WAR CABINET

WEEKLY RÉSUMÉ
(No. 217)

of the
NAVAL, MILITARY AND AIR SITUATION
from 0700 21st October, to
0700 28th October,
1943

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

Cabinet War Room.
NAVAL SITUATION.

General Review.

1. H.M.S. Charybdis and one of H.M. destroyers have been sunk in the Channel. Light forces have successfully attacked a large number of E-boats off the East Coast. Three Allied destroyers have been mined during operations to carry supplies and reinforcements to Leros. Four U-boats have been sunk, one possibly sunk and one possibly damaged. Shipping losses have again been light.

Home Waters.

2. In the early hours of the 23rd, H.M.S. Charybdis (cruiser), in company with six destroyers, while proceeding to the westward off the north coast of Brittany, was hit by two torpedoes and sunk. Shortly afterwards H.M.S. Limbourne (destroyer) was also torpedoed and was subsequently sunk by our own forces. No enemy ships were sighted. Four officers and 103 ratings were picked up from the Charybdis and 11 officers, including the Captain, and 92 ratings from Limbourne.

3. On the night of the 24th/25th, about 30 E-boats operated off Cromer in the vicinity of a coastal convoy. One H.M. Trawler, straggling from the convoy, was torpedoed and sunk. Later, the E-boats, which had split into small groups, were attacked by two destroyers and light coastal forces. Four E-boats were sunk and seven others damaged. Nineteen prisoners were taken. One M.G.B. and one M.T.B. sustained damage and casualties.

   H.M. Trawler Alfredian shot down a twin-engined aircraft off Lowestoft on the night of the 23rd.

   H.M.S. Cotswold (destroyer) was seriously damaged in collision with H.M.S. Montrose (destroyer) off Cromer during the night of the 23rd/24th.

North Atlantic.

4. On the 23rd, a group of infantry landing craft, returning to the United Kingdom from the Mediterranean, were attacked by aircraft north-west of Cape Finisterre. L.C.I. 309 was sunk and L.C.I. 185 was seriously damaged, but reached port.

Mediterranean.

5. Allied coastal craft have maintained patrols in the Elba area. On the night of the 19th/20th, U.S. patrol boats torpedoed a tank-landing lighter and possibly a small tanker in convoy off Leghorn. Two nights later U.S. patrol boats sank an escorted 5,000-ton ammunition ship south-east of Elba.

   On the 23rd, H.M.S. Cromarty (minesweeper) was mined and sunk in the Strait of Bonifacio.

6. Coastal craft have operated in the Central Adriatic but no interceptions have been reported. On the night of the 20th/21st, H.M. Destroyers Tyria and Tumult sank the ex-Yugoslav trawler Bajana, with a German armed guard on board, off Ulcinj (Albania), and on the following evening in the same locality H.M.S. Quilliam (destroyer) captured a 1,300-ton ship, and sent her into Bari.

7. During the week, the 1st to the 8th October, the totals unloaded through the ports and beaches used to supply the Fifth Army were: 25,572 tons of stores, 2,541 vehicles and 18,292 personnel. Between the 6th and the 11th the Eighth Army received through Taranto, Brindisi and Bari, 34,720 tons of stores, 2,138 vehicles and 38,654 personnel. Other Eighth Army ports and beaches, between the 5th and 14th, handled a small quantity of stores, 1,796 vehicles and 5,747 personnel.

   On the 25th, at Bizerta, the Italian Naval Authorities returned to the French Navy the torpedo boat Trombe which the Italians had seized at Toulon last November.
Levant.

8. On the 17th, H.M. schooner *Hedgehog* is presumed to have been lost while trying to evacuate German prisoners from Levitha. H.M.S. *Aurora* (cruiser) and the Greek destroyer *Minaoules* bombarded Rhodes on the night of the 20th/21st and on the following evening three destroyers bombarded Levitha. H.M.S. *Hurworth* (destroyer), in company with H.M.S. *Beaufort* (destroyer), was slightly damaged by fire from shore batteries while bombarding Kos harbour on the night of the 15th/16th. On the following night M.T.B.s hit a small ship and destroyed an ammunition lighter off the north coast of Kos.

Between the 14th and the 23rd H.M. and Allied destroyers landed 267 personnel, 160 tons of stores and ammunition, six guns and 22 light vehicles at Leros. On the 26th, three destroyers landed a further 310 personnel and 40 tons of supplies. H.M. submarines have also carried stores to Leros.

