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WAR CABINET

WEEKLY RÉSUMÉ

(No. 184)

of the

NAVAL, MILITARY AND AIR SITUATION

from 0700 March 4th, to

0700 March 11th,

1943

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

General Review.
1. Light craft have successfully attacked shipping in the Channel. U-boats have attacked several convoys and in consequence shipping losses have been heavy. One U-boat has been sunk and several damaged. A convoy from Alexandria has arrived at Malta.

Northern Waters.
2. A convoy of 26 ships from N. Russia arrived in Icelandic waters. The Home Fleet provided cover and escort. In attacks by U-boats, one ship was sunk and two others torpedoed. Twelve Ju. 88s. also attacked unsuccessfully. In addition, bad weather caused serious damage to one ship which had to be abandoned.

Home Waters.
3. On the night of the 4th/5th E-boats were engaged by the Polish destroyer Krakowiak off Start Point and by H.M.S. Windsor (destroyer) off Lowestoft. H.M.S. Sheldrake (corvette) also drove off three more E-boats. Another group, heard by H.M.S. Southdown (destroyer), retired to the eastward, and aircraft at daylight reported one E-boat damaged, one in flames and two awash and sinking.

On the following night M.I.s. minelaying off Dunkirk were engaged by enemy torpedo boats without result. H.M.S. Mackay (destroyer) shortly after midnight engaged and drove off two E-boats. These were later intercepted by M.G.B.s. off Yarmouth, and one of them was sunk.

On the night of the 9th/10th M.T.Bs. 622, 624 and 716 attacked three M/S trawlers off Terschelling, leaving one on fire and damaging another. Later, attacking a convoy, they torpedoed and sank a 6,500-ton tanker and damaged an escort vessel. They were in turn attacked by two German destroyers, which sank M.T.B. 622. The other M.T.Bs. reached port safely, 624 with slight damage.

On the following night M.T.Bs. torpedoed a ship in a westbound escorted convoy off the north coast of Brittany.

Mediterranean.
4. A convoy of five ships, including two tankers, arrived at Malta from the Eastern Mediterranean on the 6th. The convoy was attacked by 12 Ju. 88s. on the previous day, and both tankers were slightly damaged. One aircraft was shot down.

H.M.S. Abdiel (fast minelayer) shelled a number of motor barges and landing craft proceeding towards Sicily on the 8th. Three enemy convoys have been successfully attacked by aircraft.

South-West Pacific.
5. On the night of the 5th/6th light U.S. forces bombarded Japanese installations at Vila and Munda in the Solomon Islands. Two enemy destroyers were sunk when their light surface craft opposed this attack.

Black Sea.
6. On the 2nd a Russian convoy taking reinforcements and supplies to the Novorossisk area was attacked by torpedo-carrying aircraft, and possibly E-boats. Four ships and two escort vessels were sunk and a destroyer damaged.

Considerable movement of small craft westwards across the Kerch Straits continues.

Anti-Submarine Operations.
7. An aircraft attacked a U-boat on the surface off Oran during the morning of the 4th. Twenty-five bodies were seen in the water, and the U-boat is assumed to have been sunk.

Thirty-two other attacks, 17 by surface craft, 14 by aircraft, and one by submarine, were carried out during the week, all on German U-boats, of which three were probably and three possibly damaged.

On the 4th a Hudson aircraft probably damaged a U-boat west of Finisterre; and on the same day an aircraft probably damaged one off Cape St. Vincent, and
one was possibly damaged 350 miles W. of Finisterre. On the 7th an aircraft
probably damaged a U-boat 400 miles W. of Rockall Bank (North Atlantic);
a Hudson possibly damaged one off Cape St. Vincent; and a Ventura possibly
damaged one off Port Elizabeth.

**Enemy Intelligence.**

**German.**

8. Photographic reconnaissance during the week showed that the *Scharnhorst* and *Emden* had left Gdynia and three Narvik-class destroyers had arrived
in Bordeaux.

The German s.s. *Togo*, believed to be the armed raider which was bombed at
Dunkirk and later located at Cuxhaven, was seen at Kiel on the 7th.

**Italian.**

9. Two 6" cruisers left Naples during the week, one for Genoa and one for
Taranto.

The traffic from Italy to Tunisia, after last week's increase, again fell to a
low tonnage.

**U-boats.**

10. Over 110 U-boats are estimated to be operating in the Atlantic, 50 of
them north of a line joining Newfoundland and Ireland (R). Seven Italian
U-boats are also believed to be in the Atlantic, operating as far south as Brazil.

Reports confirm the extent of the dislocation and disorganisation,
suggested by photographs, of Lorient and St. Nazaire after the heavy air attacks
made on the U-boat bases.

**Protection of Seaborne Trade.**

11. During the week ending the 7th/8th, 877 ships were convoyed. Of
these, 254 were in ocean convoys and 623 in British coastal convoys.

Sixty-one destroyers (including 11 U.S. destroyers), 91 sloops, cutters,
corvettes and frigates (including one U.S. cutter), and one ocean boarding vessel,
were employed on escort duties.

During the week 127 ships in three ocean convoys arrived in Home Waters
without loss.

12. During the week ending the 6th, imports into the United Kingdom by
ships in convoy totalled 568,000 tons, compared with 594,000 tons during the
previous seven days and an average of 490,700 tons during the past ten weeks.
Of the week's imports 393,000 tons were mineral oil of various grades.

13. In February nine outward ocean convoys of 287 ships reached their
destination without loss, except for one straggler; 90 Western Atlantic and
Caribbean convoys, comprising 1,108 ships arrived at their destination without
loss, and one convoy lost one ship only. Further, 16 ships and two stragglers were
sunk in convoys still at sea at the end of the month.

**Enemy Attack on Shipping.**

14. U-boats torpedeed 42 ships during the week, 22 of which are known to
have sunk.

A slow homeward-bound Atlantic convoy, denied air cover through bad
weather, was continuously shadowed. Eight ships were torpedoed of which
three at least have sunk. Five ships in another homeward-bound Atlantic convoy
were sunk. Two outward-bound convoys were attacked, one ship in each convoy
being torpedoed.

A U.S. convoy off Cayenne (French Guiana) lost three out of eight ships
torpedoed.

A homeward-bound Arctic convoy was attacked several times; three ships
were torpedoed, of these one has sunk.

Activity increased against convoys to and from North Africa.

Four ships in a homeward-bound convoy were sunk off the west coast of
Spain and four ships were torpedoed, one of which was sunk, in an outward-bound
convoy east and west of Gibraltar.

