wounded.

APPENDIX VI.

Operational Aircraft Battle Casualties.

0600 hrs., Thursday, 2nd January, 1941, to 0600 hrs., Thursday, 9th January, 1941.

Metropolitan Area.

<table>
<thead>
<tr>
<th></th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>British</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bombers</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Coastal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>5</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Destroyed</th>
<th>Probably Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>German</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bombers</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Fighters</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>4</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

No account is taken of aircraft destroyed on the ground.

Italian.

No aircraft were destroyed or damaged over the United Kingdom.

Middle East.

<table>
<thead>
<tr>
<th></th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>British</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bombers</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Coastal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>6</td>
<td>0</td>
</tr>
</tbody>
</table>

Of the above total, 2 bombers were lost in the Grecian campaign.

Italian.

<table>
<thead>
<tr>
<th></th>
<th>Destroyed</th>
<th>Probably Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>12</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Fighters</td>
<td>15</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>40(a)</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>76</td>
<td>11</td>
<td>13</td>
</tr>
</tbody>
</table>

(a) Includes 40 aircraft, captured January 6, 1941.
Results of Raids.

The following reports of damage have been received during the week from Air Reconnaissance and Intelligence Sources:

Germany.

Berlin.—On the 13th/14th November a bridge in the Königstrasse over the Spree Canal was destroyed. Railway tracks near Moabit were damaged and the Friedrichstrasse Station slightly damaged. The areas most affected were the Leipzigerplatz and the Leipzigerstrasse.

The raid on the 15th/16th December had been described by two sources as most successful; the districts of Tegel and Steglitz suffered heavy attacks. The Schöneberg and Papestrasse Stations were hit and traffic between Berlin and Potsdam was suspended. Bombs in the centre of the city did considerable damage to Wertheims stores and to the Police Presidency. Traffic on the underground from the Wittenberg Platz to the Zoo was stopped for two days and considerable damage was done to shops, houses and the cinema in the Tauentzien Strasse. Casualties are stated to have been 100 killed and 200 injured in this raid.

On the 20th/21st December the Law Courts were hit and bombs fell near a gas works in the Gitschiner Strasse. No. 44 Schmidt Strasse was completely destroyed and bombs fell in the Fehrbelliner, the Kaiser Friedrich and the Taunus Strassen. The cathedral, which was hit, was only slightly damaged, though for propaganda purposes the Germans greatly exaggerated it.

Hamburg.—On the 16th November eight heavy bombs scored direct hits on Blohm and Voss. Later in the month two Dutch East Indies vessels and a German auxiliary cruiser were sunk in the harbour, and a neutral seaman saw five partially-built submarines at Blohm and Voss which had been damaged.

Cologne.—Photographs taken by Bomber Command show the success of attacks upon the oil target at Weserling. Many craters are clearly visible in the centre of the plant, and there is no sign of activity or movement save for a locomotive under steam and some trucks in the sidings. Several buildings, including the power station, have received direct hits, and the power plant does not appear to be operating.

Railways.—As a result of the heavy attacks on Mannheim, the line from Ludwigshafen to Kaiserslautern was hit in four places. It was closed to traffic and had not reopened by the 2nd January. Damage to the line between Mannheim and Frankfurt was countered by the use of alternative routes. On the Mannheim–Heidelberg line goods trains had to be diverted owing to damage 2 kms. from Mannheim.

France.

Boulogne.—Shortly prior to Christmas the Hôtel Meurice received a direct hit and 33 German Officers were killed.

Le Havre.—Photographs taken by P.R.U. disclose additional damage to the roof of the harbour passenger station, considerable damage to the hangars of the C.G.T., to the roof of a large building in the Wire Drawing Mill and to sheds at the South end of Schneider Works.

Italy.

Bari.—The oil refineries were so much damaged that a number of the workmen had to be transferred to Leghorn, where the refineries were already working to full capacity.
Milan.—Some of the stocks of rubber in the Pirelli works were destroyed.
A large quantity of the stock from these works has been transferred to Trieste
and Syracuse as a result of our raids.

Naples.—The last raid on Naples is said to have been second only in its
success to the famous raid on Taranto by the Fleet Air Arm. The Cruiser Pola
sustained damage that will require at least six weeks to repair. There were many
casualties among the personnel, including the Commander.

Five mine-sweepers were sunk.

Seventy people were killed by one bomb that hit the Ilva ammunition works.
The aircraft factory sustained two hits, and traffic was held up for ten hours
by damage to the Naples–Bari railway line.

Norway.

On the 27th December the Norwegian Steamer Arnefinn Jarl, of 1,200 tons,
was sunk at Egersund as a result of air attack.

Mining.

In October a cargo boat of 5,000 tons, loaded with pigs requisitioned by the
Germans from the Bretons, sank off St. Nazaire on its departure for Germany.
Many pigs were washed up on the coast and collected by the inhabitants.

In November an armed merchantman was sunk near Lorient.

Photographs taken by Bomber Command disclose the presence of a sunken
motor vessel about 2,000 yards from the coast due West of Julianadorf, near
Helder. The vessel is about 540 feet long.

A photographic reconnaissance of the Kiel Canal confirms the obstruction
reported therein and the presence of a vessel sunk across the canal can be seen.
It was alleged by the Germans that the sinking took place as a result of a
collision, but this is so unlikely that, coupled with the fact that the sinking took
place at the exact position in the canal where a mine had been laid, it is con-
sidered that the blockage of the canal was a successful result of a mine-laying
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On the 27th December the Norwegian Steamer Arfanur Jarl, of 1,200 tons, was sunk at Fegersund as a result of air attack.

Mining.

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ENEMY AIR OPERATIONS OVER GREAT BRITAIN
DECEMBER 1940

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BY DAY
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BY NIGHT

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ENEMY AIR OPERATIONS OVER GREAT BRITAIN

DECEMBER 1940.
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.
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BRITISH SHIPPING LOSSES DUE TO ENEMY ACTION.

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

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 as soon as possible of the following week. The interval permits the losses in recent weeks to be consolidated.
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.

Trade Division.
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 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 next Wednesday of the following week.
The intervals permit the losses in recent weeks to be cumulated.

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which occurred in the various
weeks specified. These necessarily
are not in agreement with the
losses notified week by week in
Appendix I.
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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 wrecks 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 next Wednesday of the following week. The interval permits the losses in recent weeks to be consolidated.