WAR CABINET

WEEKLY RÉSUMÉ
(No. 261)
of the
NAVAL, MILITARY AND AIR SITUATION
from 0700 24th August, to
0700 31st August,
1944

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

General Review.

1. Carrier-borne aircraft of the Home Fleet have made several attacks on the Tirpitz.
   Padang, in Sumatra, has been heavily attacked by carrier-borne aircraft of the Eastern Fleet.
   Our patrols have fought many engagements in the Channel.
   A convoy of 34 ships from the U.K. has arrived intact in North Russia.

Northern Waters.

2. Between the 21st and the 24th carrier-borne aircraft made several attacks on the Tirpitz in Altenfiord. H.M.S. Duke of York and ships of the Home Fleet covered and supported the operations. On every occasion the Tirpitz was covered by smoke and no results could be observed. Four hits and one possible hit with 500-lb. bombs and two possible hits with 1,000-lb. bombs were claimed. Attacks were also made on aircraft, hangars, radar stations and shipping in the Hammerfest area by fighters. Seven of our aircraft were lost. On the 29th another attack was made on the Tirpitz; but again, owing to smoke, no results were seen.

3. The Russian battleship Archangel (late Royal Sovereign) arrived in a North Russian port with eight destroyers transferred from the Royal Navy on the 24th. On the following day a convoy of 34 ships from the U.K. also arrived.

4. H.M. S/M Satyr on patrol off the south-west of Norway probably torpedoed a 3,500-ton ship on the 20th and, two days later, probably obtained hits on a convoy of five ships.

Home Waters.

5. On the 29th (D + 83) the number of troops landed in Normandy reached two million. The totals up to p.m. on that day were 2,004,438 men, 421,147 vehicles and 3,153,476 tons of stores.

6. The week has been remarkable for the number of actions fought in the Channel.
   Early on the 24th, H.M. ships Melbreak and Talybont (destroyers) with M.T.Bs. engaged enemy R-boats and other craft off Cap d'Antifer under the fire of shore batteries. One armed coaster was sunk, one auxiliary was probably torpedoed and a trawler was left on fire.
   On the following night there were several engagements with ships from Havre. U.S. P.T. boats chased four E-boats and damaged one of them. M.T.Bs. attacked a convoy north of Cap d'Antifer and probably sank a trawler. H.M. ships Talybont (destroyer) and Retalick (frigate) in an attack on E-boats preceding the convoy sank one, seriously damaged another and probably damaged a third. M.T.Bs. severely damaged two R-boats in an action at close range. Other M.T.Bs. engaged five T.L.Cs. and sank one of them. H.M.S. Bleasdale (destroyer) covering convoys, intercepted two E-boats, one of which was damaged. Our forces sustained only superficial damage and three slight casualties during the night.
   On the night of the 25th/26th the French destroyer La Combattante, H.M.S. Thornborough (frigate) and M.T.Bs. intercepted a convoy of coasters escorted by auxiliaries and R-boats south-west of Étaples. Two coasters and one R-boat were sunk, two coasters probably sunk and two other ships driven ashore. M.T.Bs. also damaged a trawler off Boulogne on the same night.
   Early on the 27th, H.M. ships Middleton (destroyer) and Retalick, with M.T.Bs. and U.S. P.T. boats, attacked a force of eight T.L.Cs. off Cap d'Antifer. Four of the T.L.Cs. were sunk and one was driven ashore. Middleton sustained slight damage and one casualty.
   On the following night La Combattante, H.M.S. Thornborough and M.T.Bs. sank two 1,400-ton coasters and damaged two trawlers and some R-boats in a convoy northbound off Cap d'Antifer.
   On the night of the 29th/30th H.M. ships Cattistock (destroyer) and Retalick intercepted a large convoy of at least 14 ships northbound from Étaples. The Cattistock's bridge was hit and her captain killed. The Retalick, while shadowing the convoy to Dieppe, drove off three E-boats and came under heavy fire from the shore.
7. Off the Dutch coast M.T.Bs. attacked a convoy on the night of the 24th/25th and torpedoed three ships, two of which are believed to have sunk. Two nights later M.T.Bs. intercepted another convoy off Ijmuiden and, in a sharp engagement with the escorts, torpedoed and probably sank an M-class minesweeper. One M.T.B. was damaged and had one casualty.

8. H.M.S. Gleaner (minesweeper) was damaged on the 25th by a mine west of Havre. On the 27th, while sweeping off Cap d’Antifer, H.M. ships Briton and Hussar (minesweepers) were sunk and Salamander (minesweeper) was damaged but was towed to port. The U.S. L.S.T. 327 was damaged, probably by mine, south of the Isle of Wight. H.M.S. Melbreak (destroyer) was bombed and damaged off Fécamp on the night of the 27th/28th: there were 14 casualties including 2 killed.

Bay of Biscay.

9. H.M.S. Warspite carried out a bombardment of Brest on the 25th in support of military operations. Several heavy batteries were silenced.

10. On the 26th, H.M.S. Albrighton (destroyer), in conjunction with aircraft, intercepted two trawlers off Penmarch (south of Brest) flying white flags. Albrighton sank the trawlers after taking 22 prisoners.

11. Reconnaissance of Brest on the 28th showed that the large dry dock had been seriously damaged: ten huge craters were seen. The battleship hulk Clemenceau was sunk.

Mediterranean.

12. Unloading figures on the coast of Provence up to 0600 on the 26th were 208,596 men, 36,998 vehicles and 106,663 tons of stores and ammunition.

