WAR CABINET

WEEKLY RÉSUMÉ
(No. 83)

of the
NAVAL, MILITARY AND AIR SITUATION
from 12 noon March 27th, to 12 noon April 3rd, 1941

[Circulated with the approval of the Chiefs of Staff.]
General Review.

The Italian Fleet has been brought to action and has suffered serious losses. The scuttling of enemy merchant shipping in South America is reported. Shipping losses reported are heavy, but more than half this tonnage was sunk previous to the period under review. Enemy aircraft have been active in attacking trade in the St. George's Channel and off the East Coast.

Home Waters and North Atlantic.

2. Units of the Fleet have been employed during the week covering ocean convoys and patrols have been instituted to intercept warship raiders. On the 27th March H.M. Sloop Leith was unsuccessfully attacked in the St. George's Channel by two aircraft, one of which was destroyed. On the 31st two hits were claimed by our aircraft on a destroyer which was escorting a convoy off the north coast of Holland. H.M. Paddle Minesweeper Lorna Doone off Lowestoft destroyed one aircraft and claimed to have damaged two others. H.M.S. Worcestershire (Armed Merchant Cruiser), escorting a homebound convoy from Canada, was damaged by torpedo 400 miles south-west of Iceland early on the morning of the 3rd April. The convoy was also attacked, eight ships having been reported torpedoed, further details of which will be included in next week's Resume. On the same day H.M. Gunboat Locust destroyed one aircraft and damaged two others in the Thames Estuary.

Mediterranean.

3. Air reconnaissance on the 27th March reported a force of enemy warships to the eastward of Sicily steering east. On the morning of the 28th March our light forces sighted one Littorio class battleship, accompanied by cruisers, to the south-west of Crete steering south-east, while air reconnaissance reported two battleships, cruisers and destroyers to the north of this position. On being sighted the enemy turned westward, proceeding at high speed. During the day the Littorio class battleship was repeatedly and successfully attacked with torpedoes by the Fleet air arm which caused serious damage. A successful attack was also made by bombers of the R.A.F. on cruisers and destroyers. The loss of speed resulting from these air attacks enabled our heavier ships to gain contact with the enemy at dusk, and a short but decisive action took place, resulting in the loss of three enemy 8-inch cruisers (Pola, Zara and Fiume) and two destroyers, Vincenzo Gioberti and Maestrale. It is probable that the 6-inch cruiser Giovanni Delle Bande Nere and one other destroyer were also sunk. Two dive-bombers were shot down during daylight operations. Apart from three Naval aircraft which are missing no damage or casualties were sustained by any of our ships. On the morning of the 29th nearly a thousand Italian survivors were rescued, which number would have been considerably increased had not German bombers attacked the rescuing ships. The Commander-in-Chief informed the Chief of the Italian Naval Staff of the position of the survivors, which he had been forced to abandon, and suggested that a hospital ship should be sent. A reply of thanks was received indicating that the hospital ship Piscana had already sailed. Greek destroyers which were rushed through the Corinth Canal arrived too late to take part in the action, but assisted to pick up survivors. Opposing forces consisted of British: three battleships, one aircraft carrier, four cruisers and twelve destroyers; Italian: three battleships, eleven cruisers and fourteen destroyers.

4. H.M. Submarine Parthian attacked an escorted convoy in the Straits of Messina on the 16th March, and it is believed that she torpedoed a 6,000-ton merchant ship and a 10,000-ton tanker. H.M. Submarine Rorqual, operating north of Messina, reported that she had sunk a U-Boat and the Italian s.s. Laura Corrado (5,945 tons). H.M. Submarine Utmost, operating in the Central Mediterranean, attacked a southbound convoy, and obtained two hits on a 12,000-ton ship and one on a 6,000-ton ship.
Early on the 31st March H.M.S. *Bonaventure* was torpedoed and sunk by a U-Boat while escorting a convoy south of Crete. The Captain, nine officers and 300 ratings have been rescued. H.M. Australian Destroyer *Stuart* attacked the U-Boat, which broke surface and then crash dived after the third attack. Reinforcements of aircraft which were flown off H.M.S. *Ark Royal* arrived safely at Malta on the morning of the 3rd.

5. On the 30th March H.M.S. *Sheffield* with four destroyers intercepted an eastbound convoy of four French merchant ships, escorted by a destroyer, off the Algerian coast. The convoy refused to stop, and entered Nemois, where a 6-inch battery opened fire on our ships. *Sheffield* replied, and the battery was repeatedly hit. Our force was ineffectively bombed by French aircraft while returning to its base.

Other Foreign Stations.

South Atlantic.

6. It has now been established that the enemy raider reported by H.M. Submarine *Severn* on the 22nd March was, in fact, a British merchant ship.

Red Sea.

7. On the 30th March H.M. Destroyer *Kandahar* intercepted the German s.s. *Bertram Rickmers* (4,188 tons) 60 miles south-west of Massawa. The crew abandoned ship and fired scuttling charges. Two Italian Destroyers attempting to escape from Massawa have been sunk by aircraft from H.M.S. *Eagle*. Another destroyer was left in a sinking condition and two others have been abandoned, leaving three still to be accounted for.

Pacific.

8. On the 1st April H.M. Canadian Armed Merchant Cruiser *Prince Henry* intercepted the German ships *München* (5,619 tons) and *Hermonthis* (4,583 tons) about 200 miles west of Callao. Both ships were set on fire by their crews and were subsequently sunk.

Anti-Submarine Operations.

9. No attacks of importance have taken place other than those previously described in the Mediterranean Section.

Enemy Intelligence.

German.

10. On the 28th March an unconfirmed report placed the new battleship *Bismarck* in Gdynia, and on the following day photographic reconnaissance showed the battlecruisers *Scharnhorst* and *Gneisenau* in Brest, the former alongside with net protection round her and the latter in dry dock. Subsequent reconnaissances have reported no change in this situation.

Italian.

Nine destroyers were at Massawa previous to the attacks by our aircraft reported in paragraph 7. Confirmation has been received that the 6-inch cruiser *Montecuccoli* was sunk early in March in the Mediterranean. A reconnaissance of Tripoli on the 28th March showed six destroyers and 19 merchant ships varying from 2,000 to 8,000 tons.

U-boats.

At the beginning of the period under review, there seemed to be considerably fewer German U-boats in the North-West Approaches than has been usual of late. By the 30th March, there seem to have been ten or more Germans at work in two groups, one North of 60° and one South of 55°, and numbers have remained at least at that level since then. A feature of the dispositions towards the end of the period was the presence in Northern latitudes of two German U-boats as far West as 28°. One or two Germans have been in the Cape Verde area. There has been little evidence of the activity of Italian U-boats, but it seems that the concentration in the Bay of Biscay has dispersed.

[22392]
Enemy Attack on Seaborne Trade.

11. According to the information at present available merchant shipping losses during the week ended noon Wednesday, the 2nd April, amounted to ten ships and five small craft totalling 53,446 tons, of which eight ships and three small craft (42,962 tons) were British. Bombing, principally on the East Coast and in the St. George’s Channel, accounted for five ships and five small craft sunk and ten ships damaged. Four ships were sunk by U-boats in the North-Western Approaches and two were damaged. Only one ship was damaged by mine. A merchant raider sank one British ship in the South Atlantic.

Information has also come to hand during this week of a number of earlier losses not previously reported, namely, two ships sunk by U-boats, two ships and some small craft sunk by aircraft, and three ships sunk by raider. Seven ships previously reported damaged are now known to have been sunk, making a total of 128,466 tons of shipping sunk, details of which are contained in Appendix I.

Protection of Seaborne Trade.

12. During the week ended noon Wednesday, the 2nd April, 774 ships, including 163 Allied and 16 neutral, were convoyed. Four ships were reported lost in convoy. Five battleships, one aircraft carrier, three cruisers, four submarines, fifty destroyers and forty-five sloops and corvettes were employed on escort duties. Since the beginning of the war 58,727 ships have been convoyed, of which 285 have been lost by enemy action.

Imports into Great Britain by ships in convoy during the week ending the 29th March totalled 557,429 tons, compared with 502,789 tons during the previous seven days. Oil imports were 134,703 tons in thirteen tankers. Imports of minerals were 155,813 tons, of which 112,192 tons were steel, scrap iron, pig iron and iron ore. Timber imports were 9,548 and cereal imports were 88,460 tons. Other food imports amounted to 92,081 tons, of which 13,011 tons were tea. Aircraft and considerable quantities of machinery and war stores were among the cargoes.