Eight ships sailing independently have been torpedoed; five of these have
sunk.
One ship in homeward-bound convoy from Gibraltar was damaged by air attack. Another ship was damaged in an air raid at Murmansk.

A small ship in a British coastal convoy was damaged by a mine.

15. Shipping losses of vessels of all tonnages by enemy action during February, as recorded to date, amounted to 308,000 tons, a total which, although it compares unfavourably with the final January figure of 238,000 tons, is an improvement upon the monthly average of over 600,000 tons for the period March-November 1942. About 82 per cent. of the losses were due to U-boats in the Atlantic, four ships were lost through mines, one was sunk by surface craft, and only one ship was lost through aircraft attack.

Compared with January, the losses in the North and South Atlantic show an increase of nearly 70 per cent., whereas the tonnage lost in the Mediterranean fell from 37,000 to 17,000 tons.

Twelve tankers were sunk during the month totalling 96,000 tons; five were British, three Norwegian, two U.S., one Dutch and one Panamanian.

British Minelaying.

16. Surface craft laid mines off Calais and at the western approaches to Dunkirk. Aircraft minelaying was carried out off the German North Sea coast and in the Baltic, the Channel, and the Bay of Biscay. In the Mediterranean, the Sicilian Channel was mined on two nights and M.T.B.s. laid mines off Bizerta.

Enemy Minelaying. British Minesweeping.

17. Minelaying by enemy aircraft was suspected on two nights of the week in the River Crouch, in areas between Harwich and Flamborough Head, and in the Humber area.

Minelaying was also suspected off Tobruk.

Sixteen ground mines were destroyed during the week in Home Waters between Yarmouth and Lowestoft and in the Southwold-Aldeburgh area. Seven moored mines were destroyed in Lyme Bay, and three ground mines off Gibraltar.

The mine totals are 4,216 ground and 2,270 moored.

Enemy Merchant Shipping.

Indian Ocean.

18. Three German ships which have been at Mormugao since the autumn of 1939 were reported on the 8th March to be on fire. They are the Braunfels, 7,847 tons, Drachenfels, 6,342 tons, and Ehrenfels, 7,752 tons. Later the Italian Anfora, 5,452 tons, which had been sheltering in Mormugao since Italy entered the war, was also reported to be on fire. All four ships are reported to have been scuttled as well as burnt and the crews are stated to have been taken under police supervision to Novagaya.

Of 17 merchant ships and one naval oiler in Tunisian ports when the Allies occupied N. Africa, 11 Vichy merchant ships taken over by the Germans reached Genoa in January, according to a belated report. Of the rest, two returned to Marseilles into German hands, while three were damaged and one sunk.

MILITARY SITUATION.

(An outline map showing the operations in Russia is included as an inset.)

The Russo-German Campaign.

Northern Sector.

19. The Russians attacked in strength against the German defensive positions south of Staraya Russia and have possibly effected local penetrations.

Central Sector.

20. Having captured Rzhev and Gzhatsk the Russians advanced astride the railway Moscow-Vyasma closely following up the German forces, who withdrew under pressure from their exposed positions in the salient west of Moscow. There is no indication yet where they will stand. Severe frosts have set in at Moscow. This should favour the Russians.
Orel–Kursk Sector.

21. Strong Russian offensive operations continued south of Sukhinichi, where the Russians effected some further penetrations of the German defences. The Russians also attacked along the southern flank of the Orel salient. Further south they have seized Dmitriev, crossed the Bryansk-Kharkov railway, reached the general line Sievsk–Lgov–Sumy, and are pressing on north-westward and westward.

The Russian offensive operations north and south of Bryansk are apparently aimed at this important railway junction and the pinching out of the Orel salient.

Kharkov and Donetz Bend Sector.

22. The German counter-attacks against the Krasnograd–Slavyansk salient have resulted in its elimination. There are indications of considerable further exploitation towards Kharkov.

Further east the Middle Donetz was reached on a wide front by the Germans, who captured Slavyansk and Lisichansk.

Local thaw conditions, plus ample and intact railway communications, favoured the Germans, as the Russians were mainly dependent on roads which had been seriously affected by thaw.

Taman Bridgehead.

23. Operations in this area have been hampered by thaw. A Russian enveloping movement along the coast of the Sea of Azov from the north was checked.

Summary.

24. The Germans, as a result of the Russian operations as a whole and of their own losses, have been forced to withdraw from their strongly fortified front west of Moscow. Further south the stage is now set for an important advance on Bryansk and the capture of Orel.

As against this, the heaviest fighting of the past week appears to have taken place in the Middle Donetz area, where the elimination of the Krasnograd–Slavyansk salient represents an important success for the Germans, exploitation of which may threaten the continued retention of Kharkov by the Russians.

Tunisia.

First Army.

25. Reports received that the enemy attack in the Northern Sector had slackened proved to be premature for, on the 3rd, vigorous attacks were put in against our forces in the Sedjenane area. These attacks continued on the 4th, when close fighting took place in the streets of the town, and on the night the 4th/5th we withdrew to Tamera and took up new positions east and north of the Sedjenane–Dj Aboid road. In the first attack on Sedjenane, a British battalion position was overrun, but very heavy casualties were inflicted on the enemy, whose strength was two battalions supported by tanks. For a few days the enemy, who appeared exhausted after his efforts, did not follow up his thrust, but on the 9th he put in an unsuccessful attack on Tamera when, after heavy fighting, he was forced to withdraw, leaving over 200 prisoners in our hands.

Elsewhere in the Northern Sector the enemy appeared to be on the defensive. On the 4th an attempt to continue his earlier thrust down the Mateur–Beja road cost him heavy damage to his tanks by our 25 pdrs., and after a counter-attack two days later by a British infantry brigade, the enemy was reported to be digging in along a line roughly parallel with the Oued Zarga–Beja road. In the Medjez El Bab area and southwards to El Aroussa, vigorous patrolling by our forces continued. The enemy appears to have withdrawn east of the Medjez El Bab–Bou Arada road.

These aggressive actions, which began on the 26th February, the purpose of which was probably to make us reinforce in the north at the expense of the central and southern sectors, cost the enemy some 45 tanks, and his probable main territorial objective, the capture of Medjez El Bab, failed.

In the Central Sector, our advance continued slowly over ground that the enemy left heavily mined in his retreat. On the 3rd U.S. patrols entered Pichon, but withdrew again as the hills north and south of the town were strongly held.
by the enemy. Sidi Bouzid, which is near the Faid Pass, from where the enemy launched his original offensive four weeks ago, is now in our hands again.