13. The garrisons of Marseilles and Toulon capitulated on the 28th. Bombardments by Allied ships had continued during the week. On the 23rd the U.S.S. Nevada (battleship) engaged coastal batteries near Toulon and the cruisers Tuscaloosa and Brooklyn shelled the Cannes area. On the following day the Nevada and the U.S. cruisers Quincy and Philadelphia covered minesweeping operations by a bombardment north-west of Marseilles. The French cruiser Émile Bertin bombarded Nice harbour and damaged a bridge across the River Var. On the 25th, H.M. ships Aurora and Sirius (cruisers) and the French ships Lorraine (battleship) and Gloire (cruiser) bombarded the Mandrier area; the Émile Bertin and destroyers shelled troops and coastal batteries near Nice, and the U.S.S. Augusta (cruiser) bombarded the approaches to Marseilles. On the 26th, further bombardments were carried out by the U.S. ships Augusta and Philadelphia, H.M. ships Aurora and Sirius and the French ships Lorraine and Gloire. On the 27th H.M.S. Ramillies and two French cruisers bombarded Mandrier. Three U.S. destroyers also shelled coastal batteries and other targets.

14. An attempted attack by human torpedoes or explosive motor-boats was broken up on the night of the 24th/25th by our inshore patrols off Antibes. On the following night destroyers drove off an attack by explosive motor-boats, of which they sank eight.

15. An advance party arrived to open the Port de Bouc on the night of the 27th/28th. Two berths are already available. The port of St. Raphael was opened earlier in the week.

16. Off Genoa, on the night of the 24th/25th, coastal forces torpedoed two ships, one of which sank. On the following day coastal forces in the Gulf of Genoa torpedoed a destroyer.
17. In the Gulf of Trieste, on the night of the 24th/25th, coastal forces sank a 2,000-ton cargo ship. H.M.S. *Loyal* (destroyer) shelled enemy positions near Pesaro on the 28th.

18. H.M.S/M *Vivid* damaged a small tanker by shellfire on the 11th north of Suda Bay.

**East Indies.**

19. Early on the 24th aircraft from H.M. ships *Indomitable* and *Victorious*, which were supported and covered by Allied ships of the Eastern Fleet, attacked cement works near Padang (west coast of Sumatra) and Emmahaven, the port of Padang. Complete surprise was achieved: there was only moderate anti-aircraft fire and little air opposition. The cement works were hit by a large number of heavy bombs. At Emmahaven one ship of 3,500 tons and another of 2,500 tons were set on fire and the harbour installations were severely damaged. In addition, fighters attacked the airfield at Padang. One of our aircraft was lost during the operation.

**Anti-Submarine Operations.**

20. Twelve attacks were reported during the week. Of these, six were by shore-based aircraft, two by carrier-borne aircraft and four by warships. Between the 20th and the 24th aircraft from H.M.S. *Vindex* (escort carrier), escorting a convoy, probably sank one U-boat and possibly sank another off the North Cape. Two U-boats were possibly sunk in the Bay of Biscay by H.M. Canadian destroyers of the 11th escort group on the 20th and by frigates of the 15th escort group on the 24th.

21. During the passage of the convoy to North Russia 23 sightings and 14 attacks were made by aircraft from H.M. ships *Vindex* and *Striker*.

**Enemy Intelligenec.**

22. Photographic reconnaissance on the 27th showed the *Lützow*, *Eugen*, *Hipper*, *Nurnberg*, *Kola* and the two *Schlesien* class battleships all at Gdynia.

23. Reconnaissance of Elbing shows that the production of *Elbing* class destroyers is going forward at the expense of the *Narvik* class. Six *Eldings* are now building and five are fitting out. There are now no effective enemy destroyers west of Germany. The two *Narviks* at Bordeaux and La Pallice are reported to have been paid off: the destroyers bombed in the Gironde on the 24th are now out of action.

24. The effective strength in the Channel and Biscay ports is now about 50 E-boats between Den Helder and Boulogne; 40/50 R-boats, 25 T.LCs and six M-class minesweepers between Calais and Boulogne; 20 M-class minesweepers and six T.LCs between Den Helder and Dunkirk; and 30/35 minesweepers between Brest and Bayonne.

25. On the Biscay coast, Loctudy, Benodet and Concarneau (north of Lorient) were reported to be clear of the enemy on the 28th. On the 29th the Germans were reported to have evacuated St. Gilles sur Vie (40 miles S.W. of Nantes). At Sables D’Olonne, further to the south, all bridges were blown up and the harbour entrance was blocked to all but small ships at high water. Noirmoutier was still occupied.

26. It is reported from Bayonne that nine small ships have been scuttled in the harbour and extensive demolitions carried out. St. Jean de Luz harbour has also been mined.

**U-boats.**

27. In Home Waters U-boats appear to have begun operations in coastal areas where there are focal points for shipping. There has been a lull in the central part of the Channel. The evacuation of the Biscay ports is thought to be far advanced.

In the entire Mediterranean also not more than six U-boats are believed to remain.

28. In preparation for a projected offensive in the autumn, the Germans are concentrating on two pre-fabricated types of U-boat of 1,600 tons and
180 tons. Both are believed to have an abnormal submerged speed. They are likely to be fitted with an underwater breathing apparatus known as "Schnorkel." Of the larger type there are estimated to be 28 on the slips, ten fitting out and four launched and working up. Corresponding figures for the smaller type are five, nine and four or five.

**Enemy Attack on Shipping.**

29. During the week two ships were sunk by U-boats in the English Channel and a U.S. tanker, in convoy, was sunk off the north coast of Ireland (R). One small tanker was sunk by mine in the assault area off Arromanches.

**Protection of Seaborne Trade.**

30. During the week ending the 27th, 631 ships in convoy in the North Atlantic arrived at their destinations. Of these, 207 were in ocean convoys and 424 in British coastal convoys. One escort carrier, 31 destroyers (including 11 U.S. destroyers) and 67 sloops, cutters, frigates and corvettes were employed on escort duties. Three homebound convoys, consisting of 165 ships, and five outward-bound convoys, of 207 ships, reached their destinations without loss.

**Allied Minelaying.**

31. Mines have been laid by surface craft in the English Channel. Aircraft have laid mines in the Baltic, off the Biscay ports and in the Danube. Mines have also been laid by U.S. aircraft off the Andamans.

**Enemy Minelaying, Allied Minesweeping.**

32. There have been no reports of minelaying by enemy aircraft in Home Waters. Off the Normandy coast a small dangerous area has been declared north of Courseulles. Forty ground mines were destroyed, bringing the total of mines destroyed to date up to 1,155. The approaches and entrance to the Caen Canal have been swept.