British Minelaying.

13. During the week three minelaying operations have been carried out off Brest and 240 mines have been laid in the St. George’s Channel. M.T.Bs. laid mines off Dunkirk.

Minelaying by aircraft has been carried out off the Frisian and French Atlantic coasts.

Enemy Minelaying, British Minesweeping.

14. Both the Humber area and Milford Haven have had minelaying raids on three nights during the week ended the 2nd April. Minelaying off Hartlepool was suspected on the night of the 31st March.

No contact mines have been cut or exploded during the week, and only nine magnetic and fourteen acoustic mines have been detonated, the majority in the Upper Thames Estuary.

Three dangerous areas in the Downs have been cleared, leaving a small patch near some wrecks.

An enemy minefield is suspected off Cape Carvoeiro on the coast of Portugal, where several explosions have recently been reported.

On the 3rd April Torbay was the only port closed.

Enemy Merchant Shipping.

15. Italian, German and Danish ships in United States ports have been taken into protective custody after information had been received to the effect that Italian crews were systematically destroying their machinery. When boarded many of the Italian ships were found to have already made preparations for setting themselves on fire or to have damaged their engines. There are 28 Italian ships in United States ports, totalling 160,906 tons. 2 German, one
of them a tanker, totalling 9,133 tons, and 35 Danish, totalling 113,517 tons. No damage had been done to the Danish ships, but one of the German, the \textit{Pauline Friedrich} at Boston, had had her engines badly damaged. Three Danish ships have recently been seized in Chile and one in Peru.

\textbf{German.} 

16. The \textit{Wartenjels} (6,181 tons) is reported to have left Massawa between the 21st February and the 21st March, but has not been heard of since. \textit{Dresden} (5,567 tons) sailed from Santos on the 28th March. At Montevideo the \textit{Norderney} (3,667 tons) was ready for sea, heavily loaded, on the 1st April. \textit{Osorno} (6,951 tons) sailed from Talcahuano, Chile, on the 2nd April. The German \textit{Biesenach} (4,428 tons) and the Italian \textit{Fella} (6,072 tons) were set on fire by their crews at Punta Arenas, Costa Rica, on the 31st March when the local authorities attempted to board. Both ships are likely to become a total loss. Reports of scuttling have also been received as follows:—

- \textit{Sesostris} (3,987 tons) at Puerto Cabello, Venezuela.
- \textit{Friesland} (6,310 tons) set on fire at Paita, Peru.
- \textit{Leipzig} (5,898 tons) at Callao.
- \textit{Cerigo} (1,120 tons) set on fire at Quayaguil, Ecuador.

The \textit{Orinoco} (9,569 tons) at Tampico, \textit{Hameln} (4,174 tons) at Vera Cruz and \textit{Durazzo} (1,158 tons) in Venezuela have been seized.

\textbf{Italian.} 

17. Considerable activity has been shown by Italian ships in the Canary Islands. On the night of the 1st April the \textit{Capo Alga} (4,835 tons) and the tanker \textit{Burano} (4,450 tons) sailed from Teneriffe. The tanker \textit{Frisco} (4,910 tons) sailed from Ceara, Brazil, and the tanker \textit{Franco Martelli} (10,535 tons) from Pernambuco on the 28th March. Six ships, totalling 36,873 tons, are reported to have received orders to sail from Buenos Aires.

Reports of scuttlings have been received as follows:—

- Tanker \textit{Atlas} (2,005 tons) at Tampico.
- Tankers \textit{Teresa Odore} (8,196 tons), \textit{Trottiera} (6,205 tons) and \textit{Jole Fassio} (5,169 tons) at Puerto Cabello, Venezuela.
- \textit{Manserrate} (5,578 tons) at Callao.

Eight tankers (51,000 tons) have been seized at Tampico and one tanker (6,735 tons) at Vera Cruz. The \textit{Recca} (5,441 tons) at Havana, \textit{Basticia Padre} (5,891 tons) and two tankers (12,000 tons) at Puerto Cabello have also been seized and \textit{Pompeo} (6,282 tons) at Pernambuco has been detained for payment of bunkers.

\textbf{MILITARY SITUATION.}

\textbf{Germany.} 

18. A study of German man-power statistics indicates that her army is now approaching a total of 250 divisions. It is thought that this is the maximum which she can maintain without serious risks to her war production and supply.

\textbf{Balkan Operations.} 

\textbf{Greece.} 

19. A German attack on Greece appeared to be imminent at the time that Yugoslavia joined the Tripartite Pact. There is no doubt that the \textit{coup d'État} which followed upset the German calculations and caused postponement of the attack. It is suggested that the attack on Greece will coincide with one on Yugoslavia.

\textbf{Yugoslavia.} 

20. It appears that German troops are being concentrated on the Yugoslav frontiers as follows:—

(a) A higher formation, probably an armoured corps, is being concentrated in the Temesvar area, \textit{i.e.}, in Roumania opposite the Yugoslav frontier. Units from France are also concentrating in this area.
(b) It was reported on the 29th March that German motorised units were arriving by train and road at Feldbach and Leibnitz in Southern Austria, opposite the Yugoslav frontier.

(c) Certain German troop trains are being halted in Hungary. It is therefore possible that German troops are det raining in Hungary and moving south to the Hungarian-Yugoslav frontier. So far, however, there is no confirmation of this.

There is no confirmation of press reports of hasty reinforcement by Italy of the Italian-Yugoslav frontier.

**Albania.**

21. The effect of the Yugoslav coup d'Etat on Italian strategy in Albania cannot yet be assessed, although certain troops may have been withdrawn from the front to the centre of Albania to form a strategic reserve. Meanwhile, the Italians have kept up minor offensive activities on all parts of the front without success and at some cost in personnel and war material.

**Bulgaria.**

22. There are estimated to be twenty complete German divisions now in Bulgaria, as against sixteen last week, the probable present distribution being six divisions in the south-west, six in the centre and eight in the south-east facing Turkey. Of these four are armoured divisions, an increase of one during the past week.

**U.S.S.R.**

23. There is little reason to believe numerous reports that Germany intends to attack Russia in the near future. The German object is undoubtedly to exert military pressure on Russia to prevent Russian interference in German plans in South-East Europe, and also to influence Russia's diplomatic decisions.

**Africa.**

**Libya.**

24. Enemy infantry estimated at two battalions, together with tanks with swastika markings, attacked some of our unarmoured troops who withdrew to a line north of Agedabia. We estimate that the number of German troops in Tripoli is still between one and two armoured divisions, but there are indications that these may shortly be reinforced.

**Eritrea and Abyssinia.**

25. The outstanding events of the week have been the capture of Keren and the capitulation of Asmara. With our forces astride the railway Addis Ababa-Jebuti, the only land exit from Abyssinia left to the Italians is by road from Addis Ababa to Assab via Dessie. It is evident that the Duke of Aosta is interpreting his orders loyally and that he will probably exploit the nuisance value of containing our forces until Italian surrender is inevitable.

**General Review.**

26. Operations by Bomber Command have been greatly restricted by very bad weather; a heavy attack, however, was made against the Scharnhorst and Gneisenau located at Brest. A number of successful attacks were made on enemy shipping by aircraft from both Bomber and Coastal Commands. Operational Aircraft Battle Casualties are given in Appendix VI. For reasons given in Appendix VII, extracts from recent Raid Assessment Reports are not to be discontinued, as was stated last week.
Germany and Occupied Territory.

27. During the week Bomber Command carried out 115 day and 259 night sorties. Coastal Command supported these operations and Fighter Command flew a few offensive patrols over the coasts of France and the Low Countries.

Day.

28. Nearly all the daylight sorties were directed against enemy shipping, details of which will be found under Coastal Operations. On four occasions during daylight, a force of heavy bombers was despatched to attack the enemy battle cruisers located at Brest; one aircraft attacked without observing results, the remainder had to abandon task on account of unsuitable weather. A few aerodromes were bombed and machine-gunned; at Haamstede a building was hit, causing a large explosion, and at Maupertus four Hs. 114 were machine-gunned. A direct hit was made on gun emplacements at Hollum, in Ameland. Near this point some Dutch civilians were seen pointing and waving; our aircraft investigated and found a number of enemy soldiers on parade, who were then bombed and machine-gunned.

Night.