A French South-Eastern Algerian Command was set up, under the command of General Boissau. Nefta, Redeyef and Tozeur have been occupied by the French, who continued their patrolling activities, north of Chott Djerid.

**Eighth Army.**

26. There were strong indications that the enemy had withdrawn part of his armour from Central Tunisia and was concentrating for an attack against the Eighth Army. Columns of enemy vehicles were observed moving south from Gabes to the Mareth area.

Late in the afternoon of the 3rd the enemy advanced opposite General Montgomery's right flank with 500 infantry and 30 tanks, but suffered considerable infantry casualties from our artillery and withdrew the following day. At this period the enemy was concentrating more forces some 25 miles further south in the Halluf area. During the afternoon of the 5th increased enemy activity was again observed, this time on our left flank. On the 6th two main attacks, with strong artillery and air support, were launched, the first soon after first light, the second in the afternoon. These attacks were made from the direction of Toujane and Halluf and were aimed at the high ground south of the Mareth-Medenine road. All these attacks failed to penetrate the Eighth Army's positions at any point and were driven back with heavy casualties; 52 German tanks were knocked out and subsequently blown up by our sappers. Of these, 43 fell to the infantry, who were particularly successful with their 6-pounders. There were no British tank losses, and casualties to personnel were very slight. Our infantry were fighting from dug-in positions, but without the protection of mines or wire. The enemy armoured forces withdrew westwards into the hills. On the afternoon of the 7th the enemy infantry that had been operating in the plains north-west of Medenine also withdrew towards Toujane and into the Matmata hills.

**Burma.**

**Arakan.**

27. There was no major change on the Arakan front during the past week. A Japanese force, estimated at one battalion, operating in the Kaladan Valley occupied Kyauktaw (30 miles north-east of Rathedaung) on the night the 6th/7th, and had gained some further ground on the foot-hills to the north-east of Rathedaung. Counter-attacks by our troops on the night of the 7th/8th were partially successful. Fighting continued. A small enemy force infiltrated from the east bank of the Mayu River to the rear of our positions. Attempts to dislodge them have so far proved unsuccessful.

**Upper Burma.**

28. Continuing their advance northwards, the Japanese, estimated strength 2,500, occupied Sumprabum, 70 miles north of Myitkyina, on the night of the 4th/5th, and are about 36 miles south of Fort Hertz advancing in three parallel columns. Our Levies, who fought well in face of the Japanese advance and inflicted many casualties, have dispersed for the time being.

**Far East.**

**New Guinea.**

29. Australian patrols operating from Wau, 30 miles south-west of Salamaua, have cleared the Japanese from the area two miles south of Mubo. Mubo is 10 miles south of Salamaua. The Japanese convoy, which was dealt its coup de grâce by Allied aircraft in the Huon Gulf on the 4th, is now known to have been carrying part of a division, the advanced elements of which had already been landed in north-east New Guinea early in January. It is reliably estimated that the enemy lost some 7,000 fully equipped troops as a result of this action. Although some 3,000 survivors may have got ashore, they are without equipment or provisions, and many of them have already been mopped up by our patrols. Japanese strength in New Britain, from which area these reinforcements were drawn, is thus reduced by 10,000 to approximately 25,000, whilst enemy strength in New Guinea is increased by 3,000, the estimated number of survivors, to 25,000.
AIR SITUATION.

General Review.

30. Bomber Command despatched strong forces to attack Essen, Nuremberg and Munich. Successful attacks were made on enemy convoys in the Mediterranean. Unfavourable weather restricted operations in North Africa.

United Kingdom.

31. Forty-nine enemy aircraft flew over this country by day and 44 by night. Others operated off our coasts, some of which were engaged in sea-mining. Six were destroyed and one was damaged by fighters; a further two were destroyed by A.A. guns.

Germany and Occupied Territory.

Day.

32. Mosquitoes, carrying 4 x 500-lb. bombs, made very effective low-level attacks on railway and industrial targets in northern France. Two raids by a total of 13 aircraft had as their objective the railway centre and locomotive repair shop at Aulnoye (S.E. of Valenciennes). Bursts were observed on locomotive shops and engine sheds, where a big explosion and columns of smoke were seen. The Louvroll Moutbard Factory in the same locality was hit by all twelve bombs dropped by three Mosquitoes. Other targets attacked with considerable success were the locomotive shops and roundhouse at Le Mans (Arnage), and engine repair shops at Lingen and Tergnier (S. of St. Quentin). On the 9th the Renault Works south of Le Mans was bombed by 15 Mosquitoes and many direct hits were made on the main buildings, resulting in a vivid explosion and volumes of black smoke. From these operations two aircraft are missing.

U.S. heavy bombers made two large-scale attacks, each by approximately 60 aircraft, against Lorient and Rennes. At Lorient a concentration of bombs burst in the area of the Northern Electric Power Station; at Rennes, where the Railway Centre was the objective, much damage was caused to rolling stock and station buildings, and traffic was effectively blocked by hits on the bottle-necks at both ends of the main yard. On the 4th, 71 U.S. Fortresses (B. 17) were despatched to bomb Hamm; 17 of these attacked in favourable conditions and with good results, while others bombed Rotterdam. Formations of about 15 U.S. Liberators (B. 24) bombed the port area of Brest and the railway centre at Rouen.

Two hundred and fifty-four heavy bombers were despatched on these operations, in the course of which considerable fighter opposition was encountered; 15 U.S. bombers are missing and 51 enemy aircraft were destroyed, 6 probably destroyed and 11 damaged.

Fighter Command provided escort and cover for some of these operations and also flew a number of offensive sweeps, in one of which a squadron of U.S. Thunderbolts (P. 47) participated for the first time; enemy casualties were seven fighters destroyed, three probably destroyed and seven damaged, and we lost three Spitfires.

Night.