33. In the south of France a large dangerous area has been declared from five miles east of Toulon to 30 miles west of Marseilles, and searched channels have been established. On one day of the week 38 mines were destroyed north-west of Marseilles. The mine totals are 5,425 ground and 5,667 moored.

**Enemy Merchant Shipping.**

34. Air reconnaissance of the Gironde on the 25th showed that 15 ships, of over 72,000 tons total, were being scuttled below Bordeaux. Many of these had been blockade runners. At Bordeaux there were, in addition, five ships of a total of 19,500 tons.

35. It is reported that Finnish ships which have been detained in Swedish ports are to be confiscated. In some cases the Finnish companies have been negotiating for the transfer of their shipping to Sweden and the Germans are trying to divert these ships from Swedish waters to other routes.

36. The Rumanian mercantile marine has been almost annihilated during the war and, prior to the fall of Constanza, it was believed to consist of no more than seven ships. Of these, five totalling 17,650 tons were at Constanza and the two liners Bessarabia and Transilvania, each of 6,672 tons, are laid up at Istanbul.

**MILITARY SITUATION.**

**Russo-German Campaign.** (An outline map is included as an inset.)

**Northern Sector.**

37. The Russians have captured Tartu and made further progress towards Valka from the east.

[28123]
Central Sector.

38. In spite of German counter-attacks the Russians have gained a little ground S.W. of Lomza.

Southern Sector.

39. On the evening of the 23rd the Rumanians declared their willingness to accept an armistice, and two days later they declared war on Germany. Profiting by the situation thus created, the Russians have made very rapid headway. The two thrusts comprising their offensive in this sector linked up on the 25th, resulting in the encirclement of a German force, estimated by the Russians at 12 divisions, in the area S.W. of Kishinev. Since then the Russians have reached the Danube, taken Galatz, and overrun the fortified "Galatz Gap" between the Carpathians and the town. The Germans report that the Russian troops are advancing through the Carpathians in the area of the Hungarian frontier. The Russians have also continued southwards and have captured Ploesti and reached the general line of the railway Ploesti-Constanza on a front of about 80 miles. A Russian armoured force thrust southwards to take Constanza in co-operation with the Russian fleet. This port will be extremely useful for the Russians, who can send supplies there by sea from Odessa, thus avoiding the difficulties of the change in railway gauge; it may be presumed that the bulk of Rumanian rolling-stock is safely in Rumanian hands and therefore at the disposal of the Russians.

The German forces south of the Galatz Gap appear to have lost cohesion, and it seems unlikely that they will be able to offer any firm resistance to a further Russian advance through Rumania.

Northern France. (An outline map is included as an inset.)

General.

40. The past week has seen further spectacular advances in Northern France. U.S. forces have driven out east and N.E. of Paris, across the Marne and Aisne. All enemy south of the Seine has been liquidated and British and Canadian troops are across the river streaming out to the Somme.

12th U.S. Army Group.

41. The Third U.S. Army, under General Patton, continued its advances south of Paris to the east and N.E. against very little opposition. At the beginning of the week, U.S. forces pushed out beyond Sens to Troyes and by the 29th, troops of the First and Third U.S. armies were up to the Marne on the 50-mile stretch of the river between Château-Thierry and Paris, with advance elements up to the Aisne. On the following day, they captured the important towns of Vitry, Chalons, Reims and Soissons while leading elements advanced east to within 20-25 miles of Verdun and N.E., across the Aisne, to the outskirts of Laon. The First U.S. Army was widely extended in this period. On the right its forces moved quickly and were in contact with forces of the Third U.S. Army across the Aisne; in the centre other forces, with General Leclerc's French Armoured Division leading, moved into Paris after its liberation by French Forces of the Interior, and finally quelled the last remnants of resistance. On its left flank, it expanded the bridgehead at Mantes Gassicourt.

In Brittany the attack on Brest, with support from the sea and air, was begun on the 25th, but, although U.S. forces have made some headway, the enemy garrison of some 20,000 troops is still putting up a strong resistance.

21st Army Group.

42. At the beginning of the week, while the British and Canadian Armies developed their advances east towards the Seine, U.S. forces from the area of Mantes Gassicourt drove north along its left bank to Elbeuf and set a second trap for the Germans west of the Seine. The British and Canadian advance, which met heavy resistance in the coastal sector, contracted this new pocket and drove the Germans back N.E. to the Seine between Rouen and the sea, where Allied air forces hammered at the enemy crossing places and did great destruction among the barges and river craft. On the 25th contact was established with the U.S. forces near Elbeuf and during the 25th/26th two new crossings were secured, when British troops fought their way across the River at Vernon and Canadians at Pont De L'Arche some 10 miles south of Rouen. During the next few days British and Canadian troops closed further up the Seine. At the mouth of the River fighting was especially
fierce as the enemy engaged in desperate rearguard actions to protect the crossing places for his remaining troops to escape. By the 30th, however, the great loops of the river into which the enemy had been pushed had been cleaned up and resistance south of the river had ceased.

Further up the river the bridgeheads at Vernon and Pont de l'Arche were steadily expanded, and a new crossing was made east of Louviers. By the 30th these separate bridgeheads and that at Mantes-Gassicourt had coalesced to form a single lodgment across the river over 40 miles in breadth from which British armoured forces in strength were leading the hunt towards the Somme. At last light on the 30th these forces had passed Beauvais, Songeons and Gournay and armoured forces had reached Grandvilliers. On the left of this drive the Canadian armour was moving N.W., east of Rouen, and had reached an area about 3 miles S.W. of Buchy. The German News Agency reported the evacuation of Rouen, and it has since been occupied by our troops.

Administration.

43. The progress of the battle during August has completely changed the administrative situation in Northern France. Up to early August the Allied Armies had been contained within a small bridgehead. The policy at that time was to build up stocks of supplies, ammunition and petrol and to get as much as possible over the beaches before winter.

The advance across the Seine and beyond Paris has made things quite different. The L. of C. have lengthened out and the problem is now one of movement where the administrative services will be strained to the utmost in order to maintain the momentum of our advance.