On the night of the 22nd/23rd, during a diversionary sweep off the east coast of Kalymnos, H.M.S. *Hurworth* (destroyer) and the Greek destroyer *Adrias* ran into an enemy minefield. *Hurworth* blew up; some survivors are known to have been picked up. *Adrias* had her fore-part blown off, and has been beached on the Turkish coast: there were about 20 killed and 20 wounded. On the night of the 23rd/24th, H.M.S. *Eclipse* (destroyer), while in company with three destroyers each carrying 200 troops for Leros, was mined and sunk east of Kalymnos. H.M.S. *Petard* (destroyer) picked up 44 survivors and it is hoped that others were saved by small craft from Leros.

It is now known that the Italian gunboat *Azio*, after being attacked north of Leros, entered Kulluk (Turkey) and was interned on the 10th.

Pacific.

9. The U.S. S/M *Dorado* is reported overdue and must be considered lost.

Anti-Submarine Operations.

10. Twenty-nine attacks on U-boats have been reported during the week. Seventeen of these were by surface craft, 11 by aircraft and one by a submarine. On the 20th and 21st two U-boats were sunk by aircraft from U.S.S. *Core* (aux.-carrier) north of the Azores. H.M. destroyers *Duncan* and *Vidette*, escorting a westbound convoy, sank a U-boat south-west of Iceland (C) on the 23rd. A Wellington sank a U-boat of the Portuguese coast on the 24th: forty-nine survivors were landed at Vigo. A U-boat was possibly sunk by H.M. S/M *Untiring* off Toulon on the 15th.

H.M.S. *Onslaught* (destroyer) rammed and possibly damaged a U-boat in the Greenland Sea on the 20th.

Enemy Intelligence.

11. *Lutzow* has left Gdynia since the 10th and *Hipper* has arrived. *Nürnberg* is reported to have been slightly damaged by air attack. *Scheer* was reported at Swinemunde on the 23rd.

Ten destroyers, six torpedo boats and approximately 60 E-boats, 50 R-boats, 90 minesweepers and 25 landing craft are at present disposed in Channel and Biscay ports.

In the Levant a number of small ex-Italian warships, including destroyers and torpedo-boats, are being recommissioned by the Germans.

An assault convoy is being assembled in the Piraeus. In the Leros area the acute shortage of serviceable lighters and other small craft is considered to have delayed the attack.

U-boats.

12. It is estimated that the main concentration of U-boats has shifted south-westward to an area east of Newfoundland.

There are a number of U-boats west of Portugal, some of which may attempt to enter the Mediterranean, to reinforce the existing strength which is estimated at 15.

Two or three U-boats are probably patrolling south of Spitzbergen.
Enemy Attack on Shipping.

13. During the week U-boats are reported to have attacked and sunk four ships. One ship was sunk off Rio de Janeiro and another in the Mozambique Channel. Two ships were sunk by gunfire from U-boats off Freetown and Addu Atoll respectively.

Two ships, in a west-bound convoy, were sunk by aircraft off Tehez. Aircraft also damaged one ship north-west of Cape Finisterre and another at Naples.

A ship was damaged by mine off Brindisi.

Protection of Seaborne Trade.

14. During the week ending the 23rd, 782 ships were convoyed. Of these, 160 ships were in ocean convoys and 622 in British coastal convoys. Two escort-carriers, one ocean boarding vessel, 70 destroyers (including six U.S. destroyers) and 124 sloops, cutters, frigates and corvettes (including 19 U.S. cutters) were employed on escort duties.

Four ocean convoys, consisting of 88 ships, arrived in Home Waters without loss.

British Minelaying.

15. Minelaying was carried out by surface craft off the Belgian and Dutch Coasts, and by aircraft off the German North Sea coast, in the Kattegat and off the Dutch Coast.

Enemy Minelaying, British Minesweeping.

16. On two nights of the week enemy aircraft probably laid mines off the East Coast. Although E-boats were operating off Harwich and Cromer there is no evidence of minelaying.

Eight ground and three moored mines have been destroyed during the week. Mine totals are: 4,537 ground and 3,477 moored.

