WAR CABINET

WEEKLY RÉSUMÉ

(No. 273)

of the

NAVAL, MILITARY AND AIR SITUATION

from 0700 16th November, to

0700 23rd November,

1944

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

General Review.

1. Coastal forces have attacked enemy convoys in the Gulf of Genoa.
   H.M. submarines have attacked enemy shipping in the East Indies.
   One U-boat has been sunk and four other promising attacks have been carried out.

Home Waters.

2. On the night of the 15th/16th H.M. ships *Retalick* and *Thornborough* (frigates) and M.T.Bs. attacked six E-boats off the mouth of the Scheldt Estuary and damaged three of them. One M.T.B. was damaged and towed into Ostend.

3. On the 22nd an ammunition barge ran ashore at Newhaven and blew up. Naval shore establishments and many houses in the town were damaged and the railway station was temporarily put out of action.

4. Two M.T.Bs. were damaged in collision off Ostend on the night of the 15th/16th, and the U.S. destroyer *Camp* was damaged in collision in the Bristol Channel.

5. During the week ending the 20th the combined British and U.S. discharges through the liberated ports of France and Belgium were approximately 45,160 men, 7,921 vehicles, 283,630 tons of supplies and 77,231 tons of petrol.

6. At Havre berths are now available for three tankers, 18 Liberty ships and 21 coasters; 12 tank landing ships can be discharged daily. Dieppe has nine large, four medium and eight small berths available. Eleven ships can now be berthed alongside at Boulogne. The first cross-channel train ferry was received at Calais on the 21st.

Mediterranean.

Gulf of Genoa.

7. On the 16th enemy positions on the Franco-Italian frontier were shelled by the French destroyer *L'Aiglon*, and the next day the French cruiser *Georges Leygues* successfully bombarded a barracks, an observation post and a bridge in the same area. On the 20th the French cruiser *Montcalm* bombarded San Remo.

On the night of the 18th/19th coastal forces sank an enemy ship in convoy in the Gulf of Genoa and on the following night they torpedoed two coasters in convoy and probably sank two lighters.

On the night of the 9th/10th partisans blew up an 8,000-ton motorship and two ammunition barges at Spezia.

Adriatic.

8. On the night of the 12th/13th Italian coastal craft damaged an armed vessel off the Albanian coast. On the 17th H.M. destroyers *Lauderdale* and *Eggesford* shelled enemy positions on Rab Island off the coast of Croatia. On the night of the 18th/19th coastal craft raided a cove near Lussin Piccolo, where enemy small craft and human torpedoes were reported to be concentrated; five torpedoes were seen to explode in the cove. The following night a party of four German saboteurs made an ineffective raid on the island of Silba (N.W. of Zara). At Zara the sweeping of the harbour and approaches is now complete and H.M.S. *Colombo* (cruiser) has entered the port.

Aegean.

9. On the 15th H.M.S. *King George V* (battleship) bombarded the Lakida battery on Milo at a range of 30,000 yards; the enemy returned the fire at 26,000 yards.

On the 22nd H.M. destroyer *Kelvin* sank two landing craft off Khalkia (W. of Rhodes) and took 11 prisoners.

East Indies.

10. H.M. submarines on patrol in the Strait of Malacca and off the Nicobars have reported as follows:

   Between the 30th October and the 4th November *Terrapin* sank a gunboat, a coaster, two junks and a schooner. *Tradewind*, between the 8th and 16th, sank
three junks and two schooners, from which four prisoners were taken. On the 10th Trenchant sank a junk by gunfire, and on the 12th Spirit probably sank a small tanker.

**Pacific.**

**Philippines.**

11. From sighting reports received during the week it is believed that the effective battleships and cruisers of the Japanese main fleet are still in the Philippine area, and it is possible that only damaged ships have returned to Japan.

On the 16th U.S. coastal craft in Ormoc Bay sank two Japanese M.T.B.s and five barges, two of which were carrying troops.

**Dutch New Guinea.**

12. On the 14th Allied forces landed with only slight opposition on Pegun and Bras Islands (Mapia group) N. of the western end of New Guinea. Medium bombers attacked Pegun on the previous day. The occupation of the Mapia and Asia Islands was completed on the 19th.