Conclusion.

44. It is estimated that in the two and a half months' fighting since the campaign in Northern France opened, the enemy has had 13 divisions destroyed and another 19 reduced to remnants.

The German Seventh Army has been broken and driven back with crippling losses, the initiative is now securely in Allied hands and the August battles have been decisive.

Southern France. (An outline map is included as an inset.)

45. Lieutenant-General Patch's Seventh Army has continued to make swift progress against what remains of the German forces in Southern France.

The Riviera flank has been steadily pushed out to the general line of the Var; opposition was encountered near the mouth of the river but patrols, and in one place a considerable force of infantry, have now forced the crossing. Farther north, strong columns have ranged as far as the Col de Larche in the Cottian Alps. Beyond Grenoble, U.S. troops moved out across the River Isere towards Lyons and are now well established as far forward as Bourgoin.

The most important action, however, has centred around the 20-mile stretch of the Rhone Valley between the gorge at Donzere and the River Drome. U.S. troops reached Carpentras on the 25th and at once attacked northwards through Vaison to Salies and Pierreclette. Meantime, troops from the northern sector had swung westwards through Die and seized the high ground overlooking Montelimar from the N.E., although they do not appear completely to have closed the main road to Valence. The enemy were then forced out of the Montelimar Plain up to the River Drome around Loriol. Here the bridges are down and attacks are developing along both banks.

French forces, under General de Lattre de Tassigny, have captured Toulon and Marseilles. The garrisons resisted stubbornly and several days of street fighting were necessary before the final capitulation of both cities came on the 28th. When U.S. forces transferred their activities to the north of the River Durance, French Armour passed through to the lower Rhone and occupied Arles and Tarascon (25th), and Avignon (26th). Armoured columns are now operating west of the river to Bagnols and Nimes.

Italy. (An outline map is included as an inset.)

46. By the 25th the Polish forces had established themselves along the River Metauro from its mouth to Fossombrone. On the next day Eighth Army troops continued the attack, and numerous crossings of the river were made.
Steady progress was maintained and enemy opposition was patchy, determined in some places and weak in others. On the 27th Fano was occupied, and on the 29th the line of the River Foglia was reached at many places. Further inland the town of Urbino was occupied. On the 30th armoured cars entered the town of Pesaro, and reached the line of the River Foglia, which runs through the northern part of the town.

In the mountainous country which overlooks the coastal area, the enemy pulled back in conformity with his withdrawals in the coastal sector. On the 29th our mobile forces occupied the village of St. Angelo, which lies on the main Urbana-Sansepolcro road, and on the next day Urbana itself was occupied. In the upper valley of the River Arno the enemy has been steadily pushed back by Indian troops, and by the 29th the town of Bibbiena was found to be clear. Advancing north-westwards from the town, Indian troops regained contact with the enemy in the area of Poppi.

In the area to the east and N.E. of Florence, the enemy has been forced to withdraw towards his Gothic Line positions. On the 26th troops from a British armoured formation advanced astride the Pontassieve-Poppi road for some 3 or 4 miles. Demolitions then impeded further progress. Between Pontassieve and Florence Indian troops crossed to the north of the River Arno, but build-up on the north bank was slow, as crossings had to be made under enemy shell-fire, and most of the bridges were demolished. Our troops were last reported in contact with the enemy some 3 miles south of Dicomano. From Florence to the sea no changes in our dispositions have taken place. Activity has been confined to patrol work and numerous skirmishes and fire-fights with the enemy have resulted.

Yugoslavia.

47. The Partisans claim to have halted the German drive westwards into Montenegro by a counter-attack, in which they have recaptured Kolasin (70 miles N.E. of Dubrovnik). They also claim further successes against Bulgarian and Cetnik forces in Serbia.

Burma.

Chin Hills and Chindwin.

48. Our advance down the Imphal-Tiddim Road continues. Leading troops are now 7 miles south of the Burma border. Enemy resistance is still slight. In the Tamu area, our troops, advancing eastwards, have now reached the Chindwin River at the village of Hwemate.

North Burma.

49. Allied troops have captured the village of Pinbaw, on the Myitkyina-Katha railway.

Pacific Theatre.

50. Further U.S. landings have been made on Biak Island to prevent the escape of Japanese survivors.

AIR SITUATION.

General Review.

51. In Normandy, German troops attempting to disengage were persistently harassed from the air; much mechanised transport was destroyed. The "softening" of the Brest defences continued. Strategical bombing was maintained on a large scale by home-based and M.A.A.F. aircraft against oil targets, aircraft plants and industrial targets. The East Prussian bases of Stettin and Königsberg were attacked in strength. Communications in northern Italy were heavily bombed.

There was a decrease in the number of flying-bombs launched against the United Kingdom.

United Kingdom.

52. Flying-bomb attacks are reported under "Enemy Activity and Home Security." Fighters flew 1,113 sorties against these attacks and destroyed 75 flying bombs.
During the week, a F.W. 190 crashed on the North Foreland; the pilot was taken prisoner.

Home Waters.

53. Aircraft of Coastal Command, 9 of which are missing, flew 869 sorties involving 8,175 flying hours. Bomber Command aircraft (one crashed in the sea) laid 434 sea-mines.

A number of attacks was made on shipping off the north and west coasts of France and off the Frisians, during which two E/R boats, an unidentified ship and an abandoned minesweeper were sunk and the following vessels left burning: four E/R boats, two escort vessels, a minesweeper, an armed trawler, two 5,000-ton ships, one of 2,000 tons, one of 1,500 tons, two 800-tonners and one unidentified ship. The results of several other attacks, though promising, could not be precisely assessed.

Western Front.

54. Tactical operations were aimed principally at the elimination and demoralisation of the enemy's forces in retreat and the destruction of his transportation facilities. Strategically, the demolition of his resources in oil, aircraft, A.F.V., and armaments continued to provide the main activity for our heavy bombers.