17. On the 25th an enemy minefield was located off Brindisi and 11 magnetic mines have so far been destroyed. U.S. minesweepers have recently destroyed 59 moored mines at Cagliari. Enemy moored mines are suspected in the Western Approaches to the Ägean. Two more moored mines have been destroyed off St. John's, Newfoundland.

Enemy Merchant Shipping.

18. It is reported that the German s.s. Stuttgart (13,387 tons), which was damaged during the air raid on Gdynia on the 9th, was later towed out to sea and sunk.

The Belgian s.s. Mar Del Plata (7,340 tons) was damaged by sabotage at Copenhagen on the 19th, and the Italian tanker Fulgor (6,504 tons) was damaged by an under-water explosion at Cadiz on the 24th.

During recent weeks there has been a movement of enemy ships from the Bay of Biscay and Channel ports towards the North Sea. The German s.s. Livadia (3,094 tons), previously engaged in the ore trade, sailed from Boulogne heavily escorted early this month. The German s.s. Nordura (4,111 tons), after leaving Bordeaux in May 1942 and spending several months in dock at Lorient and Nantes, sailed eastward from Boulogne on the night of the 25th/26th. The German s.s. Munsterland (6,408 tons), previously a blockade-runner, reached Brest from Bordeaux early in the month and was seen in Cherbourg on the 24th. An eastbound ship, which was sunk off Le Touquet at the end of September, is believed to have been the Vichy s.s. Madali (3,014 tons), which arrived at Havre at the beginning of August.

These movements may continue, and possibly increase, due to the urgent need of shipping in Northern Waters, and the increasing difficulties of blockade-running from Biscay ports to the Far East now that the Azores has become an Allied base.

Italian Merchant Shipping.

19. Thirteen Italian ships (29,711 tons) and a number of small ships have recently been handed over to the Allies in the Mediterranean.
MILITARY SITUATION.

The Russo-German Campaign.

Leningrad–Gomel Sector.

20. The Germans have reported Russian attacks during the week at the following points: north of Lake Ilmen; south-east of Velikie Luki; west of Smolensk and east of Mohilev. No confirmation of these reports has come from the Russians.

Gomel–Loev Sector.

21. Fighting has continued in the area of the Russian bridgehead over the River Soj, south of Gomel. Further south, at Loev, the Russians have extended their bridgehead across the Dnieper.

Kiev Sector.

22. The situation in the bridgeheads north of Kiev is not entirely clear, but it appears that, in spite of German counter-attacks, the Russians have consolidated their positions and have possibly made progress at some points. Fighting has also taken place at the bridgehead south of Pereyaslav, but neither side has reported progress.

Kremenchug Sector.

23. The Russian bridgehead south-east of Kremenchug has been further deepened, and Russian forces are now within four miles of Krivoi Rog. The Germans have been resisting strongly, and on the 25th launched a counter-attack against the right flank of the Russian salient, which does not appear to have had more than a temporary effect in relieving the German forces in the Krivoi Rog area.

On the 25th the Russians captured Dnepropetrovsk and since then have continued to advance south-westwards.

Zaporozhe–Melitopol Sector.

24. The Russians have made some slight progress southwards from Zaporozhe. Their most striking progress in this sector, however, has been further south, for, after capturing Melitopol on the 23rd, they have now advanced westwards on a broad front and have taken a town 23 miles north-west of Melitopol itself.

General.

25. The Russians have had an outstanding success in extending their bridgehead to within a few miles of Krivoi Rog. As a result the German forces further east were seriously endangered and were forced to withdraw under pressure from Dniepropetrovsk.

Further south, the Germans have been driven from the Zaporozhe–Melitopol line to which they were still clinging precariously a week ago.

These two converging advances threaten not only the German forces in the general area Melitopol–Zaporozhe, but also the German supply of Nikopol Manganese.

Italy.

26. Slow progress has been made during the past week against enemy rearguards which are fighting with skill and determination in good defensive country.

27. In the Eighth Army sector enemy rearguards withdrew from the River Trigno on the 22nd, and the following day the bridgehead over this river was firmly established some six miles from the sea. By the 27th British troops were across from the bridgehead to the sea and were approaching S. Salvo. Further inland fighting patrols followed up and harassed the enemy, and by the 27th had forced him back into the hills beyond Montefalcone.