29. Weather conditions during the week were very unfavourable; on only three nights was it possible to carry out attacks and on only one night could the full programme be undertaken.

30. On the night of the 27th/28th a total of 97 bombers was despatched, the principal attacks being made against the industrial centres at Cologne and Dusseldorf. Forty-nine tons of H.E. bombs were dropped at Cologne; several large explosions took place near the electricity power station, bursts were seen amongst buildings, and a large fire was observed. At Dusseldorf, thirty tons of H.E. were dropped and many fires and explosions were seen in the target area. Attacks on a small scale were also made against Dunkirk, Brest and Calais.

31. On the night of the 30th/31st March, a total of 134 bombers was despatched, the principal target being the Scharnhorst and Gneisenau at Brest, where 115 tons of H.E. were dropped. Results were difficult to observe on account of darkness and intense searchlight concentration, but reports indicate that a large proportion of the bombs were dropped on that area of the docks in which these battle cruisers were situated. A number of aircraft saw the cruisers by the light of flares, and other aircraft report having straddled the target in all directions. Thirteen Wellingtons attacked Calais, starting a number of fires.

32. On the night of the 31st/1st twenty-two aircraft attacked shipyards at Bremen; fires were observed in the dock area and bursts were seen exactly on the target. A lighter scale of attack was made against Emden, where two 4,000-lb. bombs were dropped.

33. On two occasions tea bags were dropped over Holland, and propaganda leaflets were dropped over North-West France and Emden.

United Kingdom.

34. Fighter Command flew 1,120 patrols, involving 2,730 sorties, by day, and 180 patrols, involving 285 sorties, by night.

35. Enemy operations by day were on the same moderate scale as last week, though increased activity took place against shipping off the West and South-West Coasts. The Focke-Wulf long-range unit has again been active. Single bomber-reconnaissance aircraft have attacked nine Royal Air Force stations, for the most part ineffectively, and bombs have been dropped in some coastal towns. Warmwell aerodrome was attacked on the 1st April by three aircraft, which caused some damage, details of which are recorded in the Home Security Situation. Weather conditions were generally unfavourable for interception, but our fighters destroyed at least eight enemy bombers during the week.
36. By night, enemy activity was on a considerably reduced scale. The only attacks of importance during the week were directed against Avonmouth and Hull; not more than forty aircraft were engaged on each occasion. Our fighters made two interceptions, one of which resulted in damage to a Focke-Wulf off the Cornish coast.

Coastal Operations.

37. Coastal Command aircraft flew 179 patrols and provided escorts for 142 convoys, involving a total of 798 sorties. In addition, aircraft of Fighter Command made 478 sorties in convoy and shipping protection patrols. Our attacks in daylight on enemy shipping have been on a heavier scale, and have been carried out by aircraft of both Bomber and Coastal Commands.

38. Six Coastal Command aircraft attacked a small merchant vessel in Alderney Harbour, obtaining three direct hits; the jetty was damaged and a burst was observed near a large warehouse. Off St. Nazaire, an anti-submarine vessel was set on fire and seen to be sinking. Five Blenheims escorted by four squadrons of fighters bombed two small merchant vessels off Cape Gris Nez and registered near misses. Off the Danish coast, a Beaufort torpedoed a merchant vessel of about 2,000 tons. A Blenheim on reconnaissance engaged and shot down one of three enemy bombers.

39. The destroyer attacked off the north coast of Holland by Bomber Command aircraft (mentioned in the Naval Situation) was left listing heavily with smoke issuing from the stern. Two tankers, each of 3,000 tons, were attacked off Havre and set on fire, and a direct hit was made on a 2,000-ton merchant vessel off Ijmuiden. Two flak ships were hit, one was seen to be listing with smoke and steam pouring from it and the other was left down by the stern. Numerous other attacks were made on shipping; some near misses were seen, but other results could not be observed. Enemy ships were also machine-gunned.

40. During the week, thirty-three mines were laid off Brest; other sea mining operations were carried out off Ameland.

41. It is estimated that about 170 enemy aircraft laid mines mostly in the Humber area and off the East Coast. Forty of these operated in daylight, on the 1st April. Enemy long-range bombers continued their attacks against shipping, principally off the East Coast and in the St. George’s Channel. During March, the Condor Unit carried out its highest number of sorties yet recorded. The most effective attacks on shipping during the past month have been made by a He.111 unit based at Tours, using advanced bases at Brest and Dinard and operating against shipping in the Western Approaches. During March, this unit carried out a considerably greater number of sorties during daylight than any other gruppe in the German Air Force.

Eastern Mediterranean.

42. At dawn on the 28th March, a machine-gun attack was made by six fighters on the aerodrome at Lecce, twenty-five miles south-east of Brindisi, and one aircraft was destroyed and twenty were damaged. Reference has been made in the Naval Situation to the attack on the Italian Fleet later that day by nineteen Blenheims.

Greece and Albania.

43. Operations continued in support of the Greek forces, and many offensive and photographic reconnaissances were flown in the area between Tepeleme and the coast. On the 30th, a heavy and successful attack was made by ten Blenheims on military stores at Elbasan, during which three of our aircraft were damaged by fighters and one by AA fire. On the following day, six Blenheims, escorted by fighters, bombed transport on the Buzi-Glave road, scoring many hits. Barracks and military stores in Tepeleme were attacked on the 2nd by six Blenheims escorted by twelve Gladiators. Italian activity has been confined to a few attacks on Greek aerodromes and on various towns. Of four Cant Z 1007 bombers which attempted to raid Volos on the 2nd, three were destroyed by our fighters and the fourth severely damaged.
About thirty of the forty-five Italian bombers in Albania are being withdrawn to Italy.

Dodecanese.

44. On the 27th, an attack was made by eleven Blenheims on the aerodrome at Calato, Rhodes; an enemy aircraft was destroyed on the ground and buildings and a petrol dump set on fire. Shipping off Astropalia was bombed by five Blenheims with inconclusive results.

Malta.

45. Offensive operations against Malta have been on a lower scale than during the previous week and no dive-bombers have been in evidence. Daylight activity consisted of reconnaissance by single bombers and fighters, and one ineffective bombing attack on Takali aerodrome by four escorted bombers. Enemy fighter patrols were maintained off the coast and, on the occasion of the attack on Takali, a mixed force of German and Italian fighters operated east of the Grand Harbour, probably with a view to diverting our fighters. Two night attacks were made during the week, but only slight civilian damage resulted.

Egypt and Libya.

46. Our offensive operations were not on a heavy scale, but Tripoli was attacked by Wellingtons on four successive nights, and damage was inflicted on shipping and in the dock areas. Successful daylight attacks were carried out by Blenheims on enemy aerodromes at Misurata and Ras Lanuf, and at the latter place heavy damage was inflicted on motor transport.

47. Frequent reconnaissances by Me. 110s were carried out over Agedabia and the areas south-east to Gialo, and aircraft believed to be German attacked our forces in this area. On the 31st March, the biggest German air effort of the war in this area was put forward. Two formations totalling about thirty-five dive-bombers with fighter escorts operated in the Mersa El Brega area and on the same day Italian bombers, escorted by German fighters, attacked our aerodrome at Agedabia, causing a few casualties and damaging one aircraft. One of the enemy fighters was destroyed and three bombers were damaged. Single Italian aircraft have reconnoitred Alexandria.

Italian East Africa.

48. In Eritrea, following the fall of Keren, British air activity was transferred to the Asmara area, where intensive operations have continued in support of our advance. Asmara itself was heavily bombed, and pressure has been maintained against enemy concentrations, defences and communications. The Addis-Jibuti railway was repeatedly bombed, and enemy aerodromes and motor transport on roads in Eastern Abyssinia have been attacked.

49. Italian fighters and bombers attacked our aerodrome at Jijiga on three occasions, losing at least two of their number, but damaging eight of our aircraft. It is believed that the Italians have now ceased sending air reinforcements to East Africa. Their present strength there is estimated at twenty-five bombers and twenty fighters, of which not more than twelve of each type are likely to be serviceable.

Air Intelligence.

The Balkans.

50. Recent changes in the dispositions of the German Air Force indicate that the main concentration is being made against Yugoslavia. Sixty additional short-range fighters are being moved to within seven miles of the Yugoslav-Romanian frontier, half from France and half from Norway.

The projected move of forty additional dive bombers into the area, referred to in paragraph 48 (a) of last week’s Résumé, is now taking place.
HOME SECURITY SITUATION.