A total of 29,407 sorties was flown, 23,659 tons of bombs were dropped and more than 2,000 R.P. were discharged. Enemy losses in combat were 175 aircraft destroyed, 27 probably destroyed and 66 damaged. At least 218 more aircraft and ten seaplanes were destroyed on the ground and on the water. During the week, 174 Allied heavy and medium bombers and 154 fighters and fighter-bombers were reported missing.

Operations by the G.A.F. showed little change from recent weeks. In the Seine area, where need was great, fighters were seldom seen; the maximum of 250 was estimated to have been airborne on the 24th but, later in the week, the day's figure fell to 75 for the total fighter effort in northern France. Up to 60 long-range bombers operated along the Seine valley on one night, but the average was appreciably lower and may be regarded as token operations for the encouragement of their land forces. The exception was a sharp and well concentrated raid on Paris on the night 26th/27th, which caused a substantial amount of damage. Opposition in Germany was uneven—night-fighters put up a measure of opposition to the attacks on Stettin, Königsberg, Rüsselsheim and Kiel, and during daylight about 50 fighters attempted interception in the Rostock and also in the Merseburg areas but, on the remainder of our offensive operations, fighter opposition was negligible or non-existent, possibly due, in part, to poor weather. A few jet-propelled fighters were sighted near Leeuwarden, four near Münster and three over Belgium.

France and the Low Countries.

Operations were carried out, both by day and at night, against enemy crossings on the Seine, near Rouen, road movements between Rouen and Beauvais and rail traffic east of Paris. Armed reconnaissances also extended to the Franco-German frontier and south as far as Lyons.

Medium bombers dropped 270 tons in an attack on M.T. vehicles concentrated west of Rouen and, later, dropped 105 tons on the ferry at Ducclair in the same area. A further 1,200 tons of bombs were dropped and over 2,000 R.P. were discharged on similar missions, and many attacks with M.G. and cannon were made. This persistent harrassing of the enemy resulted in a heavy toll of transportation; the following are claimed to have been destroyed, besides large numbers severely damaged: 1,450 M.T. vehicles, 70 heavy duty vehicles, 54 tanks, 45 A.F.V., 21 staff cars, 50 horse-drawn vehicles and 110 horses, 3 ammunition trains and 11 ammunition trucks, 515 locomotives, 1,100 railroad cars and trucks (including 200 oil cars) and 40 barges.

Medium and heavy bombers attacked the port of Brest in daylight and at night: a total of 2,250 tons of bombs was released with the object of immobilising the battleship hulk Clemenceau and shipping in harbour and dry dock, and of destroying the arsenal, batteries and strong-points guarding the town. Coastal guns at St. Brieuc (115 tons) and E/R boat pens and moorings at Ijmuiden, Holland (120 tons), were also bombed.
A total of 1,000 tons of bombs was dropped on ammunition, fuel and oil storage dumps in and near the battle areas and 225 tons were released on five chemical works in north-east France and Belgium.

Approximately 1,225 tons were dropped on long-range weapon installations at Wolston and Marquise and about the same tonnage on 12 flying-bomb launching sites. An attack was also made on the experimental stations at Peenemunde and Rechlin as reported in the next paragraph. Nearly 1,100 sorties were flown by transport aircraft (two are missing) delivering freight, personnel and mail to the battle fronts and in the evacuation of wounded.

Germany.

A powerful blow was struck at the production of A.F.V. and M.T. when, on the night 25th/26th, heavy bombers dropped 1,475 tons at Russelsheim, home of the Opel works, south-west of Frankfurt. Ten aircraft assembly plants with their adjacent airfields were bombed (2,170 tons) (vide Appendix VII, paras. 3, 6, 9, 12 and 14). Other targets attacked included the naval base at Kiel (two attacks—615 and 1,920 tons), industrial objectives at Bremen (670 tons) and Darmstadt (656 tons) and an armaments factory at Weimar (265 tons) (vide Appendix VII, para. 15). The experimental stations at Peenemunde and Rechlin, on the Baltic, were bombed (715 tons) by Fortresses; good results were reported (vide Appendix VII, para. 10.)

Lancasters on two occasions flew to Königsberg, on the Gulf of Danzig, involving a round trip of nearly 2,000 miles, and dropped a total of 955 tons of bombs. A second formation bombed Stettin (1,340 tons). Both these East Prussian ports have been largely employed in the transhipment of supplies to the Russian front.

A heavy attack was made on the synthetic oil plant at Homberg (770 tons), while a further 1,690 tons of bombs were dropped on 11 other refineries, including three in the Dresden area and another at Politz (vide Appendix VII, paras. 1, 4, 7, 8, 11 and 13.)

Mosquitoes continued their harassing raids on objectives in the Reich, in the course of which they dropped a total of nearly 300 tons of bombs, including 90 on Berlin, 45 on Essen and 40 on Frankfurt.

Mediterranean Front.

55. During the week ended dawn on the 29th, Allied aircraft of the M.A.A.F. flew a total of 14,000 sorties, of which 4,206 were by heavy bombers; 11,485 tons of bombs being dropped. 124 Allied aircraft are missing and 160 enemy aircraft were destroyed.

In the South of France and in Italy the Tactical Air Force continued attacks on enemy communications and other military targets. Strategic bombers of the M.A.A.F. attacked a number of targets in Italy, Southern Germany, Czechoslovakia, Jugoslavia, Hungary and Rumania.

South of France.

56. Enemy communications and gun positions were attacked by medium, light and fighter-bombers. Roads and railways were cut in many instances, notably in the Marseilles area. A number of direct hits were obtained on bridges. Excellent results were obtained in attacks on the island of Ratememe (off Marseilles), where gun positions were bombed by Mitchells and Marauders. Support was provided for Allied ground forces and considerable damage inflicted on enemy transport, both road and rail.

On these operations 1,595 sorties were flown.

Italy.