On the left flank Canadian troops maintained their pressure against strong enemy resistance. Defensive positions had been established along the line of the River Biferno to protect the important road and rail junction of Bojano. An attack was put in on the night of the 23rd, and by the following morning tanks
and guns were over the river in spite of very heavy enemy shell-fire. Bojano was now out-flanked and under observation from the north and the south, and the town was finally captured on the 25th. Canadian troops were then directed on Torella and Molise, both strongly held, and after heavy fighting these two villages were in our hands by the 27th.

28. On the Fifth Army front American troops have made good progress in the mountains, and contact has been maintained by patrols over the Matese mountain range with the left flank of the Eighth Army. Advancing over precipitous country against enemy rearguards and mines they captured Raviscanina on the 25th and the following day mounted an attack against Pietravairanno and the high ground surrounding it. This attack was supported by a heavy artillery and air bombardment and satisfactory progress was made, the town being captured on the 27th. Forward troops are now pressing on towards the main road beyond Vairano.

On the coast British troops have maintained contact with the enemy by active patrolling, but have not yet advanced far beyond the canal. On the 22nd the enemy made a determined counter-attack from their strong positions around Mondragone, but this was broken up and thrown back. Our troops have since made some progress along the Capua-Minturno road, capturing Sparanise on the 25th and Francolise the following day.

29. The supply of our fighting troops still presents a considerable problem. Bridging facilities are strained to their limits and the development of the port of Naples is slow owing to the demolition and blockage of the docks.

Ægean.

30. Leros has been reinforced by one battalion.

The Germans have now occupied the islands of Stampalia and Levitha, the latter lying 25 miles to the south-east of Leros.

Burma.

31. Japanese patrol activity continues in the Chin Hills but there are still no signs that they intend any large-scale advance.

On the Burman-Yunnan border Chinese troops, who were west of the Salween, are reported to have withdrawn to the east bank of the river. The Japanese now control the west bank for about 90 miles north of the Burma Road.

New Guinea.

32. There has been severe fighting in the Finschhafen area. On the 17th, the Japanese, who had been holding positions about five miles west of Finschhafen, attacked down the Song River, and at one time reached the coast about six miles north of Finschhafen, presumably with the object of making contact with three Japanese landing barges which attempted a landing on the same day. By the 22nd they had been driven back from the coast with 510 killed and are now back to their original positions. During the 23rd and 24th, the Japanese launched four heavy attacks on Australian positions in the area, all of which were repulsed with heavy losses to the enemy. Mopping up still continues in the Lae area.

In the Ramu Valley, Australian forces have been patrolling actively. They have encountered a Japanese defensive position 13 miles west-south-west of Bogadjim but have reached points 30 miles west and 21 miles south-west of Bogadjim without encountering any opposition.

General Review.

AIR SITUATION.

33. Bombing operations by home-based aircraft were curtailed by unfavourable weather conditions, but a heavy attack was made on Kassel.

Attacks in Italy were concentrated on enemy communications and airfields. Railway centres and airfields were bombed in Yugoslavia and Albania. Heavy bombing attacks were made on enemy airfields in the Solomons and New Britain; a large number of enemy aircraft was destroyed.
United Kingdom.

34. In daylight, no enemy aircraft were overland, but one F.W. 190 on reconnaissance was shot down south of Dungeness.

At night, harassing raids over eastern and south-eastern England occurred on five nights. About 43 enemy aircraft were involved and London appeared to be the main target, but not more than 10 aircraft managed to penetrate to that area on any occasion; bombs fell at widely scattered points. One F.W. 190 was shot down and two Mosquitoes are missing.

Home Waters.

35. Aircraft of Fighter Command attacked shipping at Cherbourg and St. Malo and off the French Coast; a 6,500-ton ship was seriously damaged, a small ship was sunk and three other small ships and a destroyer were damaged. A Beaufighter of Coastal Command attacked two trawlers off the Frisian Islands setting one on fire. Five aircraft are missing from these operations.

Aircraft of Bomber Command, of which 70 were despatched, laid 209 sea-mines in enemy waters.

Germany and Occupied Territory.

Day.

36. Two hundred and sixty-six Marauders (B.26), out of 287 despatched, attacked three airfields in Northern France, dropping 379 tons of bombs with good results. Four other airfields in Northern France and two in Holland were attacked by Mitchells (B.25) and Typhoon bombers, which dropped 68 tons; many bursts were seen among hangars, repair shops and in the dispersal areas.