**Celebes and Borneo.**

13. On the 15th U.S. coastal craft sank a barge in Galela Bay, and the following night they destroyed six laden barges off the west coast of Morotai.

A Japanese battleship and a heavy cruiser have been damaged by aircraft in Brunei Bay in Borneo.

**Java Sea.**

14. H.M. S/M Storm sank 11 schooners loaded with ore during a recent patrol.

**Anti-Submarine Operations.**

15. Fifteen attacks on U-boats were reported during the week, of which 11 were by warships and four by shore-based aircraft.

H.M. S/M Venturer sank a U-boat off the Norwegian coast on the 11th. Four promising attacks were carried out by warships in the Channel, off the S.W. coast of Ireland (R) and north of the Shetlands.

**Enemy Intelligence.**

16. Photographic reconnaissance on the 21st showed the Köln and Emden at Horten in Oslo Fiord.

**U-boats.**

17. There is no appreciable change in the U-boat dispositions.

**Enemy Attack on Shipping.**

18. Two ships in a coastal convoy were damaged by mines off the Humber but reached port, and one ship was damaged by a mine off Havre and was towed back to port.

No attacks by U-boats or aircraft have been reported during the week.

**Allied Minelaying.**

19. Mines have been laid by surface craft in Home Waters and by aircraft in the Skagerrak. Mines have also been laid in the Gulf of Martaban.

**Enemy Minelaying, Allied Minesweeping.**

20. There have been no reports of minelaying by enemy aircraft in Home Waters, but it is suspected that some mines were laid off Walcheren on the 21st. E-boats probably laid mines off the Humber on the night of the 15th/16th, where 12 mines have been destroyed. On the same night our coastal forces engaged E-boats which were attempting to lay mines in the mouth of the Scheldt. During
the week 17 mines have been destroyed in the approach channel to Flushing and four at Antwerp, making a total of 241 destroyed in this area. Sweeping off Havre has been held up by gales. A tank landing ship was damaged in the Seine on the 17th and a U.S. minesweeper was damaged at Brest on the 18th.

21. A U.S. coastal craft was mined and sunk while returning from patrol off Spezia on the 20th.

Channels into Valona Bay and to Durazzo have been swept this week.

The mine totals are 6,134 ground and 6,950 moored.

**MILITARY SITUATION.**

**Western Europe.** (An outline map is included as an inset.)

**General.**

22. There have been notable advances in all sectors of the Allied front.

In the south, French troops have advanced up to 40 miles and have captured Belfort and entered Mulhouse. Further north, French and U.S. troops have liberated Saarburg and swung east towards Strasbourg.

The Third U.S. Army has advanced along its entire front. Metz has been liberated, except for isolated resistance in some of the forts surrounding the town. U.S. forces from the Thionville bridgehead have swept along the east bank of the Moselle, and, to the north, are fighting on and over the German frontier.

After very severe fighting east of Aachen, the First and Ninth U.S. Armies have gained some ground towards the Roer. Troops of the Ninth U.S. Army are now within two miles of the River at Julich.

The Second British Army has eliminated about half of the Meuse pocket, and is within 24 miles of Venlo.

**Southern Group of Armies.**

23. At the beginning of this period, the French troops who, on the 14th, had opened their attack from a point 20 miles S.W. of Belfort, were advancing steadily up the valley of the Doubs. The pace of the advance was now accelerated, and Montbéliard, 10 miles south of Belfort, was liberated on the 17th. On the following day, French troops were engaged in bitter fighting on the outskirts of Belfort, and finally entered the town on the morning of the 20th. At the same time, armoured and infantry columns reached the Rhine, and the German frontier, between Basle and Mulhouse. During this period, the enemy's retreat was largely disorganised and many prisoners were taken.

French troops have now entered Mulhouse; they have also advanced 5 miles beyond Belfort and are clearing up the enemy pocket remaining west of that town. The French reached Gerardmer on the 21st, while U.S. forces on their left made limited advances along the whole front between Gerardmer and Raon-l'Etape, 25 miles further north.