General.

By Day.

51. Enemy bombing was on a very small scale. On the 27th March 29 people were killed by a direct hit on a canteen at Poole. On the 1st April 8 aircraft were destroyed on the ground at Warmwell aerodrome when 6 R.A.F. personnel were killed, and on the 2nd April 7 aircraft were damaged on the ground at Catfoss aerodrome.

Elsewhere the damage was confined to private property and no incident caused more than 2 fatal casualties.

By Night.

52. During three nights of the week no bombs were dropped and on two nights the few bombs which fell caused no important damage and no casualties. On the night of the 29th/30th March a short but heavy attack was made on Avonmouth and Bristol. On the night of the 31st March/1st April a short raid was made on Hull and surrounding district, and incidents occurred at Portsmouth and Swansea.

Damage.

Avonmouth and Bristol.

53. In the attack on the night of the 29th/30th March a large number of I.B.’s fell in the dock area of Avonmouth and many fires were started. In the Royal Edward Dock three oil cisterns belonging to the Anglo-American Oil Company were set on fire, and the barrelling and can-filling sheds of Shell-Mex & B.P., Ltd., were gutted. No other important damage has been reported. In Bristol some damage was done to private property.

Elsewhere.

54. Considerable damage was done to private property at Hull, but Key Points, including the docks, were only slightly affected. Only minor damage was caused by bombs which fell in Portsmouth Dockyard and Swansea Docks.

Casualties.

55. The estimated casualties for the week ending 0600 the 2nd April are 104 killed and 151 seriously injured. These figures include 29 killed at Poole, 38 at Hull and 11 in the raid on Avonmouth and Bristol.
### 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>Mar. 14</td>
<td>Western Chief</td>
<td>British</td>
<td>Steel and general</td>
<td>New York</td>
<td>Newport</td>
<td>Torpedo</td>
<td>No.</td>
<td>250 miles W.N.W. of Rockall</td>
<td>20 landed Azores. Rest lost.</td>
</tr>
<tr>
<td>Mar. 19</td>
<td>Mandalina</td>
<td>Dutch</td>
<td>Sugar</td>
<td>Batavia</td>
<td>Belfast</td>
<td>Torpedo</td>
<td>Yes</td>
<td>120 miles N.E. of Sal Is., Cape Verde</td>
<td>62 saved, 3 killed.</td>
</tr>
<tr>
<td>Mar. 20</td>
<td>Clan Ogilvy</td>
<td>British</td>
<td>Tea and general</td>
<td>Chittagong</td>
<td>Glasgow</td>
<td>Torpedo</td>
<td>Yes</td>
<td>152 miles N.N.W. of St. Antonio, Cape Verde</td>
<td>Not yet known.</td>
</tr>
<tr>
<td>Mar. 29</td>
<td>M/V Hylton</td>
<td>British</td>
<td>Wheat and lumber</td>
<td>Vancouver</td>
<td>Tyne</td>
<td>Torpedo</td>
<td>Yes</td>
<td>570 miles N.W. of the Bloody Foreland</td>
<td>All landed Londonderry</td>
</tr>
<tr>
<td>Mar. 29</td>
<td>M/V Limbourgo</td>
<td>Belgian</td>
<td>Phosphates</td>
<td>Curacao</td>
<td>Aberdeen</td>
<td>Torpedo</td>
<td>Yes</td>
<td>570 miles N.W. of the Bloody Foreland</td>
<td>Not yet known.</td>
</tr>
<tr>
<td>Mar. 29</td>
<td>Germanic</td>
<td>British</td>
<td>Wheat</td>
<td>Halifax</td>
<td>Liverpool</td>
<td>Torpedo</td>
<td>Yes</td>
<td>570 miles N.W. of the Bloody Foreland</td>
<td>3 killed, rest landed Londonderry.</td>
</tr>
<tr>
<td>Mar. 30</td>
<td>Coulans</td>
<td>British</td>
<td>...</td>
<td>Hull</td>
<td>Nobile f.</td>
<td>Torpedo</td>
<td>No.</td>
<td>250 miles S.W. of Iceland</td>
<td>89 picked up, 2 missing.</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>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar. 11</td>
<td>S/Trawler Aberdeen (163)</td>
<td>British</td>
<td>Fishing</td>
<td>...</td>
<td>...</td>
<td>Bomb and M.G.</td>
<td>Not</td>
<td>Cardigan Bay</td>
<td>2 landed, 8 lost.</td>
</tr>
<tr>
<td>Mar. 22</td>
<td>S/Trawler St. Fistan (495)</td>
<td>British</td>
<td>Drogheada</td>
<td>Cardiff</td>
<td>Bomb</td>
<td>Not</td>
<td>7 miles W.N.W. of Smalls</td>
<td>All lost.</td>
<td></td>
</tr>
<tr>
<td>Mar. 24</td>
<td>Neassmore (227)</td>
<td>British</td>
<td>Coal</td>
<td>Hayle</td>
<td>Barry</td>
<td>Bomb</td>
<td>Not</td>
<td>12 miles N.W. Godrevy Island</td>
<td>4 landed, 2 injured, 5 missing.</td>
</tr>
<tr>
<td>Mar. 24</td>
<td>M/V Tanker Solmsiam (4,070)</td>
<td>Norwegian</td>
<td>Government stores</td>
<td>Piraeus</td>
<td>Alexandria</td>
<td>Bomb</td>
<td>Yes</td>
<td>Off South Coast of Crete</td>
<td>All saved.</td>
</tr>
<tr>
<td>Mar. 24</td>
<td>Embiricos Nicloos (8,799)</td>
<td>Greek</td>
<td>Government stores</td>
<td>Piraeus</td>
<td>Port Said</td>
<td>Bomb</td>
<td>Yes</td>
<td>Off South Coast of Crete</td>
<td>Not yet known.</td>
</tr>
<tr>
<td>Mar. 25</td>
<td>Beaverbrae (9,956)</td>
<td>British</td>
<td>Ballast</td>
<td>Liverpool</td>
<td>St. John, N.B.</td>
<td>Bomb</td>
<td>Not</td>
<td>160 miles N.W. Cape Wrath</td>
<td>All saved.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>Bount (247)</td>
<td>Dutch</td>
<td>Coal</td>
<td>Ayr</td>
<td>Par (Cornwall)</td>
<td>Bomb and M.G.</td>
<td>Not</td>
<td>8 miles off Bude</td>
<td>1 wounded.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>Empress Mermaid (6,881)</td>
<td>British</td>
<td>Steel and scrap</td>
<td>Portland</td>
<td>Liverpool (Mo.)</td>
<td>Bomb</td>
<td>Not</td>
<td>150 miles W. of Cape Wrath</td>
<td>19 rescued, 30 missing.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>Somali (6,609)</td>
<td>British</td>
<td>...</td>
<td>London</td>
<td>Hong Kong</td>
<td>Bomb</td>
<td>Yes</td>
<td>17 miles N.N.E. of Blyth</td>
<td>1 killed.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>F/V Beinisvor (65)</td>
<td>Faroese</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Not</td>
<td>60 miles E of Faroes</td>
<td>All landed Thorshavn.</td>
</tr>
<tr>
<td>Mar. 27</td>
<td>Meg Merrilies (642)</td>
<td>British</td>
<td>General</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Not</td>
<td>Near Sh. Govens Light Vessel</td>
<td>All saved.</td>
</tr>
<tr>
<td>Mar. 28</td>
<td>M/V Antwerp (564)</td>
<td>Dutch</td>
<td>Coal</td>
<td>Barry</td>
<td>Barnstaple</td>
<td>Bomb</td>
<td>Not</td>
<td>N.W. of Bull Point</td>
<td>3 lost, 4 saved.</td>
</tr>
<tr>
<td>Mar. 28</td>
<td>S/Trawler Kestrel (75)</td>
<td>British</td>
<td>Fishing</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Not</td>
<td>N.E. of Lundy Island</td>
<td>1 killed.</td>
</tr>
<tr>
<td>Mar. 29</td>
<td>S/Trawler Kimberley (190)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Bomb</td>
<td>Not</td>
<td>22 miles S.E. Flamborough Head</td>
<td>All saved.</td>
</tr>
</tbody>
</table>

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

<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>Mar. 20</td>
<td>S/S Tanker Oil Trader (5,550)</td>
<td>British</td>
<td>...</td>
<td>London</td>
<td>Grangemouth</td>
<td>Bomb</td>
<td>Yes</td>
<td>Off Suffolk Coast</td>
<td>All landed.</td>
</tr>
<tr>
<td>Mar. 31</td>
<td>S/Trawler Ontario (508)</td>
<td>British</td>
<td>...</td>
<td>Grimsby</td>
<td>Iceland</td>
<td>Bomb</td>
<td>Not</td>
<td>300 miles W.N.W. Butt of Lewis</td>
<td>1 injured.</td>
</tr>
</tbody>
</table>

### By Surface Craft.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</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. 15</td>
<td>Oil Refinary Telacos (12,083)</td>
<td>Norwegian</td>
<td>Whale oil</td>
<td>...</td>
<td>...</td>
<td>Raider</td>
<td>Not</td>
<td>South Atlantic</td>
<td>Not known. Believed prisoners of war.</td>
</tr>
</tbody>
</table>

**Note.**—M/V Newborough, 5,250 tons, shown last week as a loss in Section A.—Surface Craft, arrived Kingston, Jamaica, on March 25, and has been deducted from tonnage losses accordingly.