33. Bomber Command despatched a total of 1,059 aircraft against objectives on land, the three principal targets being—

<table>
<thead>
<tr>
<th>Attacked</th>
<th>Tonnage</th>
<th>Despatched</th>
<th>Primary</th>
<th>of Bombs</th>
<th>Missing</th>
<th>Crashed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Essen</td>
<td>442</td>
<td>368</td>
<td>967</td>
<td>14</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Nuremberg</td>
<td>335</td>
<td>295</td>
<td>775</td>
<td>7</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Munich</td>
<td>204</td>
<td>217</td>
<td>549</td>
<td>8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The attack on Essen was the heaviest during the week and an outstanding success. Weather conditions were good, the Pathfinders dropped their marker bombs accurately and these were followed by an excellent concentration of bombing with H.E. and incendiaries; the crews reported an area of conflagration of about 3 x 2½ miles in extent. At the commencement Flak was intense and searchlights numerous, but as the attack developed the defences appeared to weaken. Subsequent photographic reconnaissance revealed a total area of devastation
of 450 acres; in addition severe damage was caused to Krupps Works covering an area of 138,840 square yards, and 11 1/2 acres of workmen's dwellings were destroyed by fire. Other damage of considerable importance is reported in Appendix VI.

At Nuremberg the weather was clear over the target but a ground haze rendered accurate identification of ground details difficult. At the outset the bombing was somewhat scattered though later some concentration was achieved and many good fires were seen burning.

In the raid on Munich marker bombs were well placed and as the attack developed bombing became increasingly concentrated. A large number of fires was started in the town and these appeared to be developing well as the aircraft left. Many crews reported three very large explosions; the second of these was the most spectacular and probably occurred at the gas works which is one of the sources of supply to a long-distance grid system.

A total of 19 Mosquitoes employing blind-bombing technique carried out individual attacks on targets in the Ruhr. Thirty-one aircraft were despatched to France to drop leaflets.

An assessment of damage, referring to many of the day and night attacks reported above, is contained in Appendix VI.

Coastal Operations.

34. One hundred and seventy-four aircraft of Bomber Command and 11 Naval Swordfish were despatched on sea-mining operations and 388 mines were successfully laid in enemy waters. Nine aircraft are missing and two others crashed.

Beaufighters on patrol in the Bay of Biscay destroyed one Ju 88.

Fighters, operating off the Dutch coast, destroyed three E-boats and probably destroyed a fourth.

Mediterranean.

French North Africa and Tripolitania.

35. Air operations were considerably hampered by bad weather.

The airfields at El Aouina and La Marsa, near Tunis, were attacked in daylight by 71 U.S. Fortresses (B.17) escorted by 21 U.S. Lightnings (P.38). Many fires were started among aircraft and buildings. Eight intercepting aircraft were destroyed, two more were probably destroyed and six were damaged. One Lightning (P.38) is missing.

Sixteen escorted U.S. Fortresses (B.17) made a daylight attack on Sousse. Hits were obtained on a large ship, on the railway centre and on warehouses and buildings along the east jetty.

Djedeida was attacked by 12 escorted U.S. Mitchells (B.25). Bursts were seen on buildings in the town and on the landing ground. Fighter-bombers and fighters made two successful attacks on Sedjenane where several buildings were hit. Gafsa was bombed by ten U.S. Marauders (B.26).

Enemy M.T., tanks and troops were continuously attacked by fighter-bombers and fighters, especially on the Eighth Army Front, where heavy casualties were inflicted on the retreating enemy. At Ksar Rhilane (54 miles S.W. of Medenine) more than 50 vehicles were destroyed or damaged.

Allied fighters flew numerous offensive patrols and reconnaissances and provided protection for shipping.

Enemy aircraft made several attacks on our landing grounds and on our troops and tanks in the battle areas. About 15 aircraft bombed Tripoli Harbour, causing minor damage and some casualties.

Sicily and Southern Italy.

36. Weather conditions were unfavourable throughout the week.

Five Liberators (B.24) dropped 13 tons of H.E. bombs on Naples. Several fires were started in the harbour area.

Wellingtons dropped 50 tons on Palermo. Many bursts were seen in the harbour, but further results could not be observed owing to a smoke screen. Other Wellingtons bombed Licata, Gela and Agrigento.

Spitfires, some of which carried bombs, attacked railway targets in South-East Sicily, destroying a locomotive and some sheds and damaging a bridge, goods trucks and signal boxes.
Sea Communications.

37. On the 4th, U.S. Fortresses (B. 17) with fighter escort attacked a convoy of six ships north-west of Bizerta. Four ships were sunk and the others were damaged. On the 7th, escorted U.S. aircraft made two attacks in the Sicilian Channel on a convoy heavily escorted by warships and aircraft. Two ships were sunk, another was left sinking and four others (including an escort vessel) were set on fire. On the following day, escorted U.S. Fortresses (B. 17) bombed a convoy off Cape Bon; near misses were obtained on three ships.

During these operations, 23 enemy aircraft were destroyed, 14 were probably destroyed and nine were damaged. One Allied bomber crashed on landing.

Russia.

38. Russian air operations, which were on a reduced scale owing to bad weather, were confined chiefly to the area south of Lake Ilmen, to the Ukraine and to the Western Caucasus.

In the Barents Sea, Russian aircraft torpedoed and sank a German ship of 14,000 tons.

In the Lake Ilmen area, the Russian Air Force operated strongly in support of their land forces around Demyansk.

On the Southern Front, the Russian Air Force was engaged in defensive operations against the German advances in the Ukraine, and in raids on Novorossisk, Taman and Kerch. On shipping in Kerch Straits and on other objectives in the Western Caucasus and Crimea.

The main weight of the German Air Force was engaged in South Russia, where considerable air support was afforded to the German counter-attacks in the Donetz Basin and in the area south and south-west of Kharkov. The bomber force directed a considerable proportion of its effort against Russian railways.

In the North, bombing attacks were made on railways and on shipping at Murmansk.

The Russians claim to have destroyed 129 German aircraft during the week for a loss of 79 of their own.

Pacific Zone.

New Guinea Area.

39. The remnants of the Japanese convoy in Huon Gulf (reference Resume 183) were attacked and all ships are reported to have been sunk; one destroyer was sunk by a U.S. Fortress (B. 17) and another off Cape Ward Hunt was sunk by U.S. Mitchells (B. 25). Troops in boats and barges were attacked and on the 6th no trace of living Japanese could be found in the water.

In the Lae area airfields were attacked on two occasions by Beaufighters and U.S. Bostons (A. 20). Six aircraft were destroyed on the ground, and in combat nine were shot down and 10 others were damaged. It is probable that the raiding of the airfields played a part in the success of the operation against the convoy.

Another attack, on a small scale, was made by U.S. Bostons (A. 20) in the Waria River Mouth and in the Guadalcanal (42 miles S. of Lae) area.