57. Communications formed the principal targets. Among a number of others, the railway bridge at Ferrara received direct hits. The viaducts at Venzone (20 miles N.N.W. of Udine) and Avisio were severely damaged and the railway tracks cut. Many roads in the battle area were also cut, and fuel dumps in the Pistoia area effectively bombed. A troop concentration at Pesaro was successfully attacked by heavy bombers. Close support was provided for ground forces in the battle area. Thirteen locomotives, a number of railway wagons and about 170 M.T. were destroyed or damaged.
Aircraft of the Coastal Air Force attacked a number of targets. A large explosion was observed when a 5,000-ton motor vessel was attacked off Sestri Levante (near Genoa), and hits by cannon obtained on another vessel of 3,000 tons north of Ravenna.

In these operations Allied aircraft flew a total of 2,831 sorties.

**Yugoslavia.**

58. Heavy bombers, in two attacks, dropped 198 tons on the railway viaduct at Borovnica (35 miles N. of Sarajevo), blocking the line. Several railway centres were also raided with excellent results. Communications were attacked by the Balkan Air Force, and in addition to a number of roads and railways being cut, many locomotives, units of railway rolling-stock and M.T. were destroyed or damaged.

**South Germany and Austria.**

59. The synthetic oil plants at Blechhammer (55 miles S.E. of Breslau) were again attacked by the M.A.A.F., which dropped 779 tons of bombs, causing much damage.

Very good results were obtained when 357 tons were dropped in an excellent concentration on an oil refinery at Moosbierbahm (N.W. of Vienna).

**Czechoslovakia.**

60. Heavy bombers of the Strategic Air Force dropped 457 tons of bombs on two oil refineries in the Prague area, and 330 tons on an airfield at Pardubice (60 miles E. of Prague), all with excellent results. Two aero-engine component and aircraft factories near Brno (130 miles E.S.E. of Prague) sustained heavy damage from 388 tons dropped. Two airfields were also attacked near Brno (368 tons), where a number of aircraft was destroyed on the ground and large fires started. A steel works at Moravská Ostrava (105 miles S.S.E. of Breslau) was heavily damaged by an attack when 381 tons were dropped.

**Rumania and Hungary.**

61. Bucharest/Otopeni airfield was attacked by heavies of the Strategic Air Force (229 tons), and at Baneasa (5 miles N. of Bucharest) 183 tons were dropped on troop concentrations.

All the lines were cut at the railway centre at Miskolc (N.E. of Budapest) when 333 tons of bombs were dropped by Strategic heavies in two attacks. Railway bridges at Szeged (100 miles S.E. of Budapest) and Szolnok (55 miles S. of Budapest) received direct hits. Large explosions were observed when an oil refinery at Szony (N.W. of Budapest) was bombed.

**Russia.**

62. During the week good support was provided for ground forces by the Russian Air Force. Naval aircraft of the Baltic and Black Sea Fleets operated on a fairly high scale.

The long-range bomber force made two attacks on railway objectives at Tilsit, where considerable damage is claimed to have been sustained.

The Soviet offensive against Rumania, followed by the coup d’État in that country resulted in confusion in the German Air Force on the Eastern Front, and air support was consequently lacking.

**Burma.**

63. Allied aircraft, for the week ended the 29th, flew a total of 1,333 sorties, of which 757 were by bombers and fighter-bombers. Transport aircraft flew 1,003 sorties, carrying 2,686 tons, 1,520 men; and evacuated 1,309 casualties and 1,152 men.

In the main, activities have been in the Chindwin area, where a variety of targets was attacked by medium and fighter-bombers and fighters. Severe damage was inflicted on road and rail transport in northern and central Burma, while a number of river craft was destroyed or damaged.
China Zone.

64. Allied aircraft, for the week ended dawn on the 27th, flew a total of 419 sorties, of which 314 were by bombers and fighter-bombers. Seven Allied aircraft were lost and three enemy aircraft destroyed. Transport aircraft flew 123 sorties and carried 228 tons.

Heavy damage was inflicted on buildings in the Hanyang/Lake Tungting area by medium and fighter-bombers; over 130 river craft were sunk or damaged. About 200 casualties were suffered by enemy personnel in one attack at Yangsin (90 miles S.E. of Wuchang) and later in the week Allied fighters again attacked Yangsin and Chaking, causing extensive damage and several fires. One bridge was destroyed, a second damaged, and 87 M.T. and 37 river craft destroyed or damaged.

Pacific.

65. An increased scale of activity was directed against occupied territory in the Netherlands East Indies zone and the "softening-up" process was intensified against the main Japanese bases between New Guinea and the Philippines. Enemy airfields again received considerable attention and, from reports so far received, approximately 4,800 sorties were flown on these and other operations.

Iwojima, in the Kazan group, about 800 miles from Yokohama, was attacked for the second time; 42 tons of bombs were released. In the Marianas and Marshalls, the islands of Pagan, Agrihan, Rota and Nauru were bombed on four days. Liberators carried out an attack on Palau, the strategic base in the Carolines, and on its town of Koror, dropping 75 tons of bombs; this was followed two days later by a further raid on Koror by 18 Liberators, while others bombed the Arakabe seaplane anchorage, Peleliu airfield and the islands of Eil Malk and Malakal. Truk atoll was bombed on five occasions; 50 tons were dropped in the heaviest attack. Liberators, in two raids on Yap airfield, dropped a total of 70 tons of bombs.

In Dutch New Guinea, Kittyhawks flew more than 350 sorties in operations against the runways at Babo, airfields at Sagan, Otawiri and Mongara (on the north shore of McChuer Gulf) and on Utarom (near Kaimana); some of these objectives were also attacked by Bostons and Beaufighters. Lightnings and Thunderbolts raided Nabire and Manokwari; other aircraft provided close support to our troops in the Mailln Bay sector. In N.E. New Guinea, military targets around Wewak, stores, villages, transport and personnel in the Dagua area and, co-operating with Allied land forces, enemy concentrations on Woske river, provided the principal targets for our aircraft.

Airfields, A.A. guns and supply centres in New Britain and New Ireland were, as usual, attacked on a number of occasions; particular attention was devoted to the destruction of M.T. and to bridges on the Gazelle Peninsula. On Bougainville, Dauntlesses carried out two damaging attacks, at the request of our troops, on Japanese positions 15 miles inland from Cape Torokina; other aircraft operated against huts on Buka and near Kieta, on coastal guns near Buin and on the harbour at Tonoeli.