*This information is provisional and may be modified subsequently 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 (T)</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 Other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar.— ...</td>
<td>Inger (1,418)</td>
<td>Norwegian</td>
<td>Fertiliser</td>
<td>Tees</td>
<td>Plymouth</td>
<td>A/C</td>
<td>Not</td>
<td>...</td>
<td>...</td>
<td>None reported.</td>
</tr>
<tr>
<td>Mar.— ...</td>
<td>M/V Hav (5,092)</td>
<td>Norwegian</td>
<td>Govt.</td>
<td>Piraeus</td>
<td>Alexandria</td>
<td>A/C</td>
<td>Yes</td>
<td>E. Mediterranean</td>
<td>...</td>
<td>Arrived Alexandria. 6 weeks needed for repairs None reported.</td>
</tr>
<tr>
<td>Mar.— ...</td>
<td>M/V Peter Maersk (6,478)</td>
<td>British</td>
<td>Govt.</td>
<td>Piraeus</td>
<td>Alexandria</td>
<td>A/C</td>
<td>Yes</td>
<td>E. Mediterranean</td>
<td>...</td>
<td>Arrived Alexandria. 2½ weeks needed for repairs None reported.</td>
</tr>
<tr>
<td>Mar. 22</td>
<td>Taubate (5,035)</td>
<td>Brazilian</td>
<td>Not known</td>
<td>Cyprus</td>
<td>Alexandria</td>
<td>A/C</td>
<td>Not</td>
<td>100 miles N.E. Alexandria</td>
<td>...</td>
<td>Steering gear damaged. Arrived Alexandria. 1 killed, 14 wounded.</td>
</tr>
<tr>
<td>Mar. 23</td>
<td>Clan Ferguson (7,347)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>A/C</td>
<td>...</td>
<td>Malta</td>
<td>...</td>
<td>None.</td>
</tr>
<tr>
<td>Mar. 25</td>
<td>Knoll (1,151)</td>
<td>Norwegian</td>
<td>Ballast</td>
<td>Dartmouth</td>
<td>Barry</td>
<td>A/C</td>
<td>Not</td>
<td>8 miles W. of Lundy Is.</td>
<td>...</td>
<td>Afloat, but forehold half full of water. Salvageable. None reported.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>M/V Carolina Thorden (3,645)</td>
<td>Finnish</td>
<td>...</td>
<td>Petsamo</td>
<td>New York</td>
<td>A/C</td>
<td>Not</td>
<td>Entrance to Thorshavn Bay</td>
<td>...</td>
<td>On fire, may be total loss. 3 wounded.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>Cable S/S Paraday (5,533)</td>
<td>British</td>
<td>Submarine cables</td>
<td>...</td>
<td>...</td>
<td>A/C</td>
<td>Yes</td>
<td>Off St. Anne's Head</td>
<td>...</td>
<td>Burnt and aground, N.W. of St. Anne's head, main deck awash at high water. 113 landed, 8 missing, 25 injured.</td>
</tr>
<tr>
<td>Mar. 26</td>
<td>S/Trawler Kingsway (211)</td>
<td>British</td>
<td>Fishing</td>
<td>...</td>
<td>...</td>
<td>A/C</td>
<td>...</td>
<td>10 miles E. of Bell Rock</td>
<td>...</td>
<td>Arrived Leith. Making water slowly None.</td>
</tr>
</tbody>
</table>

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<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 Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar. 27</td>
<td>S/Salvage/V Palmston (460)</td>
<td>British</td>
<td>...</td>
<td>Swansea</td>
<td>Milford Haven</td>
<td>A/C.</td>
<td>Not</td>
<td>...</td>
<td>Towled Milford Haven and berthed.</td>
<td>1 injured.</td>
</tr>
<tr>
<td>Mar. 27</td>
<td>M/V Old Beijerland (396)</td>
<td>Dutch</td>
<td>...</td>
<td>Barry</td>
<td>Runcorn</td>
<td>A/C.</td>
<td>Not</td>
<td>...</td>
<td>Docked, Milford Haven</td>
<td>3 injured.</td>
</tr>
<tr>
<td>Mar. 27</td>
<td>M/V Tanker Pericles</td>
<td>Norwegian</td>
<td>Fuel oil</td>
<td>...</td>
<td>T.</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>Plates buckled, Pump room flooded and machinery damaged</td>
<td>None.</td>
</tr>
<tr>
<td>Mar. 28</td>
<td>M/V Staffordshire (10,683)</td>
<td>British</td>
<td>...</td>
<td>Liverpool</td>
<td>Rangoon</td>
<td>A/C.</td>
<td>Not</td>
<td>...</td>
<td>On fire and beached.</td>
<td>Estimated 30 dead, many injured.</td>
</tr>
<tr>
<td>Mar. 28</td>
<td>Sint (1,174)</td>
<td>Norwegian</td>
<td>...</td>
<td>Workington</td>
<td>Devonport</td>
<td>A/C.</td>
<td>Not</td>
<td>...</td>
<td>Not stated,</td>
<td>1 wounded and landed Penzance.</td>
</tr>
<tr>
<td>Mar. 29</td>
<td>Grenaa (1,182)</td>
<td>British</td>
<td>Grain</td>
<td>Leith</td>
<td>London</td>
<td>M</td>
<td>...</td>
<td>...</td>
<td>Off Rotherhithe, Forepart blown away.</td>
<td>4 killed, 3 injured.</td>
</tr>
<tr>
<td>Mar. 30</td>
<td>S/Trawler Chander (200)</td>
<td>British</td>
<td>Fishing</td>
<td>...</td>
<td>...</td>
<td>A/C.</td>
<td>...</td>
<td>...</td>
<td>1 mile S.B. of Nolsoe., Faroes</td>
<td>1 killed, 1 wounded.</td>
</tr>
<tr>
<td>Mar. 30</td>
<td>Graslin (2,223)</td>
<td>British</td>
<td>Coal</td>
<td>Sunderland</td>
<td>London</td>
<td>A/C.</td>
<td>Not</td>
<td>...</td>
<td>Off Harwich, Damage to deck and and starboard bow above water level.</td>
<td>1 wounded.</td>
</tr>
<tr>
<td>Mar. 31</td>
<td>S/Trawler Whinnyfold (210)</td>
<td>British</td>
<td>Fishing</td>
<td>...</td>
<td>...</td>
<td>A/C.</td>
<td>...</td>
<td>...</td>
<td>N.W. approaches, Arrived Scrabster, Damaged</td>
<td>3 wounded.</td>
</tr>
<tr>
<td>Apr. 1</td>
<td>M/V Tanker Rais Nudson (9,063)</td>
<td>British</td>
<td>Oil fuel</td>
<td>Curacao &lt;</td>
<td>Devonport</td>
<td>A/C.</td>
<td>...</td>
<td>...</td>
<td>Off Milford Haven Damaged shaft bridge.</td>
<td>2 wounded.</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/Out of Convoy or not.*</th>
<th>Position</th>
<th>Extent of Damage</th>
<th>Casualties to Crew. Other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 1</td>
<td>M/V Tanker San Conrado (7,592)</td>
<td>British</td>
<td>Spirit</td>
<td>Curacao</td>
<td>Milford Haven</td>
<td>A/C</td>
<td>Yes</td>
<td>13 miles N.W. of Milford Haven</td>
<td>Engine room flooded. Ship may be brought into Milford Haven</td>
<td>5 wounded.</td>
</tr>
<tr>
<td>Apr. 1</td>
<td>M/V Tanker Adellen (7,984)</td>
<td>British</td>
<td>Oil fuel</td>
<td>Curacao</td>
<td>Milford Haven</td>
<td>A/C</td>
<td>Yes</td>
<td>Off Milford Haven</td>
<td>On fire. Anchored 1 mile S. St. Annes Head</td>
<td>5 wounded.</td>
</tr>
<tr>
<td>Apr. 1</td>
<td>M/V Tanker Chesapeake (9,855)</td>
<td>British</td>
<td>Spirit</td>
<td>Baltimore</td>
<td>Avonmouth</td>
<td>A/C</td>
<td>Yes</td>
<td>Off Tuckar Bk. and S.W. of St. Govans</td>
<td>Still afloat</td>
<td>1 wounded.</td>
</tr>
<tr>
<td>Apr. 1</td>
<td>S/S Beaverdale (9,957)</td>
<td>British</td>
<td>General</td>
<td>St. John, N.B.</td>
<td>Liverpool</td>
<td>S/M, T</td>
<td>Not</td>
<td>250 miles S.W. of Iceland</td>
<td>Not yet known.</td>
<td></td>
</tr>
</tbody>
</table>