Thirty-six Bostons (A.20) were despatched to make a low-level attack on an aircraft repair factory in Belgium, but the target was not located and no bombs were dropped. Spitfires, Mustangs (P.51), Whirlwinds and Typhoons attacked railway and other targets in Northern France; a power station, a railway bridge and 32 locomotives were damaged.

Allied fighters flew 2,834 sorties. Bombers and fighters destroyed 22 enemy aircraft, probably destroyed ten and damaged 29 for the loss of six Bostons (A.20), three Mitchells (B.25) and 11 fighter-bombers and fighters.

Night.

37. On the 22nd/23rd, 569 aircraft of Bomber Command were despatched to Cassel; 456 attacked, dropping 1,824 tons of bombs. Adverse weather with thick cloud and icing conditions was experienced en route, but over the target there was practically no cloud and good visibility. The marker bombs were accurately placed, well maintained and clearly seen by all crews. A particularly concentrated attack was delivered and photographs taken at the time confirm that this was the case. A large number of enemy fighters was encountered, six of which were destroyed. Forty-three of our aircraft did not return from this operation.

On the same night, 33 aircraft out of 36 despatched, attacked Frankfurt, dropping 95 tons in good visibility. The marker bombs were scattered, but several good fires were started in the target area. One aircraft is missing.

A total of 43 Mosquitoes, one of which is missing, made small-scale attacks on Emden, Cologne, Dortmund, Düsseldorf, Buderich (near Düsseldorf) and Rheinhausen (near Duisburg).

"Intruder" aircraft of Fighter Command flew 22 sorties over Northern France, the Low Countries and North-West Germany; one aircraft is missing. Leaflets were dropped on several French towns by a total of 28 aircraft of Bomber Command.

Italy.

38. Enemy lines of communication were subjected to heavy attacks by bombers and fighter-bombers.

Road and railway bridges on routes leading to Rome were attacked by heavy and medium bombers with good results. Serious damage was caused to bridges at Grosseto (50 miles N.W. of Rome), Orvieto (60 miles N.N.W. of Rome), Montalto di Castro (55 miles N.W. of Rome), Albina (70 miles N.W. of Rome), and Acquapendente (N. of Lake Bolsena). In addition, attacks were made on
Pistoria, Terni (45 miles N. of Rome), Marsciano (70 miles N. of Rome), and on other targets; in all these raids heavy damage was caused to railroad tracks and roads, some of which were rendered impassable.

On the East Coast the railway lines and approaches to bridges at Porto Civitanova were bombed by over 50 Wellingtons.

In the battle area light bombers and fighter-bombers concentrated on bridges, road and railway junctions, M.T., bivouac areas, gun positions, and targets requested by the Army. Fighter-bombers displayed great activity and carried out widespread armed reconnaissances, attacking road movement and objectives 50 miles north of Rome on the West and in the Ancona area in the East. Direct hits were obtained on at least four bridges; several locomotives, barges and an ammunition train were destroyed, and about 250 M.T. vehicles were destroyed or damaged, a large proportion of which was near Ancona.

Successful attacks were made on airfields in the Rome area, resulting in the destruction on the ground of 40 aircraft and six others were damaged; hangars and other buildings were hit. Fighter-bombers destroyed eight additional aircraft.

Enemy reaction to our numerous raids was on a limited scale and combats were not frequent. Fighters flew regularly, although mostly in small formations, and occasional sweeps were made over the battle area, but activity was mostly defensive. A night raid by 40-50 bombers was made on Naples, but reports indicate only slight damage in proportion to the scale of the attack; a further attack by about 20 aircraft resulted in a ship carrying cased petrol being set on fire. A convoy off the North African coast was attacked by 25 aircraft. In these attacks ten enemy aircraft were shot down.

Mediterranean.

Dodecanese, Crete and Greece.

39. Operations by Allied aircraft were restricted by the unserviceability of landing grounds in Cyrenaica. Two attacks by a total of 16 heavy bombers were made on Maritsa airfield (Rhodes) and nine others bombed Heraklion landing ground (Crete). Shipping protection patrols for naval units were provided by Beaufighters. Successful raids by a total of over 60 Mitchells (B. 25) were made on Athens/Eleusis, Salonika/Sides and Mikra airfields.