An ineffective enemy attack was made on Goodenough Island (200 miles east of Port Moresby) by nine bombers with fighter escort. Another raid on a similar scale was made on Allied shipping at Porlock Bay (200 miles S.E. of Lae) and one vessel was sunk. On the 9th, 26 bombers escorted by 21 fighters attacked Wan airfield causing a few casualties and rendering the runways temporarily unserviceable.

Attacks on Shipping.

40. On the 10th, a 7,000-ton ship off Boetong Island (Celebes) was probably sunk and a 5,000-ton ship at Wewak was severely damaged by U.S. heavy bombers.

Burma.

41. About 110 escorted Blenheims carried out attacks in the Rathedaung-Akyab area. These were made on villages, military targets, sampans and river craft, and on enemy positions north-east of Rathedaung in support of our land forces. Hurricanes also participated in these operations and successfully silenced enemy gun positions. A fighter sweep by Hurricanes engaged 22 Army Type "O" fighters and destroyed seven, probably destroyed five and damaged two, for the loss of one Hurricane.
In the Mandalay area, railway targets were attacked. A good raid on the railway centre at Mandalay was carried out by U.S. Liberators (B.24) where 16 tons of bombs were dropped in the target area. The Myitnge Bridge and the Gokteik viaduct (50 miles N.E. of Mandalay) were bombed by U.S. aircraft and three hits were made at the base of the viaduct, but damage is not known. A night attack by seven Wellingtons was made on Thazi.

In the Katha area Blenheims bombed railway sidings and also attacked Pinlebu to the West of Katha.

Seven U.S. Liberators (B.24) attacked Prome railway centre and others bombed Moulmein causing large fires.

Near Rathedaung 15 enemy aircraft were intercepted by six Hurricanes and forced to jettison their bombs. On another occasion enemy fighters attacked our communications.

HOME SECURITY SITUATION.

General.

By Day.
42. On Sunday the 7th bombs were dropped at Eastbourne where considerable damage was done to property and civilian casualties included 14 killed and 23 injured. On the 9th, bombs were dropped at Worthing, causing damage to property, and at Hove, where six persons were killed.

By Night.
43. On the 7th/8th, there were incidents at various points in Hampshire, the Isle of Wight, Surrey and Sussex, but damage was slight and only one person was killed. On the 9th/10th, bombs were dropped at Portland, causing some damage and a few casualties, and in the Weymouth neighbourhood. There was also scattered bombing in the East Riding of Yorkshire. The Hull-Leeds railway was damaged at Melton and a goods train derailed, and the Hull-Doncaster up line was blocked at South Cave.

Casualties.
44. The estimated civilian casualties for the week ending 0600 hours on the 10th were 210 killed and 173 seriously injured. These figures include 178 killed and 60 seriously injured in the incident at Bethnal Green, which was recorded in last week’s Resume.
APPENDIX I.

Merchant Vessels (excluding Commissioned Merchant Vessels) of all tonnages lost by enemy action during the month of February 1943.

Table I.

The following table shows the division of losses into cause and nationality:

<table>
<thead>
<tr>
<th>Flag</th>
<th>Submarine</th>
<th>Mine</th>
<th>Surface Craft</th>
<th>Aircraft</th>
<th>Other Causes and Cause Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>British</td>
<td>20</td>
<td>127,299</td>
<td>8</td>
<td>14,064</td>
<td>1</td>
<td>4,858</td>
</tr>
<tr>
<td>Allied—Belgian</td>
<td>1</td>
<td>4,905</td>
<td>1</td>
<td>67</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greek</td>
<td>1</td>
<td>4,905</td>
<td>1</td>
<td>67</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norwegian</td>
<td>6</td>
<td>36,784</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Panamanian</td>
<td>2</td>
<td>15,714</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United States</td>
<td>14</td>
<td>87,583</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Allies</td>
<td>1</td>
<td>6,075</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total of Allied losses</td>
<td>24</td>
<td>151,071</td>
<td>1</td>
<td>67</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neutral countries</td>
<td>1</td>
<td>3,453</td>
<td>1</td>
<td>135</td>
<td>1</td>
<td>135</td>
</tr>
<tr>
<td>Total</td>
<td>45</td>
<td>281,823</td>
<td>4</td>
<td>14,151</td>
<td>1</td>
<td>4,858</td>
</tr>
</tbody>
</table>

Merchant vessels lost by enemy action during February 1943.
Table II.

The following table shows the division of losses into cause and area:—

<table>
<thead>
<tr>
<th>Area</th>
<th>Submarine</th>
<th>Mines</th>
<th>Surface Craft</th>
<th>Aircraft</th>
<th>Other Causes and Cause Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic—North</td>
<td>33</td>
<td>221,641</td>
<td>8</td>
<td>14,064</td>
<td>...</td>
<td>33</td>
</tr>
<tr>
<td>South</td>
<td>6</td>
<td>30,252</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>6</td>
</tr>
<tr>
<td>Indian Ocean</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Pacific Areas</td>
<td>2</td>
<td>11,988</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>2</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>3</td>
<td>14,982</td>
<td>...</td>
<td>1</td>
<td>6,099</td>
<td>5</td>
</tr>
<tr>
<td>United Kingdom Coastal Waters</td>
<td>1</td>
<td>30,252</td>
<td>67</td>
<td>4,858</td>
<td>1</td>
<td>185</td>
</tr>
<tr>
<td>Elsewhere (including North Sea and Barents Sea)</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>45</td>
<td>281,823</td>
<td>14181</td>
<td>4,858</td>
<td>1</td>
<td>6,099</td>
</tr>
</tbody>
</table>

Table III.

The following table shows the losses inflicted on Ocean, United Kingdom Coastal and Western Atlantic and Caribbean Convoys arriving at their destination during February 1943.

<table>
<thead>
<tr>
<th>Convoys</th>
<th>Number Conveyed</th>
<th>Number Lost</th>
<th>Percentage Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>S/M. E. Boat.</td>
<td>Total</td>
<td>S/M. E. Boat.</td>
</tr>
<tr>
<td>Ocean</td>
<td>683</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>United Kingdom Coastal</td>
<td>2,574</td>
<td>...</td>
<td>1</td>
</tr>
<tr>
<td>Western Atlantic and Caribbean</td>
<td>1,111</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>4,318</td>
<td>11</td>
<td>12</td>
</tr>
</tbody>
</table>

This table refers to losses while in Escorted Convoy.
Total Losses by Enemy Action and Marine Causes of Merchant Ships outside Enemy Control, including Tankers but excluding Merchant Ships commissioned for Naval Service, Fleet Auxiliaries and American Merchant Ships employed in the Armed Services.