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

Note.—The following ships previously shown as damaged have now been confirmed as lost:—

Clan Ogilvy (5,802), Chona (8,077) (Tanker) Biance (5,688), (Tanker) Polyharp (5,435) (Tanker), Beaverbrae (9,956), Evoua (847), Britannia (8,796).
### APPENDIX II.

**Merchant Ships (all sizes) other than Merchant Ships Commissioned for Naval Service, lost by Enemy Action up to Noon, Wednesday, 2nd April, 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>345</td>
<td>1,942,000</td>
<td>86</td>
<td>428,000</td>
</tr>
<tr>
<td>Mine</td>
<td>188</td>
<td>463,000</td>
<td>58</td>
<td>104,000</td>
</tr>
<tr>
<td>Surface Craft</td>
<td>96</td>
<td>484,000</td>
<td>27</td>
<td>179,000</td>
</tr>
<tr>
<td>Aircraft</td>
<td>165</td>
<td>476,000</td>
<td>65</td>
<td>278,000</td>
</tr>
<tr>
<td>Other causes, or cause unknown</td>
<td>80</td>
<td>82,000</td>
<td>8</td>
<td>36,000</td>
</tr>
</tbody>
</table>

| Total unknown | 680 | 8,446,000 | 224 | 1,016,000 | 302 | 337,000 | 1,356 | 5,999,000 |

**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.

### 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 30th March, 1941.**

<table>
<thead>
<tr>
<th>Tankers</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>British ships on September 2, 1939</td>
<td>519</td>
</tr>
</tbody>
</table>

**Additions**—

- New ships | 16 | 189,000 | 198 | 1,086,000 |
- Enemy ships captured | 1 | 6,000 | 58 | 275,000 |
- Ships transferred from other flags—
  - Danish | 8 | 66,000 | 115 | 305,000 |
  - French | 10 | 57,000 | 94 | 455,000 |
  - Roumanian | 2 | 11,000 | 2 | 8,000 |
  - Easonian | 21 | | | 21,000 |
  - Latvian | 8 | | | 6,000 |
  - Others | 12 | 85,000 | 140 | 744,000 |
  - Other additions | 11 | 10,000 | 91 | 153,000 |
  - Total additions | 61 | 371,000 | 717 | 3,066,000 |

**Deductions**—

- Ships sunk by the enemy—
  1. Merchant ships commissioned for Naval Service | 2 | 13,000 | 20 | 217,000 |
  2. Other ships captured by the enemy | 74 | 578,000 | 610 | 2,816,000 |
- Other deductions (including Marine Risk)—
  1. Commissioned for Naval Service | 2 | 2,000 | 7 | 33,000 |
  2. Other ships | 11 | 56,000 | 138 | 588,000 |
  - Total deductions | 90 | 655,000 | 811 | 3,640,000 |
  - Net additions (+) or deductions (−) | −29 | −234,000 | −94 | −545,000 |

**British ships on March 30, 1941** | 490 | 2,396,000 | 3,484 | 14,847,000 |

* Of the total Non-Tanker tonnage, vessels representing about 3,950 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 about 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 the period</th>
<th>Approximate annual loss if column (2) losses and other deductions in 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>1,098,000</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>345,000</td>
<td>4,200,000</td>
</tr>
<tr>
<td>October, 1940</td>
<td>317,000</td>
<td>3,700,000</td>
</tr>
<tr>
<td>November, 1940</td>
<td>378,000</td>
<td>4,500,000</td>
</tr>
<tr>
<td>December, 1940</td>
<td>329,000</td>
<td>3,800,000</td>
</tr>
<tr>
<td>January, 1941</td>
<td>214,000</td>
<td>2,600,000</td>
</tr>
<tr>
<td>February, 1941</td>
<td>268,000</td>
<td>4,800,000</td>
</tr>
<tr>
<td>1st to 30th March, 1941</td>
<td>268,000*</td>
<td>3,800,000</td>
</tr>
</tbody>
</table>

* These figures relate 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 in week ending 28th March, 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></td>
<td>45</td>
</tr>
</tbody>
</table>

* Including 5 vessels (33,000 gross tons) building abroad, 2 merchant ships (18,000 gross tons) taken over by the Navy during construction and 11 ships (20,000 gross tons) of merchant type intended for Naval use.

In addition, there are 160 merchant ships totalling 1,225,000 gross tons on order or proposed to order in the United Kingdom and abroad (including 17 tankers of 124,000 gross tons).

---

APPENDIX IV.

Merchant Ships (all sizes) lost by the enemy up to 1st April, 1941.

<table>
<thead>
<tr>
<th>German.</th>
<th>Italian.</th>
<th>Together.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Captured or seized ...</td>
<td>61</td>
<td>274,000</td>
</tr>
<tr>
<td>Scuttled or sunk ...</td>
<td>87</td>
<td>502,000</td>
</tr>
<tr>
<td>Unidentified ships reported by S/M, A/C, &amp;c, as sunk or destroyed (tonnage estimated) ...</td>
<td>142</td>
<td>710,000</td>
</tr>
<tr>
<td></td>
<td>290</td>
<td>1,486,000</td>
</tr>
</tbody>
</table>

In addition, 26 ships of 68,000 gross tons under enemy control or useful to the enemy have been sunk.
APPENDIX V.

Casualties to H.M. Auxiliary Vessels and to Naval Personnel.

The following casualties have occurred to H.M. Auxiliary Patrol vessels during the period under review:

March 29.—Minesweeping Trawler *Sir John Lister* machine-gunned by aircraft off the Lizard. One wounded.

March 31.—A/P Trawler *Lord Selborne* mined and sunk off the Humber. 17 of the crew missing.

April 1.—A/S Trawler *Sword Dance* slightly damaged by near-miss bombs and machine-gunning near Outer Dowsing. No casualties.

Night, April 1/2.—L.L. Trawlers *Valesca* and *Horitensia* damaged by aircraft off Cromer. One slight casualty.

April 2.—A/P Trawler *Cramond Island* bombed and sunk off St. Abb’s Head.

April 2.—Paddle Minesweeper *Lorna Doone* received minor damage from aircraft cannon shells off Lowestoft. Two wounded.

April 3.—Harbour Patrol vessel *Bahram* mined and sunk near Spurn Point. One survivor.

The following casualties to Naval personnel have been reported:

Officers: Killed 3, missing 3, wounded 3.

Ratings: Killed 40, missing 19, wounded 63.

These figures include 13 ratings killed and 51 wounded in the air raid on Plymouth on the 21st March.

APPENDIX VI.

Operational Aircraft Battle Casualties.

0600 hours, March 27, to 0600 hours, April 3, 1941.

*Metropolitan Area.*

<table>
<thead>
<tr>
<th></th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>British.</strong></td>
<td>Bombers: 14</td>
<td>Damaged: 11</td>
</tr>
<tr>
<td></td>
<td>Fighters: 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coastal: 4</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>14</td>
<td>11</td>
</tr>
</tbody>
</table>

*German.**

<table>
<thead>
<tr>
<th></th>
<th>Destroyed</th>
<th>Possibly Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers: 9</td>
<td>8</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Fighters: 8</td>
<td>1</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Miscellaneous: 2</td>
<td>1</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Total: 19</td>
<td>10</td>
<td>11</td>
<td>14</td>
</tr>
</tbody>
</table>

No account is taken of aircraft destroyed on the ground. Of the above total, 1 bomber was damaged by A.A. fire.