On Halmahera, Calela airfield and stores dispersed near by were heavily bombed, Liberators dropping 140 tons with excellent effect. Lolobata, on the east shore of Kau Bay, was also successfully attacked by a strong formation of these aircraft.

In the Moluccas, Liberators made six powerful raids on airfields at Liang, Laha and Haroehoe and another on the landing-ground at Langgoer on Kai Island. These operations culminated in the heaviest attack of the war in this area, when 62 Liberators bombed the barracks at Ambon, dropping 156 tons of bombs, which demolished many buildings and started fires over the entire area; while this attack was in progress, 27 Lightnings dive-bombed slipways and hangars at the adjacent seaplane station.

Shipping in convoy near Lembeh Strait (in the Celebes Sea) was bombed by escorted Mitchells; a cruiser was set on fire and was probably destroyed and five merchant ships were sunk.
ENEMY ACTIVITY AND HOME SECURITY.

General.

66. During the week, 495 flying-bombs were launched, compared with 644 the previous week and 992 for the week ended the 6th July (the highest recorded).

There was a lull of about 41 hours (the longest since the flying-bomb attacks started) beginning on Friday, the 25th, and another of 30 hours beginning Sunday, the 27th.

In London, more than half the total incidents occurred north of the river. The boroughs most affected were Esher, Twickenham, Wimbledon and Lewisham (3 each), and Enfield, Wimbledon, and Lambeth (2 each).

Outside London, the Counties principally affected were Kent (91), Sussex (30), Surrey (13), and Essex (7).

Damage.

67. Six incidents have caused material effect on output. Only one railway incident caused slight dislocation of services. No other incidents calling for special mention occurred during the week.

An assessment of accumulated damage to house property in Greater London up to the 28th shows that 22,762 houses were destroyed or irreparably damaged and that 1,084,157 were damaged.

Casualties.

68. Estimated civilian casualties for the week ending 0600 hours on the 30th are:

<table>
<thead>
<tr>
<th></th>
<th>Killed</th>
<th>Seriously Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>London</td>
<td>187</td>
<td>676</td>
</tr>
<tr>
<td>Elsewhere</td>
<td>8</td>
<td>44</td>
</tr>
</tbody>
</table>

|       | 195 | 720 |

69. Provisional Statistical Tables.—Flying-Bombs.

**Table I.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Launched</th>
<th>Crossed Coast</th>
<th>Over London</th>
<th>Destroyed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Pilots.</td>
</tr>
<tr>
<td>24 hours ended —</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0600 25th August</td>
<td>186</td>
<td>49</td>
<td>30</td>
<td>11</td>
</tr>
<tr>
<td>26th</td>
<td>17</td>
<td>4</td>
<td>...</td>
<td>1</td>
</tr>
<tr>
<td>27th</td>
<td>4</td>
<td>2</td>
<td>...</td>
<td>2</td>
</tr>
<tr>
<td>28th</td>
<td>85</td>
<td>22</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>29th</td>
<td>105</td>
<td>38</td>
<td>4</td>
<td>24</td>
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<tr>
<td>30th</td>
<td>154</td>
<td>63</td>
<td>21</td>
<td>19</td>
</tr>
<tr>
<td>31st</td>
<td>44</td>
<td>20</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>495</td>
<td>218</td>
<td>63</td>
<td>75</td>
</tr>
</tbody>
</table>

**Table II.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Average number launched per 24 hours</th>
<th>Average number crossing coast per 24 hours</th>
<th>Per cent. of Flying-Bombs over London to Flying-Bombs launched</th>
<th>Average number launched per 24 hours</th>
<th>Average number crossing coast per 24 hours</th>
<th>Per cent. of Flying-Bombs over London to Flying-Bombs launched</th>
<th>Average number destroyed per 24 hours</th>
<th>Per cent. of Flying-Bombs destroyed to Flying-Bombs launched</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd August</td>
<td>110</td>
<td>85</td>
<td>71</td>
<td>44</td>
<td>37</td>
<td>52</td>
<td>47</td>
<td>39</td>
</tr>
<tr>
<td>4th August</td>
<td>110</td>
<td>68</td>
<td>62</td>
<td>23</td>
<td>21</td>
<td>38</td>
<td>40</td>
<td>60</td>
</tr>
<tr>
<td>5th August</td>
<td>80</td>
<td>69</td>
<td>49</td>
<td>14</td>
<td>18</td>
<td>36</td>
<td>46</td>
<td>59</td>
</tr>
<tr>
<td>6th August</td>
<td>92</td>
<td>44</td>
<td>47</td>
<td>17</td>
<td>17</td>
<td>87</td>
<td>57</td>
<td>62</td>
</tr>
<tr>
<td>7th August</td>
<td>71</td>
<td>31</td>
<td>44</td>
<td>9</td>
<td>13</td>
<td>29</td>
<td>49</td>
<td>69</td>
</tr>
</tbody>
</table>
Appendices I, II, III, IV and VI will be published periodically.

APPENDIX V.
Casualties to H.M. and Allied Auxiliary Vessels and to Naval Personnel.

22nd August.—H.M.S. Green Howard (damlayer) damaged in collision.

24th August.—U.S. P.T. 555 damaged by mine west of Marseilles.

24th/25th August.—M.T.B. 769 slightly damaged in action west of Hook of Holland.

26th August.—M.L. 1381 captured by enemy craft in Dodecanese.

26th/27th August.—M.T.B. 457 damaged in action off Ijmuiden: 1 casualty.

The following casualties to naval personnel have been reported:

Officers: 20 killed; 8 missing; 16 wounded.

Ratings: 136 killed; 5 missing; 62 wounded.

These figures include casualties in the landing off the southern French coast and in B.Y. M/S 2022.

APPENDIX VII.
Air Attacks on Enemy Territory in Europe.

Extracts from Recent Raid Assessment Reports.

Germany.