Supplies were dropped for patriot forces in Greece.

Increased enemy attacks on shipping in the Dodecanese and Corfu areas occurred on most days of the week, and on the harbours of Leros and Samos. Leros received daily attacks, the chief target being the harbour at Porto Lago. On the 26th, 120 enemy aircraft attacked the defences and gun positions.

A heavy bomber attack including about 50 dive-bombers preceded the occupation of Stampalia on the 22nd.

Yugoslavia and Albania.

40. A good attack by 36 Mitchells (B. 25) was made on Nish. About 750 units of rolling stock were present, and 70 hits were obtained on the railway yards, the locomotive repair buildings and on tracks; the round house was left in flames and the line to Belgrade and Sofia was cut at two points. The railway centre at Skoplje was attacked by 24 Lightnings (P. 38) and 43 locomotives were damaged. Mitchells (B. 25) bombed the airfield at Podgorica (62 miles E.S.E. of Dubroonik) and damaged or destroyed 11 aircraft on the ground.

Two attacks on Tirana airfield resulted in 25 aircraft being destroyed or damaged on the ground and a Ju. 52 was shot down as it was about to land.

Supplies were dropped for patriot forces.

Attacks on Shipping.

41. Fighter-bombers carried out anti-shipping sweeps over the Adriatic Sea; they set fire six small ships near Zara and shot down five Ju. 87s. Two vessels of 5,000 and 3,000 tons were attacked and the deck cargo of one was left burning.

Russia.

42. The Russian Air Force maintained consistent support throughout the week for their ground forces advancing on Krivoi Rog, and it is in this area that the main concentration of effort appears to have been directed. There was
also considerable activity over the bridgeheads in the area south of Rechitsa. At the end of the week, attacks were made on German airfields in the Melitopol area, where much damage is also stated to have been inflicted on troop and transport concentrations.

The important railway junction of Znamenka was bombed every night of the week; the stations of Nikopol and Fastov, 37 miles south-west of Kiev, were attacked on five nights. Other railway objectives raided during the week include Dahankoi, in the Crimea, Dolinskaya, 30 miles north-west of Krivoi Rog, and Apostolovo, 22 miles south-west of Krivoi Rog. Following a marked improvement in weather conditions in South Russia which set in about the 20th October, the forces of the G.A.F. in the area of the Dnieper Bend, reinforced by close-support aircraft from the Central Front, greatly intensified the scale of effort against the deep Russian penetration south of Kremenshtug. It is probable that long-range bombers from the Kiev and Melitopol sectors were also thrown into the fighting but—as the Russian capture of Dniepropetrovsk shows—even G.A.F. operations on a greatly increased scale failed to exert any decisive influence on the course of the battle.

India and Burma.

43. Successful attacks were again made on enemy communications. Among railway targets hit were stations at Rangoon and Sagaing, locomotive sheds at Kanbalu (90 miles N.N.W. of Mandalay), yards at Prome and Myingyan, and several bridges in the same areas. On the Irrawaddy and other rivers, four large steamers and many barges and sampans were damaged.

Attacks were also made on other targets, including landing-grounds, dumps and troop concentrations in different parts of the country. About 120 tons of supplies were dropped for Allied troops in the Chin Hills and at Sumpurubum in Upper Burma.

Enemy aircraft attacked Tembru Ghat, near Cox's Bazar, where huts and M.T. were damaged and casualties caused, and Chittagong, where several bombs fell in the harbour area.

Pacific Zone.

Solomons.

44. Heavy bombing attacks were made on enemy landing grounds at Kahili and Kara (Bougainville Island) and Ballale (Shortland Island); 23 aircraft were destroyed on the ground and Kahili landing-ground was rendered unserviceable. Attacks were also made on enemy bivouacs and positions on Choiseul Island. Off the coasts, one small ship and several barges were sunk, and a ship of the carrier type, a destroyer and some barges were damaged.

New Britain.

45. The principal targets were enemy airfields near Rabaul, on which several heavy attacks were made by escorted heavy and medium bombers. It is reported that 86 enemy aircraft were destroyed on the ground and a further 95 destroyed in combat for the loss of five Allied aircraft. Successful attacks were made on the dump area at Gasmata and on shipping; an enemy destroyer was probably sunk and several barges were either sunk or damaged.