East of Lunéville, strong U.S. and French forces opened an attack on the 19th, and within 24 hours had advanced 15 miles to the outskirts of Saarburg. Since then they have liberated Saarburg and are exploiting to the S.E. towards Strasbourg, to the north, and to the N.W. to close the enemy pocket created on their left flank. Latest reports indicate that an Allied column has reached Saverne, within 25 miles of Strasbourg.

**Central Group of Armies.**

24. North of Dieuze U.S. forces have advanced steadily on a 20-mile front. On the right flank of this advance, armoured columns are now moving towards Fenetreng, which is also threatened by the Allied advance from Saarburg. On the left, they are moving towards St. Avold, 4 miles from the German frontier.

South of Metz, U.S. forces have advanced towards Metz on a wide front, and on the 19th November cut the main road east to St. Avold at a point 7 miles from Metz. The enemy pocket west of Metz and of the Moselle has been eliminated, after heavy fighting, and the city was entered on the 18th and on the next day columns from the north and the south joined hands in the city. By this time troops, who had made a striking advance from the Thionville bridgehead, cut the last main road from Metz to the east. Mopping up continues in certain parts of the city and of the neighbouring forts. In the Thionville bridgehead, the arrival of strong armoured units east of the Moselle made possible the
most rapid exploitation south towards Metz, and east to the German frontier. These armoured units are now established on and across the frontier on a very wide front in the area N.W. of Saarlautern.

After very heavy air bombardment of enemy positions and forward communications, the First and Ninth U.S. Armies opened a major attack east of Aachen on the 16th. Fighting has been severe throughout this sector, the enemy counter-attacking strongly and making full use of his fixed defences, often in heavily wooded country. On the 19th, the enemy pocket west of Eischweiler was eliminated, and on the following day U.S. troops entered the town, where mopping up continues. South of this area there has been little progress. West of Julich, U.S. forces have been advancing slowly and steadily towards the Roer on a 10-mile front. They are now within 2 miles of the river at Julich.

Northern Group of Armies.

25. On the left flank of the Ninth U.S. Army, Allied troops under British command captured Geilenkirchen on the 18th, and after mopping up in the town are advancing N.E. towards the Roer. Here, too, fighting has been severe and progress slow.

In the Meuse pocket south and west of Venlo, British troops have gained the line of the Meuse on a 20-mile front, and are now 2½ miles south of Venlo on the west bank of the river. The indifferent roads, boggy country, and large numbers of enemy mines are still the major factors limiting the rate of our progress in this sector.

East of Nijmegen, and along the south bank of the Maas, the enemy has proved particularly sensitive to the activities of our patrols.

Italy.

26. Early in the week, the Germans blew the banks of the River Montone near its mouth, thereby causing further large floods south of Ravenna. Despite this, our armoured cars and tanks have moved forward until they are now in a position to engage the enemy's defences on the lower Montone. Less than 2 miles now separates our forward troops from the outskirts of Ravenna.

On either side of Highway 9, progress was negligible until the night of 20th/21st, when the divisions to the north and south of the road both put in an attack aimed at securing a crossing over the River Cosina, the next water obstacle blocking our advance to Faenza. The division to the north of the road succeeded in getting some troops across the river, but heavy enemy counter attacks, supported by tanks, forced their eventual withdrawal. South of Highway 9, there was strong and determined enemy resistance, and, so far, our forces have reached the river only in one small sector. We are still 4 miles, at our nearest point, from Faenza.

The only territorial change in Fifth Army has been the capture of Modigliana on the 16th, when Indian forces operating on the extreme right flank co-operated with troops under the command of Polish Corps in Eighth Army in securing this important village. Elsewhere the process of resting and re-grouping, which has been going on for some time, continues.

The Eastern European Campaign. (An outline map is included as an inset.)

Finland.

27. The Germans continued their withdrawal in Northern Finland and North Norway.

Northern Sector.

28. Since the Russians overran the greater part of Oesel Island in the first half of October, the Germans have been clinging to the peninsula at its southern tip. A fresh Russian attack has now forced the German garrison to yield part of the peninsula, and only a very small bridgehead remains in their hands.