(Including vessels of all tonnages for losses by enemy action and vessels of 100 gross tons and over for losses by marine causes.)

A.—Losses from all Causes.

(Occurrence Basis). (Tonnage in Thousand Gross Tons.)

<table>
<thead>
<tr>
<th>Period</th>
<th>British</th>
<th>Allied</th>
<th>Neutral</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939—September-November</td>
<td>110</td>
<td>369</td>
<td>15</td>
<td>82</td>
</tr>
<tr>
<td>(3 months)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>December 1939—February 1940</td>
<td>120</td>
<td>419</td>
<td>12</td>
<td>38</td>
</tr>
<tr>
<td>(3 months)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1940—March—May (3 months)</td>
<td>110</td>
<td>256</td>
<td>36</td>
<td>161</td>
</tr>
<tr>
<td>June—August (3 months)</td>
<td>202</td>
<td>551</td>
<td>70</td>
<td>296</td>
</tr>
<tr>
<td>September—November</td>
<td>265</td>
<td>1,034</td>
<td>64</td>
<td>230</td>
</tr>
<tr>
<td>December 1940—February 1941</td>
<td>252</td>
<td>875</td>
<td>74</td>
<td>328</td>
</tr>
<tr>
<td>(3 months)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1941—March—May (3 months)</td>
<td>282</td>
<td>1,131</td>
<td>131</td>
<td>308</td>
</tr>
<tr>
<td>June—August (3 months)</td>
<td>152</td>
<td>501</td>
<td>51</td>
<td>201</td>
</tr>
<tr>
<td>September—November</td>
<td>160</td>
<td>532</td>
<td>41</td>
<td>180</td>
</tr>
<tr>
<td>Totals—September 1939—November 1941</td>
<td>1,082</td>
<td>5,969</td>
<td>494</td>
<td>1,959</td>
</tr>
</tbody>
</table>

(In Thousand Gross Tons.)

<table>
<thead>
<tr>
<th>Period</th>
<th>British Flag and British Controlled</th>
<th>American Flag and American Controlled</th>
<th>Others</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 1941—February 1942</td>
<td>380</td>
<td>1,154</td>
<td>90</td>
<td>400</td>
</tr>
<tr>
<td>(3 months)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1942—March—May (3 months)</td>
<td>296</td>
<td>1,314</td>
<td>158</td>
<td>765</td>
</tr>
<tr>
<td>June—August (3 months)</td>
<td>246</td>
<td>1,250</td>
<td>168</td>
<td>807</td>
</tr>
<tr>
<td>September</td>
<td>78</td>
<td>368</td>
<td>44</td>
<td>202</td>
</tr>
<tr>
<td>October</td>
<td>85</td>
<td>601</td>
<td>36</td>
<td>144</td>
</tr>
<tr>
<td>November</td>
<td>111</td>
<td>350</td>
<td>38</td>
<td>178</td>
</tr>
<tr>
<td>December</td>
<td>77</td>
<td>334</td>
<td>14</td>
<td>52</td>
</tr>
<tr>
<td>1943—January</td>
<td>52</td>
<td>223</td>
<td>21</td>
<td>105</td>
</tr>
<tr>
<td>February</td>
<td>42</td>
<td>291</td>
<td>12</td>
<td>99</td>
</tr>
<tr>
<td>Totals: December 1941—February 1943</td>
<td>1,320</td>
<td>6,013</td>
<td>554</td>
<td>2,747</td>
</tr>
</tbody>
</table>

Note—The classification according to Control from December 1941 may be subject to amendment on conclusion of discussions between United States and United Kingdom representatives.
### B.—Losses analysed by cause.

(Original Basis.)

(Per Thousand Gross Tons.)

<table>
<thead>
<tr>
<th>Period</th>
<th>Enemy Action</th>
<th>Marine Risk</th>
<th>Overdue, presumed lost</th>
<th>Other Non-Enemy Causes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Submarine</td>
<td>Mine</td>
<td>Surface Craft</td>
<td>Aircraft</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1939—September-November</td>
<td>349</td>
<td>100</td>
<td>35</td>
<td>3</td>
<td>547</td>
</tr>
<tr>
<td>1940—December 1930-February</td>
<td>317</td>
<td>229</td>
<td>22</td>
<td>29</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1940—March-May</td>
<td>126</td>
<td>105</td>
<td>12</td>
<td>167</td>
<td>219</td>
</tr>
<tr>
<td>1939—June-August</td>
<td>730</td>
<td>133</td>
<td>205</td>
<td>218</td>
<td>236</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1940—September-November</td>
<td>537</td>
<td>93</td>
<td>246</td>
<td>191</td>
<td>21</td>
</tr>
<tr>
<td>1940—December 1940-Febuary</td>
<td>512</td>
<td>87</td>
<td>244</td>
<td>180</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1941—March-May</td>
<td>800</td>
<td>72</td>
<td>210</td>
<td>530</td>
<td>34</td>
</tr>
<tr>
<td>1941—June-August</td>
<td>469</td>
<td>24</td>
<td>48</td>
<td>99</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1941—September-November</td>
<td>424</td>
<td>30</td>
<td>36</td>
<td>99</td>
<td>5</td>
</tr>
<tr>
<td>1941—December 1941-Febuary</td>
<td>512</td>
<td>87</td>
<td>244</td>
<td>180</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1942—March-May</td>
<td>1,575</td>
<td>51</td>
<td>136</td>
<td>183</td>
<td>214</td>
</tr>
<tr>
<td>1942—June-August</td>
<td>1,671</td>
<td>31</td>
<td>143</td>
<td>189</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1942—September</td>
<td>471</td>
<td>14</td>
<td>58</td>
<td>38</td>
<td>7</td>
</tr>
<tr>
<td>1942—October</td>
<td>562</td>
<td>7</td>
<td>6</td>
<td>6</td>
<td>621</td>
</tr>
<tr>
<td>1942—November</td>
<td>705</td>
<td>3</td>
<td>50</td>
<td>29</td>
<td>960</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1942—December</td>
<td>823</td>
<td>19</td>
<td>4</td>
<td>345</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1943—January</td>
<td>197</td>
<td>16</td>
<td>25</td>
<td>238</td>
<td>8</td>
</tr>
<tr>
<td>1943—February</td>
<td>282</td>
<td>14</td>
<td>5</td>
<td>7</td>
<td>309</td>
</tr>
</tbody>
</table>

|                         |              |             |                        |                        |       |
|                         | 11,258       | 1,125       | 1,406                  | 2,180                  | 925   | 16,764 |
|                         | 317          | 1,815       | 2,132                  | 331                    |       |

* Some of these losses may eventually be held to be due to enemy action.