New Guinea.

46. In the Finschhafen area, Allied aircraft made heavy attacks on targets at and near Sattelberg and Wareo, nearly 300 tons being dropped with good results.

In the Madang area, medium bombers attacked the landing-ground at Alexishafen and huts, dumps and bridges near Bogayim. In the Wewak area, attacks were made on the landing-grounds and other objectives at Dagua and But; 20 aircraft on the ground and several barges were destroyed or damaged.

In North-West New Guinea, Liberators (B. 24) bombed Manokwari and sunk a small ship off the coast.

In spite of great Allied air superiority, the Japanese air force in New Guinea is by no means immobilised. On the contrary, the enemy's scale of effort has even increased and the bridgehead at Finschhafen has been regularly attacked by considerable forces of aircraft.
New Ireland.

47. Allied aircraft attacked shipping, damaging two ships, one of which is believed to be a light cruiser.

Celebes.

48. A total of 16 Liberators (B.24) made two daylight attacks on the nickel-mining centre at Pomelaa, causing considerable damage to buildings and installations.

HOME SECURITY SITUATION.

General.

49. No enemy bombing occurred during the hours of daylight.

On the first five nights of the period bombs were dropped in East Anglia and South-East England, the Greater London area being affected on four nights. Damage was of a minor character; there were no fatal and only a few serious casualties except on the night of the 22nd/23rd when seven persons were killed and nine seriously injured at Orpington.

On the night of the 25th/26th, the Kent coast was shelled in reply to our own batteries; six persons were killed and eight seriously injured.

Casualties.

50. The estimated civilian casualties for the week ending 0600 hours on the 27th were 26 killed and 72 seriously injured; of these, 13 were killed and 37 seriously injured in the raid on the night of the 20th/21st, reported in last week’s Resume.

APPENDICES I, II and III will be published periodically.

APPENDIX IV.

Enemy Merchant Ship Losses assessed to 30th September, 1943.

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<th>Nationality</th>
<th>Sunk, Captured or Constructive Loss</th>
<th>Seriously Damaged</th>
<th>Damaged</th>
<th>Total</th>
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<tr>
<td>Italian</td>
<td>...</td>
<td>...</td>
<td>884</td>
<td>3,124,365</td>
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<tr>
<td>Other enemy ships and ships usefu...</td>
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<td>...</td>
<td>341</td>
<td>623,585</td>
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<tr>
<td>Total</td>
<td>...</td>
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<td>1,791</td>
<td>6,038,428</td>
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</table>

The table includes Italian ships handed over to the Allies, but does not include losses inflicted on the enemy by our Russian Allies, which are estimated at about 1,788,000 gross tons sunk; nor does it include losses inflicted on Japanese shipping in the Far East and Pacific, which up to the 30th September, 1943, are estimated to number 453 ships sunk or about 2,444,000 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 and some 36,000 gross tons of German shipping sold to Spain and Portugal.
APPENDIX V.

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

22nd October.—A/S Trawler Orsay presumed sunk by U-boat off Freetown.
No survivors.

24th/25th October.—Trawler William Stephen sunk by E-boats off Cromer.
M.T.B. 442 and M.G.B. 607 damaged by E-boats off Cromer.

The following casualties to naval personnel have been reported:—
Officers: 12 killed; 10 wounded; 41 missing.
Ratings: 107 killed; 78 wounded; 82 missing.
In addition, 1 officer prisoner of war, previously reported missing.

APPENDIX VI.

Imports under Departmental Programmes.

(Thousand tons.)

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<thead>
<tr>
<th>Non-Tanker Imports: (1)</th>
<th>Tanker Imports: (4)</th>
</tr>
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<tbody>
<tr>
<td>Ministry of Food.</td>
<td>Ministry of Supply.</td>
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<tr>
<td>Total: (2)</td>
<td>Total: (2)</td>
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<td>January</td>
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<td>August</td>
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<td>September</td>
<td>...</td>
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<tr>
<td>October 1-11 (estimated)</td>
<td>...</td>
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</tbody>
</table>

(1) Excluding imports from Eire. The monthly figures of imports given in this table represent the estimated weights of the commodities included in the Trade and Navigation Accounts for each month and are unadjusted for small revisions subsequently made in the cumulative totals given in the accounts for later months.