During the greater part of the week the Tukums–Libau sector was relatively quiet, but the Germans reported a very large-scale Russian attack on the 20th in the area S.E. of Libau, claiming that it had been repulsed. No confirmation of heavy fighting on this part of the front has come from the Russians.
Southern Sector.

29. The Russians made progress in the area east and N.E. of Budapest, where they captured Fuzesabony and are now well across the railway joining Miskolc with Budapest.

Russian attacks have also been reported from the area west of Sombor, where the Russians hold a bridgehead on the west bank of the Danube.

Yugoslavia.

30. In Southern Yugoslavia, Bulgarian and Yugoslav troops captured Skopalje on the 15th, and the Bulgarians have also occupied Mitrovica and Pristina. The Germans are continuing their withdrawal through Central Yugoslavia, and have opened up a new escape route through the R. Drina valley; apart from being considerably hampered upon this route as upon others by Partisan action, the enemy are also facing bridging difficulties on the Drina. Nearer the coast the evacuation of the important communication centre of Knin started on the 18th.

Albania.

31. In Albania, Partisan forces have captured Elbasan, Durazzo and Tirano. Fierce fighting is continuing on the Tirana–Scutari road: here and elsewhere in the country the enemy have already suffered considerable casualties. German columns which had reached the Podgorica area have met strong Partisan resistance, and have made no northward progress.

Burma.

32. On the 16th November our troops occupied Kalemyo. Progress has been made in advances southwards down the Myittha Valley and eastwards towards Kalewa. Other troops, advancing southwards on both sides of the Chindwin, are on the outskirts of Masein, a village 12 miles north of Kalewa.

In Northern Burma, Chinese troops are investing Bhamo and fighting is in progress on the south-western outskirts. Chinese forces have cut the Bhamo–Namhkam Road and the Bhamo–Mong Mit Road, seven miles S.S.E. and 25 miles S.S.W. of Bhamo respectively. Leading elements of these troops south of Bhamo have reached the village of Sikaw.

Troops of the Chinese Expeditionary Force from Yunnan occupied the village of Mangshih on about the 20th. They are at present attacking the village of Chefang.

China.

33. Japanese forces, driving down the Hengyang–Kweilin–Liuchow–Railway, must now be assumed to have made contact with those in the West River region. After capturing Liuchow, Japanese columns began to advance north-westwards. Ishan fell on the 15th and leading elements are already at Chinchu-chiang, some 40 miles further west. To the south other Japanese forces are reported in Pinyang, about 40 miles N.E. of Nanking, on the main Liuchow–Nanning highway.

Philippines.

34. The Japanese defenders of Leyte, who have recently been reinforced, are bitterly contesting every inch of the U.S. advance. During the week fighting has centred in the area around Limon and on the mountain ridge to the S.E. of Limon. The U.S. troops now control the forward slopes of these mountains. Japanese resistance at Dagami continues. Troops from the Baybay area repelled an attempted Japanese landing on the west coast, 14 miles N.E. of Baybay, and thereafter advanced further up the coast to a village 1 mile north of Albuera.

AIR SITUATION.

United Kingdom.

35. Fighter Command flew 61 defensive sorties against flying bombs; one He. 111 launching aircraft was destroyed. Details of enemy activity against this country are reported under "Enemy Activity and Home Security."
36. Home-based aircraft of Coastal Command flew 561 sorties on anti-submarine missions; two aircraft are missing.

Enemy shipping was attacked off the Norwegian coast, and Halifaxes set on fire two 8,000-ton vessels off the Skaw; R.F. Beanfighters left in flames four small vessels off the Dutch islands.

Bomber Command laid 257 sea-mines.

37. In the week ended dawn on the 22nd, aircraft of S.H.A.E.F. (Air) flew 11,487 sorties, and dropped 4,016 tons of bombs. In the week ended dawn on the 23rd, Bomber Command and U.S. VIII Bomber Command flew 4,903 sorties by day and 2,213 by night and dropped 15,371 tons, while Fighter Command and U.S. VIII Fighter Command flew 3,552 sorties. One hundred and forty enemy aircraft were destroyed in combat and a further 90 on the ground; 240 Allied aircraft failed to return.