*Middle East.*

<table>
<thead>
<tr>
<th></th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>British.</strong></td>
<td>Bombers: 9</td>
<td>Damaged: 4</td>
</tr>
<tr>
<td></td>
<td>Fighters: 5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coastal: 1</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>9</td>
<td>4</td>
</tr>
</tbody>
</table>

*Italian.**

<table>
<thead>
<tr>
<th></th>
<th>Destroyed</th>
<th>Possibly Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers: 9</td>
<td>5</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Fighters: 3</td>
<td>1</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Miscellaneous: 2</td>
<td>1</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>Total: 14</td>
<td>8</td>
<td>14</td>
<td>29</td>
</tr>
</tbody>
</table>

Of the above total, 2 aircraft were destroyed by A.A. fire.

*German.**

<table>
<thead>
<tr>
<th></th>
<th>In the Air</th>
<th>On the Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bombers</strong></td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Fighters</strong></td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Miscellaneous</strong></td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Total: 2</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

Of the above total, 1 bomber was damaged by A.A. fire.
Air Attacks on Enemy Territory in Europe.

Extracts from Recent Raid Assessment Reports.

THE increase in Raid Assessment Material has now been found to be only temporary, and this Appendix is therefore resumed in view of its value in assessing the immediate results of our air offensive. This week the Appendix is of considerable length, as, for continuity, material received during the last fortnight is included.

Germany.

1. Emden.—A photograph taken during the night attack on the 31st March shows fires burning fiercely on each side of the railway dock in the Alter Binnen Hafen (which area contains the railway station, harbour and customs office and warehouses) and dense columns of smoke apparently originating from fires which had obtained a firm hold in the residential area bounded by the Rats and Faldern Delfts.

2. Gelsenkirchen.—Photographs taken on the 12th March show that the gasometer, said to be the largest in Europe, previously reported damaged, has now been completely dismantled. Photographs taken during the raid on the Hydrierwerke Scholven on the night of the 14th/15th March disclose: (i) Three fires burning in centre of target in the immediate vicinity of the reaction chambers, (ii) Smoke and gases escaping from working reaction chambers as a result of a direct hit on, or fractures to, high-pressure lines, (iii) Smoke coming from the sludge separator plant, a building near the south-east corner of the sludge recovery plant and from another building close by, and also from a medium-size gas holder.

3. Hamburg.—An informant who was present in the harbour in the second half of January reports that salvage work was proceeding on two ships that had been sunk therein. Photographs taken on the 13th and 15th March have been rendered difficult to assess owing to haze covering some of the areas photographed, but the following damage is apparent:

(a) Blohm and Voss.—The foundry, 520 feet in length, has received a direct hit at the northern end and the remainder of the building and an adjoining building, 350 feet in length, have been damaged by fire. A direct hit is seen on the southern end of the administrative offices, and it is thought the S.E. end of the graving dock and the sawmill have also been damaged.

(b) Vulcan Shipyards.—There is a direct hit on the workmen’s dining rooms and damage to the general office building and the western end of the main frame and plate shops. Hits have been obtained on a large shop on the eastern side of the works, and there is a large hole at the southern end of the roof of a shop alongside the slips near the carpenters’ and joiners’ shops.

(c) Warehouses.—A large warehouse on the Windhuk Quay, one on the Nord Canal, one on the Sud Canal, and one on the S.E. side of the Saale Hafen have all suffered considerable damage. A 450-foot warehouse on the August Victoria Kai has been completely gutted.

(d) Railways.—The Berlinertor Station buildings are being repaired, there is a direct hit on the line on the west side of the railway ferry over Kohlbrand and also on the main line north of a station believed to be Veddel.

(e) Domestic Property.—Considerable damage is disclosed, in particular, to three blocks of houses each about 200 feet in length, and to a block of flats 500 feet in length in the St. Pauli district, which have been wrecked or gutted.

4. A reliable source states that the raid on the 13th/14th March caused heavy damage in the city, where public buildings, barracks and houses were fired and an explosive factory was hit. For a time the fires were out of control and casualties were heavy. A source (whose other information is reliable) states that in the raid on the 12th/13th March submarines building on the slips in the naval dockyard were damaged. Three submarines fitting out were saved by being towed.
out of the basin. Another reliable report has been received of the damage to the naval base and dockyard. There were casualties among the employees, and their fellow workmen were forbidden to tell of it. The incendiary bombs were particularly effective and the top floors of the Dresdner bank were burnt out.

5. Kiel.—Photographs taken during the attack on the night of the 18th/19th March disclosed fires in the immediate vicinity of the main Post and Telegraph Office, and across the main railway line and sidings 800 yards south of the main station. At the Germania Werfte Shipbuilding Yards there were fires in the stores department and the coopermither's shop and at the S.E. corner of the trading-out shop and the southern corner of the turners' shop.

Photographs taken on the 28th March are difficult to interpret for damage assessment owing to heavy haze and clouds. The main features are:
(i) The sawmill in Krupps shipbuilding yard is shown to be seriously damaged and has probably been completely gutted.
(ii) Part of a store or warehouse at the south end of this yard has been wrecked.
(iii) A large area in Kehlen and Holstein strassen has been completely gutted.
(iv) A direct hit has been obtained on the tramway power house.
(v) Craters are seen on the railway track to the south side of the Kummel Wiese Bridge.
(vi) Buildings close to the main Post and Telegraph Office are burnt out. There is reason to believe from the photographs that hits were obtained on, and in the immediate vicinity of, Krupps main shops, but this cannot be confirmed with certainty.

6. Berlin.—Excellent photographs taken on the 14th March show considerable damage and refute reports that the effect of our raids has been slight. It is true to say, however, that the damage is in no case heavily concentrated in one particular area, giving a picture of destruction such as was shown in the photographs of Hanover. The photographs confirm reports of damage obtained from other sources sent out in previous summaries, and show clearly the headings erected around bombed parts of which many sources have spoken. Details cover nine pages of the interpretation report and cannot adequately be summarised.

Interesting features are:
(a) The destruction of a considerable area of property, both at the North and South end of the Graf Spee Strasse.
(b) The destruction of a block of buildings just to the West of the Stettiner Station.
(c) Considerable demolition and excavation in progress of and to the Ministry of Propaganda building.
(d) The roof and upper floors of large buildings along the Wilhelmstrasse between the Reich Presidential Chancellory and the Air Ministry have been destroyed.
(e) It is thought that damage has been caused to the roof's of buildings in the War Ministry.
(f) The bridge over the Spree at the Eastern end of the Unter den Linden is closed to traffic. The North side of the bridge shows signs of damage.
(g) The gallery of the Cathedral has been damaged and the roof is holed on the West Side.
(h) Schlesischer station has suffered only slight damage, but the Wrienzener station nearby is severely damaged. The central portion, including the arched span, has been wrecked, and demolition work has had to be carried out right down to the foundations.
(i) The N.E. corner of the Alexanderplatz has suffered severely.

Three reports have already been received of the effectiveness of the raid on the 12th/13th March. This is well illustrated by a reliable report which speaks of new types of incendiary and high explosive bombs which have been dropped with great effect. As in Hanover the efficiency of the incendiary bombs was particularly spoken of and they are now said to explode if water is thrown on them. Two of the reports tell of the destruction to water mains which impeded the efforts of the fire brigade and caused flooding in cellars. All reports state that the population was depressed, one stating that Goering, under his nickname of Herr Meyer, was openly abused, another that the majority of people were late for work and irritable the next morning. The report states that Berlin's greatest weakness, bad shelters, was felt again, and the majority of those killed were in cellars which collapsed. Five-storey houses in the Barbarossa Strasse were completely demolished or burnt out, and in one thirty people are said to have been killed. It is said that most damage was in the Schoneberg area, where over 100 were killed and 300 injured. The raid was at its peak between 0130 and 0330 hours, when the authorities stated that 80 aircraft were over the centre of the City.

Following upon the raid of the 12th/13th March (which is again said to have been very successful) the following districts or parts thereof were closed
to the public: Schöneberg, Steglitz, Alt Moabit, Lankwitz and Marienfelde. Whilst on previous occasions houses have been partially demolished, in this raid they were totally destroyed.