(2) Including munitions and miscellaneous imports under the Ministry of Production programme, and imports of munitions on Canadian Government account.

(3) Petroleum products, molasses, unrefined whale oil, industrial alcohol and acetone.

APPENDIX VII.

Air Attacks on Enemy Territory in Europe.

Extracts from Recent Raid Assessment Reports.

The following reports have been received during the week:—

Germany.

Darmstadt.—Damage caused during the attack on the 23rd/24th September is seen on photographs to be mainly in the north and north-west of the town. Five works in an industrial area have been affected, including the Neuer Gaswerke A.G. and Ludwig Alter A.G. (furniture). Several railway buildings have been damaged, as well as many public buildings, including the State Finance Office. To the south-west of the town, buildings of the Darmstadt/Greisheim aircraft have been severely damaged.
Frankfurt.—A final interpretation of photographs, taken after the attack on the 4th/5th October, confirms the heavy damage to the east of the town, and particularly to the East Harbour area. Altogether 37 factories have been damaged in this attack, and these include—

- Voigt u. Hefther A.G. (range finders) (Priority 2). Previously reported.
- Messer and Co. (welding apparatus) (Priority 2). Previously reported.
- Nexes Union (grinding wheels) (Priority 1).
- Collet u. Engelhardt (machine tools) (Priority 2).
- Lurgi Ges. für Chemie u. Apparatebau (chemical works) (Priority 2).

Food and other stores have suffered heavily in the damage to warehouse and dockside premises.

The dam in the Nordbecken (East Harbour) received a direct hit, and the Oberrad Sluice in the River Main was hit immediately south of the central pier; on the 7th October, water was flowing unchecked through this sluice.

Railway property in the eastern districts has suffered extensively. The buildings of the docks station near the East Harbour have been gutted and damage has been general in the marshalling yards north of the harbour.

The municipal slaughter house and cattle market south of the river have been heavily damaged, as has a tram depot in the east of the town.

Among the public buildings affected are the Rathaus, the Courts of Justice and the Customs House (on the East Harbour quayside).

There is considerable damage to business and residential property, particularly as a result of fire, in these areas.

Friedrichshafen.—Photographs, taken after the small-scale attack on the Zeppelin Works on the night of the 7th/8th October, show that a large workshop approximately 900 ft. x 150 ft. has been destroyed or severely damaged at each end, and a workshed (270 ft. x 50 ft.) severely damaged. Some damage to business and residential property was also caused.

Hanover.—A final interpretation of photographs, taken after the attack on the 8th/9th October, shows that besides the factories already reported as damaged, 56 others have been more or less severely affected. These include:

- W. Adler (electric apparatus).
- Brinker Eisenwerke (aircraft repair depot).
- Rheinhold and Co. (insulating material).
- J. Geisel (electric motors).
- Accumulatoren Kleinbeleuchtung (accumulators).

Besides damage to the main passenger station, sheds at the north goods station and in yards and sidings at Hainholz and Linden have been destroyed. Engine sheds at a locomotive depot have been damaged and several workshops of a railway wagon repair shop destroyed. It is estimated that, of the fully built-up area, nearly 54 per cent. has been destroyed, mainly as the result of fire.

Photographs, taken after the attack on the 18th/19th October, show still further damage, mainly in the vicinity of Hainholz. Continental Gummiwerke A.G. and Hamogan have again been hit, and there is severe damage to Knoll u. Hildebrand (coppersmiths), to L. Neumann Apparatebau, to the north goods station and to an artillery barracks.

Mannheim.—After the attack on Mannheim on the 4th/5th October, the authorities had considerable difficulty in controlling the population, owing to delay in carrying out evacuation. Order was not restored till the evening. The effect of this is reflected in the local paper Hakenkreuzbanner, which contains a notice from the Minister of the Interior that all motor vehicles with and without priority labels must report on the morning after a raid with the driver and, if possible, an assistant driver and trailer, at meeting places which will be publicly announced. Difficulty in the maintenance of order at both Frankfurt and Munich after recent attacks has also been reported. One of the noticeable features in these two towns has been the refusal of the population to go to shelters.

France.

Transformer Stations.—As a result of the raids on the 3rd October, the railway transformer stations at Chaingy and Chevilly were severely damaged. This caused severe dislocation and, for a few days, complete stoppage of all rail traffic in the area.