Generally unpropitious weather continued, resulting in nearly all the bombing attacks being made through cloud.

With the reopening of the offensive on the Western Front the heavies attacked objectives in the rear of the enemy lines; oil installations were the priority strategic targets and were attacked systematically.

Heavy bombers opened the week on the 16th with attacks on Duren (2,700 tons), Julich (1,900 tons) and Heinsberg (1,000 tons); clear weather was encountered over the two first named, the bombing was very accurate and these towns were virtually destroyed. On the same day a large force of U.S. bombers dropped 3,700 tons of fragmentation bombs on enemy fortified positions throughout the Schleweiler/Duren area.

Railway and communication targets included Munster (1,900 in two attacks), Aschaffenburg (1,400 tons), Osnabruck (400 tons), Coblenz (300 tons); in all instances results were unobserved. Cloud with base at 4,000 feet was encountered in attacks by Lancasters on the Dortmund-Ems Canal at Ludbergen and the Mittelland Canal at Gravenhorst; the aircraft were instructed by the Master bomber to attack below cloud, and approximately 600 tons were released with accuracy on each target.

The bomb tonnage on oil installation amounted to over 6,000 tons. A concentrated attack on Wanne-Eickel (1,500 tons) took place on the night 18th/19th, which subsequent photographs show resulted in severe damage to important elements of the plant. Homberg (Meerbeck) was the target for Lancasters by day on two occasions; weather conditions were adverse on the 20th, but on the following day a clear patch was found over the target and 500 tons were released, resulting in a huge sheet of yellow flame and much smoke up to 10,000 feet. Good visibility was also encountered on the night 21st/22nd when 950 tons were dropped on Castrop/Rauxel and 850 tons on Sterkrade (Holten); both attacks produced large fires and explosions. Buer, Merseburg, Harburg and Hamburg also each received substantial tonnages with unobserved results.

No strong enemy opposition was encountered in any of the above attacks, except on the 21st, when U.S. heavies in the course of their operations over N.W. Germany sighted some 350/400 enemy aircraft, including a concentration of 150 in the area of Merseburg; 72 enemy aircraft were destroyed in combat and six on the ground, whilst 40 heavies and 16 of the escorting fighters were reported to be missing.

A force of 171 Lancasters was despatched against Trondheim; the target area was however, so successfully screened by smoke that the attack had to be abandoned. Three aircraft are missing.

Harassing raids by Mosquitos included three on Hanover, and one each on Wiesbaden, Stuttgart, Worms, and two oil plants.

Medium bombers flew over 1,500 sorties against defended localities, supply depots, lines of communications and other enemy objectives both by day and by night throughout the entire length of the battle front. Operations in support of our ground forces by strong formations of fighters and fighter-bombers continued, in the course of which about 800 locomotives, 1,300 units of rolling stock, 800 M.T. vehicles, 40 A.F.V., and 70 gun positions were destroyed, while railway tracks are reported to have been cut in 180 places; many other similar targets and a number of buildings were damaged. One of the most successful missions of the week was that undertaken by 353 Mustangs and 41 Thunderbolts of VII U.S. Air Force on the 18th; four oil storage depots were attacked, seven cisterns
being destroyed; the airfields at Lechfeld and Leipheim were also very successfully attacked. 49 enemy aircraft (including 35 Me.262) were being destroyed on the ground and 41 damaged. Enemy opposition was encountered and 20 aircraft were shot down; eight aircraft are missing.

Enemy defensive sorties against Allied tactical aircraft were generally on a small scale, and enemy close-support forces did not put up any serious effort. On the 18th, however, some 150 aircraft operated over Eastern Holland and Western Germany, whilst on the following day it is estimated that about 250 sorties were flown in these areas.

A total of 1,754 sorties was flown by aircraft carrying supplies to the Continent.

NOTE.—Raid assessments are shown in Appendix VII.

Southern Europe.