† Including losses due to vessels running on British or Allied mines.
Appendix III (1) will be inserted in a subsequent Résumé.

---

(2) Merchant ships (100 gross tons and over) under construction in the United Kingdom as at February 28, 1943.

(Tonnage figures in thousand tons.)

<table>
<thead>
<tr>
<th></th>
<th>Tankers.</th>
<th></th>
<th>Others.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Coasting ships and colliers</td>
<td>8</td>
<td>5</td>
<td>22</td>
<td>27</td>
</tr>
<tr>
<td>Other ships</td>
<td>30</td>
<td>233</td>
<td>166*</td>
<td>253</td>
</tr>
<tr>
<td>Total in the United Kingdom</td>
<td>88</td>
<td>238</td>
<td>188</td>
<td>280</td>
</tr>
</tbody>
</table>

* Including 8 ships (5,000 gross tons) of Merchant type intended for Naval use.

In addition, the following merchant ships have been ordered in the United Kingdom:

<table>
<thead>
<tr>
<th></th>
<th>No.</th>
<th>Gross tons.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tankers</td>
<td>21</td>
<td>163</td>
</tr>
<tr>
<td>Coasting Tankers</td>
<td>31</td>
<td>12</td>
</tr>
<tr>
<td>Other Vessels</td>
<td>124†</td>
<td>680</td>
</tr>
<tr>
<td></td>
<td>178</td>
<td>635</td>
</tr>
</tbody>
</table>

† Including 5 vessels (4,000 gross tons) intended for Naval use.
APPENDIX IV.

Enemy Merchant Ship Losses as assessed to February 15, 1943.

<table>
<thead>
<tr>
<th>Nationality</th>
<th>Sunk, Captured or Constructive Damaged</th>
<th>Seriously Damaged</th>
<th>Damaged</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>German</td>
<td>495</td>
<td>2,019,132</td>
<td>174</td>
<td>404,020</td>
</tr>
<tr>
<td>Italian</td>
<td>649</td>
<td>2,507,919</td>
<td>144</td>
<td>644,205</td>
</tr>
<tr>
<td>Other enemy ships and ships useful to enemy</td>
<td>237</td>
<td>366,165</td>
<td>27</td>
<td>58,432</td>
</tr>
<tr>
<td>Total</td>
<td>1,381</td>
<td>4,893,216</td>
<td>345</td>
<td>1,107,157</td>
</tr>
</tbody>
</table>

The table does not include losses inflicted on the enemy by our Russian Allies, which are estimated at about 1,292,000 gross tons sunk; nor does it include losses inflicted on Japanese shipping in the Far East and Pacific which up to 15th February are estimated to number 234 ships sunk or about 1,321,000 gross tons.

In addition there is about 146,000 gross tons of Axis shipping which has been taken over by South American countries not at war with the Axis.

APPENDIX V.

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

March 2.—Drifter Ut Prosim sunk in Dover Harbour by shell from enemy coastal battery.

March 5.—M.T.B. 85 slightly damaged by cannon fire from aircraft off Dungeness.

March 5/6.—M.L. 251, suspected of being an enemy ship, rammed and sunk during the night by H.M. Corvette Burdock, which was escorting a French ship off Freetown. There were no casualties.

March 7.—Tug Brigand slightly damaged by air attack at Tripoli (L).

March 8.—H.M. Rescue Tug Amsterdam ran aground on Redcar Rock when going to the assistance of a tanker. She was able to return to the Tyne the following day.

The following casualties to naval personnel have been reported:

Officers: 4 killed; 7 missing; 8 wounded; 2 killed and 80 prisoners of war, previously reported missing.

Ratings: 15 killed; 3 missing; 10 wounded.
Air Attacks on Enemy Territory in Europe.

Extracts from Recent Raid Assessment Reports.

The following reports have been received during the past week:

Germany.

Essen.

An interpretation of photographs shows a total area of devastation of 450 acres, the largest single area being 160 acres in the centre of the town. Factories, workers' dwellings, public services and public and commercial property have all suffered severely.

In Krupps' works at least 53 separate shops, including rolling-mills, machine shops, repair shops and boiler houses, have been destroyed or partly destroyed, and thirteen main buildings have been seriously damaged. The total area of severe damage to the works is about 135,840 square yards and, in addition, 11½ acres of workmen's dwellings have been destroyed by fire.

Other industrial damage includes the destruction of workshops and stockyards in the Goldschmidt A.G. metal smelters, and in the Maschinenbau Aktien-Gesellschaft Union.

At the Gasworks, 3½ acres have been damaged and two-thirds of the Municipal Tram Depot has been destroyed.

Damage to railway services includes damage to sheds and tracks, while at the Main Station two trains have been burnt out and rolling-stock damaged in the Marshalling Yards.

Amongst public buildings destroyed are the Town Hall, the Town Council Offices and the Exchange. In addition, over 2,000 houses have been severely damaged or rendered uninhabitable.

Cologne.

Photographic cover obtained on the 27th and the 28th February, though not complete, shows the following damage resulting from the several attacks carried out since the 1,000-bomber raid in May 1942. Considerable damage has been caused in the south part of the city and suburbs, on the west bank of the river, mainly to business and residential property, but several industrial plants have also suffered severely.

In the Pohlig A.G. (machinery manufacturers), Zollstock, seven and a half acres of buildings have been gutted. In Siegel & Co. Chemical Works 1,800 square yards of a multi-bay building, five sheds and three two-bay buildings have been destroyed; while the Plaat Carl rubber works and the Ernest Bading transport vehicle construction works have each had three large buildings destroyed by fire or H.E. Other works less severely damaged have been the Atlantic rubber works, the West-Deutsche waggon works and several others in Ehrenfeld, Nippe and Zollstock.

A transhipment shed 800 ft. long in the Koln-Nippes Marshalling Yard, a building in the tramway depot, Bayenthal, several sheds west of the Cologne-Bonn railway line, and others in the Strassenbahn Bahnhof West and in the Güter-Bahnhof Bonner Kreisbahn have been destroyed. In addition, a group of railway sheds in Zollstock have been destroyed by fire and H.E.

Damage to residential and business property includes about 100 houses destroyed in Sulz and others in Nippe, Bayenthal and Richl.