7. Bochum.—Two military barracks occupied by A.A. personnel have been destroyed.

8. Bremen.—Further photographs taken on the 18th March show 58 hits or craters on or near Focke-Wulf aircraft works and aerodrome. At the rice and starch mills warehouses have been damaged and part of the mill buildings have been gutted. A direct hit is shown on a warehouse storing cereals for the Roland mills and the jute spinning works have been damaged. Warehouses between Hafen “E” and Hafen “F” have been considerably damaged. There are two direct hits on a bottleneck of railway lines in this neighbourhood. Considerable damage is disclosed to commercial and other buildings in the old town and part of the market square has been barricaded off.

Excellent daylight photographs of Bremen taken on the 18th March reveal extensive damage to dock and residential areas, and confirm points of probable damage which it was not possible to detect in previous photographs. The main features shown are as follows:

(i) Atlas Works Shipbuilding Yards.—The site of the two-bay building 310 feet long previously destroyed has been cleared. Half of a shed 230 feet long has been gutted and the roof of another shed has been destroyed, and the interior appears to be wrecked. Houses and buildings in surrounding streets have been severely damaged.

(ii) Alstadt.—Sheds and houses have been damaged by fire, and the end of a long building on the Oster Hors Strasse (east of the market place) is destroyed.

(iii) Thierhof.—Damage to industrial buildings just east of Kaiser Bridge is more extensive than was previously thought. Four bays on the north side are completely wrecked and two others on the south side are damaged and two burned out.

(iv) Neustadt.—Considerably more damage than was previously reported is shown to houses and buildings in this area. Two sheds 280 feet long east of the Neustadt Station have been demolished.

(v) Main Railway Station.—Some damage is shown to railway sheds and buildings.

(vi) Goods Station.—Four warehouse bays over a total length of 200 feet have been completely gutted and a number of long sheds demolished, causing much surrounding damage. At the south-east corner of the yard three lengths of sheds have been completely destroyed for over 250 feet northwards. The roof of a large warehouse at the north end of the yard has been severely damaged with one bay completely destroyed at the west end.

(vii) New Gas Works.—A building close to the gas holders has had its roof partially destroyed and is probably wrecked inside.

9. Bremerhaven.—Two reports have stated that the liner Europa has been damaged, one stating that she has received four hits. (Photographs show this liner as lying in Kaiserhafen III.)

10. Cologne.—Two further reports have told of the severe damage to the Kalk plant of Humboldt Deutz, the greater part of which was apparently effected in the raid on the 26th/27th February. A wholesale cigar and tobacco warehouse in the Venloer Strasse (believed to be that of P. Sommer) and the administrative offices of a factory at Kalk, making agricultural machinery, were burnt out. In the suburb of Bayenthal, a factory, a cinema and a small petrol depot were destroyed.

Photographs taken on the 12th March confirm that the Humboldt Deutz factory is only partly active and show destruction to buildings therein. I.G. Forben of Leverkusen shows very little activity for so large a plant. The main shed in the Bonntor Marshalling Yard, which is about 350 feet long, has been completely gutted and a group of six sheds between the railway and the Bonner Wall are also thought to have been destroyed. Domestic property on the west side of Drachenfels Strasse has been damaged by fire.

A reliable source reports that in the raid of the 3rd/4th March, over 400 houses were destroyed and 100 fires started, one of which, in a factory, burnt for three days. Two reports which show the damage done to the Bonntor Goods
Yard have been received. The first states that a Swiss firm had received notification of a consignment of goods for them having been destroyed in this yard, and the second states that, owing to the partial destruction of the yard, wagons of a firm accustomed to use the same would, in the future, be located in the Gereon Goods Yard. A reliable source reports that the Humboldt-Deutz Works have been heavily damaged in recent raids. It is said that the works will not be able to resume full production for three weeks and possibly longer.

11. Dusseldorf.—Photographs taken during the night of the 14th/15th March disclose four large fires extending from (i) South-east corner of Holzhafen to west of Handelshafen. (ii) A large fire believed to be in a grain store building on the quay on west side of the Smaller Holzhafen. (iii) About 15 smaller fires in the railway goods yards and siding on the south side of the docks. (iv) Three burst on the very large Plange wheat mill, one of which would appear to be a direct hit on the silos. The research department of Klocknor Humboldt Deutz (iron foundry, machine factory and enamelling works) have been destroyed and several other buildings in the works damaged.

Photographs taken on the 16th March are difficult to assess. The photographs show a direct hit at the south end of the central station and one bay and a covered platform at the north end destroyed. The Burghof Strasse railway station has also received a direct hit. Rheinmetall Borsig (armament manufacturers) have been hit and one large building in the works completely gutted. The print of the dock area shows more damage on one individual print than has up to the present been seen. A large area has been completely gutted and another even larger area has been burnt out in varying degrees. Five large buildings and other smaller buildings in this last-mentioned area have been completely burnt out and stocks of timber destroyed. There are several craters in the railway yards adjoining the docks and trucks are seen burnt out. There is no visible rail activity due, it is believed, to the lines being out of order. A grain elevator storage has received a direct hit and a corner of the Plange wheat mills has been badly damaged. The interpretation of the report describes this area as an excellent example of "blitzing."

12. General.—An interesting example of German clearance of damage has been supplied by a well-placed source, who tells of the destruction of a building at Siemens Works in Berlin containing stores of iron casts. Within four days the site of the building had been cleared and covered with turf. After this journalists were permitted to visit the works to see that no damage had been done. Impartial eye-witnesses tell of the serious effects of recent raids on Hamburg and Cologne. They also tell of considerable damage in Berlin. Some of the population of Berlin panicked when the recent raid took place due to the popular belief that we have found a bomb which, though small, has great penetrative and destructive power. (Note.—The explanation of the belief in a small bomb is due to the strength of German propaganda, which has impressed upon Berliners that, to reach Berlin, only a light bomb can be carried.) The night express from the Hague to Berlin is reported to have received a direct hit while in motion during the first week of March. Casualties were heavy.

France.

13. Boulogne.—In a recent attack considerable difficulties were caused to the German Authorities by a direct hit on a store containing gas bombs.

14. Vannes.—A reliable source reports that on the 4th/5th February, one wing of the barracks of the 505th Regiment was destroyed. The same source also reports that in a raid on the aerodrome on the 12th/13th February, a large hangar and two aircraft were destroyed. Six hits were obtained on two railways and the meteorological station was put out of action.

15. Brest.—In the raid on the 25th February, the gasworks was severely damaged. (Photographs taken since this date confirm this report.)

16. Asfeld.—An attack on the aerodrome on the night of the 25th February resulted in a German order for 150 coffins from the town of Reims nearby.

17. Havre.—The transformer station of the Compagnie Electromécanique has been destroyed.
Holland.

18. A reliable source reports that a large German tanker attacked off Rotterdam on the 6th January sank shortly after.

Rotterdam.—Photographs taken on the 19th March show the success of the attack upon the oil refinery and oil storage tanks in the petrol harbour. Three tanks have been destroyed, nine badly damaged, and three more probably damaged. The tanks are estimated to have had a capacity of 4,000 tons; while on previous occasions the refinery has shown activity, the present photographs show it to be inactive.

Mining.

19. The Finnish Wireless announces that the Finnish steamer Virma of 1,500 tons has been sunk. The position was not stated but as the crew were saved and taken to Cuxhaven it is presumed that the sinking took place in the area off the mouth of the Elbe. In the third week of February a German ship was mined off Lorient; the ship is said to have up to 1,800 men on board and many corpses were washed ashore on the Quiberon Peninsula. The 6,000-ton merchant ship which left Havre on the 22nd February sank off the port, it is believed as a result of striking a mine. The wrecks of 2 steamers have been observed off the mouth of the River Ems. One is a vessel of about 1,500 tons. A reliable informant reports that on or about the 14th March a German submarine struck a mine and sank in the Marsdiep Channel between Den Helder and the Island of Texel.
Holland.

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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 by noon Wednesday 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.
BRITISH SHIPPING LOSSES DUE TO ENEMY ACTION.

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

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 noon Wednesday 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.
SHIPPING LOSSES
BY ENEMY ACTION.
BRITISH, ALLIED & NEUTRAL.

By S/M.
By Mine.
By Surface craft.
By Aircraft.
By other causes, or
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Statistical Section Trade Division