1. Brux.—As a result of the U.S.A.A.F. attack on the 24th August, damage is spread throughout the synthetic oil plant and is most severe in the central east to west area. Heavy clouds of black smoke from fires burning in the tower treatment plant, the L.T.C. plant and the oil storage section obscure much of the northern half of the plant but damage can be seen to the injector house, the boiler house and one of the group of eight large cooling towers. Many other unidentified buildings have been destroyed or severely damaged and living huts on the east and west sides of the plant have been heavily affected.

All railway tracks in the sidings to the east of the plant have been cut and the tracks running down the centre of the plant and to the west have been cut in many places.

Further photographs showed extensive damage in those parts of the synthetic oil plant previously covered by smoke. In both the L.T.C. plants many tanks, conveyors and sheds have been hit; the boiler house has received heavy roof damage, several units of two gas purification plants have been severely damaged as well as the liquid air plant, the compressor house, and the tar treatment plant. A cooling tower has been damaged by fire and at least four buried tanks in a large oil storage area have been hit. Large numbers of craters throughout the plant have destroyed numerous roads, rail lines, stores and small sheds.

2. Halberstadt.—As a result of the U.S.A.A.F. attack on the 16th August the most severe damage was caused to the southern part of the G.A.F. station (F.W. 190 assembly) in the previously affected repair and flight hangar area. Three hangars have been severely damaged and three smaller buildings in the same area wholly or partially destroyed. To the north of the airfield five barrack buildings have suffered varying degrees of damage, and there is a large concentration of fresh craters across the south of the landing ground.

3. Hannover/Langenhagen.—The U.S.A.A.F. attack on the 24th August has caused further severe damage to six hangars in the G.A.F. controlling station and to barracks, the M.T. yard, the control tower and refuelling tarmacs. Three aircraft have been damaged.
4. Hemmingstedt.—The U.S.A.A.F. attack on the 24th August has caused further damage to the oil refinery, principally to four of the remaining buildings and several of the oil tanks. Two-storied sheds have been severely damaged and another which was damaged in a previous attack has now been destroyed. There has been at least one direct hit upon the small buried horizontal tanks between the oil farm and the distillation plant.

5. Freitelt.—The U.S.A.A.F. attack on the 24th August caused severe damage to the Rhenania U. Ossag Mineralwerke A.G. Buildings affected include the boiler house, the main processing building, offices and unidentified small buildings. Two industrial plants to the north-west and south-east have also been hit.

6. Libeck.—As a result of the U.S.A.A.F. attack on the 25th August, severe damage was caused throughout the central and northern sections of the Norddeutsche-Dornierwerke (bomber components). One workshop was destroyed and three severely damaged; three stores sheds and the overhead gantry were also damaged. To the north of the target area severe damage has been caused to a fish can factory and moderate damage to the gun factory and the armament and tank factory.

7. Merseburg.—The U.S.A.A.F. attack on the 24th August caused a fairly heavy concentration of new damage in the north half of the Leuna synthetic oil plant. Buildings affected more or less seriously include two boiler houses, the water gas plant, producer gas plant, gas compression house, the Linde plant, three hydrogen contact oven houses and many more important buildings.

8. Misburg.—The U.S.A.A.F. attack on the 24th August has caused further damage to storage tanks in the oil refinery; at least 12 having been destroyed and several others damaged or still burning at the time of photography.

9. Neubrandenburg.—Severe damage has been caused to the southern half of the G.A.F. station by the U.S.A.A.F. attack on the 25th August. Five out of eight large hangars have been destroyed and one damaged; two administrative buildings have been partly destroyed, and three unidentified buildings entirely destroyed. There is also damage to a barracks building and four sheds, and to a railway line and several wagons.

10. Peenemunde.—As a result of the U.S.A.A.F. attack on the experimental station on the 25th August damage has been caused to five buildings in the electrolytic, and to four in the electrostatic hydrogen peroxide plant.

11. Pottitz.—Only the south-western part of the synthetic oil plant is covered, but damage resulting from the U.S.A.A.F. attack on the 25th August is again very severe. Fires were still raging at the time of photography in the tanks and buildings, obscuring parts of the western area. Amongst buildings seen to have been hit are the water gas plant, the waste heat boilers dust extraction injector circulator house, the coal pasting injection house, and many other buildings.

12. Rostock/Marienhe.—Considerable fresh damage has been caused to the Heinkel Flugzeugwerke G.m.b.H. by the U.S.A.A.F. attack on the 25th August. The flight hangar, assembly shops, main stores and paint shop have all been hit, and both canteens destroyed. Six single-engined fighters and one twin-engined fighter has been damaged.

13. Ruhland.—The U.S.A.A.F. attack on the 24th August has caused considerable damage in the synthetic oil plant. The water gas plant, the contact oven house, catalyst plant and boilerhouse have received moderate damage and one large, one medium and two small tanks have been destroyed.

All railway tracks leading to the southern end of the plant have been cut in several places.

14. Swinemund Airfield.—Two storage hangars have been destroyed and warehouses damaged by the U.S.A.A.F. attack on the 25th August. Fresh concentrations of craters can be seen across the north end of the field.

15. Wittenberg.—Smoke from extensive fires obscures the greater part of the armaments factory but in the southern and eastern parts which are visible it can be seen that the U.S.A.A.F. attack on the 24th August has caused very severe
damage to almost every major building. The radio factory to the north has been completely gutted and some barrack huts in the concentration camp have been severely damaged.

Holland.

Ijmuiden.—As a result of the daylight attack by Bomber Command on the 24th August, the E/R boat pens have been severely damaged, two direct hits being seen on the roof of the structure. One bomb has penetrated the roof leaving a hole 15 feet in diameter and immediately south of this a part of the building, measuring 94 ft. x 30 ft., is broken away. In addition, there is damage to buildings on the harbours and quay.

Sea Mining.

As a result of the sea-mining operations undertaken at the same time as the attack by Bomber Command on the night of the 16th/17th August on Stettin, Swedish shipping then in the port was still unable to leave on the 23rd August, as new routes had not yet been swept.
SECRET

NORTHERN FRANCE

Line as known
28th August 1944