Hamm.

Photographs taken on the 7th March, after the daylight attack by 17 aircraft of the U.S.A.A.F. on the 4th March, show severe damage to the station buildings, platforms and tracks of the main station and to the Vereinigte Stahlwerk Hamm (Phönix A.G.), where nearly every workshop has been affected. A negligible amount of damage has been done to residential property in the area. The more important damage can be summarised as follows:

Main Railway Station—

(i) Three direct hits on station buildings.
(ii) At least five hits on platforms and tracks.
(iii) Two hits on sidings, derailing coaches.
Vereinigte Stahlwerke Hamm (Phoenix A.G.)—

(iv) Three or four tracks of sidings wrecked, derailing a train.

(v) Seven workshops and one shed have been wholly or in large part destroyed.

Westfälische Draht Industrie—

(vi) A large section of each of two large workshops have been wrecked.

Hamburg.

During the attack on the 3rd/4th February damage was caused to the Steinwarder end of the Elbe tunnel.

Nuremberg.

An immediate interpretation of photographs taken on the 10th March shows heavy damage in the Southern part of the town, involving many important industrial plants, amongst them the M.A.N. Engineering Works, where six shops are damaged or largely destroyed, the Siemens Schuckert Electrical Works, where the main shop is largely destroyed by fire, and the Aluminium Werke, Schweinau. At least six other concerns have been affected and many railway repair shops, sheds and other buildings have been destroyed or damaged.

France.

St. Nazaire.

Photographs taken on the 1st March, although partly obscured by smoke from fires still burning at the time of the sortie, show very severe damage spread over the whole town and docks. Destruction in the Port area includes buildings on all the quays. In the Chantiers et Ateliers de St. Nazaire (Penhouet) and Bassin de Penhouet, the U-boat stores shed, the Pipe and Tube Works, the armaments store, several other warehouses and sheds, including an area of 2½ acres, have been destroyed or severely damaged by fire or H.E. In the Chantiers et Ateliers de la Loire, the heavy sheet metal shop and aeroflite factory and the girder steelwork shop have been wholly or partially destroyed.

Public utilities affected include the gasworks and gas or water mains, and several barrack buildings have been destroyed.

In the centre of the town an area of 140 acres of residential property has been devastated, and, including small areas in other parts of the town, it is estimated that 170-200 acres of residential and commercial property have been destroyed.

Lorient.

An immediate interpretation of photographs taken on the 7th March, after the daylight attack by U.S.A.A.F. on the 6th March, shows a concentration of bombs in the area of the Northern Electric Power Station. There is a large crater between the open-air transformers and the power house, which shows some roof damage. There are at least eight direct hits on the railway immediately north of the power station and both tracks are still out of use though now under repair. One direct hit has damaged the rear part of a train.

In addition there is a fresh direct hit on the centre of the U-boat pens and considerable further damage to the works of Chantier de Lanester.

Rennes.

An immediate interpretation of photographs taken on the 8th March, after the daylight attack by U.S.A.A.F. on the same day, shows a large concentration of craters (at least 43) on the marshalling sidings, and from the distribution of these craters it seems that no traffic can pass through the bottle-neck at the Rue St. Helier end. At least 60 railway trucks have been destroyed or damaged and 13 are still on fire. A large 3-bay shed of the carriage and wagon repair group has been destroyed and a large adjoining shed destroyed for a quarter of its length. The main station has suffered considerable damage from a direct hit.

In addition a new shed south of the Caserne Du Colombier has been gutted and two large industrial buildings at the railway end of the Rue St. Helier were still burning fiercely.

Aulnoye.

Photographs taken on the 4th March during the attack on the locomotive repair shops and engine sheds and steel tube factory, show at least 12 bursts on the steel tube factory and at least four on the engine sheds.
Le Mans.

Photographs taken on the 4th March during the attack on the marshalling yards show that bombs have fallen on workshops situated between the roundhouses, on a long shed and on timber stacks east of the reception sidings and on tracks in the sidings and north of the roundhouses.

Holland.

Rotterdam.

Photographs taken during the attack by U.S.A.A.F. aircraft on the 4th March show at least seven bursts on the submarine slips and a stick of four bursts across the quayside at the engineering works at Wilton's Shipyard.

Norway.

Knaben.

Two sources have reported the raid as a complete success. The flotation plant building and the machinery therein were severely damaged.

Italy.

Naples.

Interpretation of photographs taken during the dusk raid on Naples by the 9th U.S.A.A.F. on the 7th February is hampered by the darkness and obliquity of the prints, the smoke arising from the target and the shadows caused by this smoke.

Several bursts are seen across the repair basin, one being possibly a direct hit on a M/V at the Cesario Console mole, a possible hit on vessels berthed between the two dry docks, and another possible hit on a merchant ship at the Vittorio Emanuele II mole, on which there is also an explosion and much smoke rising. A puff of smoke over a cruiser south of the Angioino mole may be the result of a bomb burst. There is a bomb burst on the dry dock under construction, many bursts in ex-Pattisons' shipyard, a burst on the end of the Duchess Elena D'Aosta quay, and several bursts on and in front of the Graniti barracks which later appeared to be on fire. Smoke is rising from the A.G.I.P. fuel storage installation, from the port railway station and from three or more hits on buildings north of the harbour. There are a dozen bursts in the area between the Vittorio Emanuele mole and the gas works. Obliques taken very late in the attack show volumes of smoke arising from the area of the quays and from the town, as if several fires had been started.

Messina.

In recent attacks by 9th U.S.A.A.F. one train ferry was put out of action, leaving only three to carry on this service.

Sea-Mining.

The following results of R.A.F. mining operations have been received. All ships mentioned are German:

(i) Late in 1940 a minesweeper M.11 was sunk. Position unknown.
(ii) On the 6th September, 1941, a minesweeping trawler was sunk in the Brest area.
(iii) On the 22nd November, 1941, a minesweeping trawler was sunk in the Baltic.
(iv) On the 17th September, 1942, an R-boat was sunk in the Baltic.

It is also reported that on the 24th February, 1943, the Danish cutter Orine Marie was mined and sunk in the North Sea.
GERMAN OPERATIONS IN RUSSIA showing approximate advances

LEGEND

Limit of German advance 1942
German Front Line 2.3.43
9.3.43
Direction of thrusts

Note: It is emphasized that in the mobile warfare which has taken place up to date there can be no continuous front line. The lines on the map therefore indicate only the approximate limits of advance of the foremost troops.
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