38. During the week ended dawn on the 21st, aircraft of the M.A.A.F. flew a total of 12,059 sorties, and 9,484 tons of bombs were dropped. Of these sorties 4,143 were by heavy bombers (71 missing). A total of 138 Allied aircraft is missing; 10 enemy aircraft were destroyed.

An improvement in the weather enabled a number of attacks to be made by heavy bombers on airfields in Italy, on railway and oil targets in Austria and South Germany, and on railway centres and other targets in Yugoslavia and Czechoslovakia.

The Tactical Air Force continued to provide close support for land forces and heavily attacked communications in North Italy and Yugoslavia.

Italy.

39. In operations by heavy bombers good concentrations were obtained and considerable damage inflicted to the runways, hangars and other buildings on airfields at Udine (2 attacks, 291 tons), Vicenza (2 attacks, 392 tons), Aviano (200 tons), and Villafranca (154 tons). A railway bridge and locomotive depot at Ferrara were bombed (141 tons) with fair results.

Communications in the Po Valley and the battle area were attacked very successfully during the week, and close support provided for Allied land forces; on several occasions upwards of eight hundred medium, light and fighter bombers and fighters operated at a time. In the course of these operations an ammunition factory and ammunition and fuel dumps were blown up, three bridges destroyed and three others damaged, all near Bologna; while other ammunition dumps were blown up and railways cut near Faenza and Venice. On the 21st, further excellent results were obtained over a defended area at Faenza. Enemy gun positions, strong-points, supply dumps and troop concentrations were hit many times, and a number of locomotives, railway wagons and M.T. destroyed.

During the week some 140 locomotives, 800 railway wagons and 280 M.T. were destroyed or damaged.

The Coastal Air Force attacked small shipping in the North Adriatic, sinking and setting on fire several vessels and barges.

Yugoslavia and Albania.

40. Railway targets formed the principal objectives for heavy bombers in Yugoslavia, and although results generally were difficult to observe owing to cloud, they are believed to have been good. Two hundred and seventeen tons were dropped on Sarajevo railway centre in two attacks, and 98 tons at Maribor, which was also visited twice. Other railway centres attacked during the week were Graz and Rogatica (30 miles E. of Sarajevo).

At Podgorica a total of 396 tons of bombs was released in two attacks on troop concentrations and bridges; hits were obtained on one bridge and fires started in the town, while the railway was cut.

Good coverage was observed in two further operations in the Rogatica and Novi Pazar areas, where a total of 147 tons was dropped.

On the 21st, 155 Lightnings bombed, and 87 Mustangs machine-gunned lines of communication in South Yugoslavia. The Lightnings dropped 93 tons, blocking roads and bridges at six places and setting a supply dump on fire. During the operation much damage was inflicted, and two locomotives, 16 railway wagons and 117 M.T. were destroyed or damaged.

At Visegrad (46 miles E.S.E. of Sarajevo) direct hits were obtained on a bridge, and troop concentrations were effectively bombed in a subsequent operation. Many hits were observed on roads in the Prijepolje, Sjenica and Priboj areas.
The New Palace and barracks at Tirana sustained much damage from R.P. Beaufighters of the Balkan Air Force, and a number of locomotives, railway wagons and M.T. were destroyed and damaged, and roads and bridges cut.

Austria, South Germany and Czechoslovakia.

41. Once again cloud prevented the observation of results in a number of attacks by heavy bombers on oil and railway targets. Among the former figured 
five plants near Vienna: Florisdorf (2 attacks, 475 tons), Korneuburg (161 tons), Schwechat (99 tons), Winterhofen (284 tons) and Lobau (191 tons). The benzol plant at Linz (100 miles W. of Vienna) was twice visited (184 tons), and the synthetic oil plant at Blechhammer received 458 tons in two attacks, results in the second being reported as good.

On the 16th, 714 tons of bombs were released on Munich West railway centre by 449 Liberators and Fortresses and a heavy concentration was obtained on the repair shops and locomotive sheds. Good results were also obtained when 141 tons were dropped in two attacks on Innsbruck railway centre and from 340 tons released on a similar target at Salzburg.

On the 22nd, both Munich and Salzburg were again bombed, the East and West railway centres at Munich each receiving 182 tons, while results were again seen to be good at Salzburg (123 tons).

On the same date the following further railway targets were included in the programme, but results were difficult to assess: Regensburg, Lienz (68 miles S.S.W. of Salzburg), Rosenheim and Villach (25 miles W.N.W. of Klagenfurt).

Seven enemy aircraft were destroyed on the ground, and six more damaged when Horschung airfield (7 miles S.W. of Linz) was bombed by heavies (87 tons), and hits were observed on the runway of this airfield. Two airfields near Vienna and communications S.E. of the city were attacked by 126 Mustangs on the 10th, and 100 locomotives, 120 railway wagons, 38 M.T. and 100 horse-drawn vehicles were destroyed or damaged during the operation.

In Czechoslovakia the railway centre at Brno received 277 tons, while the Bata factory at Zlin (78 miles E.S.E. of Olomouc), and the towns of Hodonin and Kromeriz (52 and 23 miles S. and S.S.E. of Olomouc respectively) were also bombed successfully.

Russia.

42. Variable weather during the week affected operations by the Russian Air Force, but activity on the 1st Baltic Front was heavy, and missions against airfields and communications are reported. High-scale activity took place on the 2nd Ukrainian Front in Hungary, in close support of Russian land attacks.

The Russian long-range bomber force again undertook no operations during the week.

Burma and Siam.

43. During the week ended dawn on the 21st, Allied aircraft flew a total of 2,514 sorties, of which 1,310 were by bombers and fighter-bombers. Thirteen Allied aircraft are missing. In addition, transport aircraft flew 2,579 sorties, carrying 6,507 tons, 3,445 men; and evacuating 1,149 men and 1,478 casualties.

In the Arakan area Allied aircraft bombed villages and enemy positions, and sank a number of rivercraft. In the Chindwin area objectives near Kalewa and Kalemyo were attacked on several occasions. Hits were obtained on buildings and railway rolling-stock and many bashas were destroyed or damaged, and a number of rivercraft sunk.

In the Katha / Bhamo / Mandalay areas a number of attacks were made on villages, railway targets and airfields. In the course of these attacks good results were obtained on Kyakithin railway sidings (115 miles N.N.W. of Mandalay) and at Wuntho and Anisakan airfields, when hits were obtained on two hangars and a building was blown up. Railway tracks were cut at Paleik (10 miles S. of Mandalay).

Railways in Central Burma were damaged at Sagaing, where escorted Mitchells dropped 23 tons on the yards, and between Chiengrai and Lampang.

In Southern Burma 15 Liberators dropped 28 tons on the railway sidings and jetties at Martaban (102 miles E.S.E. of Rangoon), causing fires; while 44 Liberators dropped 118 tons on the yards and engine sheds at Motpalin (62 miles N.E. of Rangoon) with excellent results.
Railway targets also formed objectives in Siam, where 38 Liberators dropped 59 tons and damaged a bridge at Kenghhiang (33 miles S.E. of Lampang), setting fire to buildings and engine sheds at Bhisamulok and Uttaradit, and damaging the track at Paknam Bho (140 miles N.N.W. of Bangkok). At the last-mentioned target the station area was gutted.

China Zone.

44. During the period 14th to 18th, inclusive, a total of 433 sorties was flown by Allied aircraft, of which 225 were by bombers and fighter-bombers. In addition, transport aircraft flew 141 sorties, carrying 240 tons. Four Allied aircraft are missing.

During operations over the West River, Mustangs destroyed or damaged over 30 rivercraft and 100 M.T. Others successfully attacked the airfield at Hengyang (Hunan area), where they also set fire to petrol drums. At Hengsha the waterfront and stores dumps were bombed and considerable damage was inflicted on M.T. and petrol supplies.

In the Salween area medium bombers and fighters attacked bridges and villages near Wanling and Chefang, causing fires and explosions. Hits were obtained on Tanchuk airfield (120 miles S. of Kweilin) and shipping was attacked in the Liuchow area.

In South China 41 Mustangs and Kittihawks attacked targets in the Kweilin/Lingling/Hengyang and Changsha areas. An ammunition dump and warehouses were destroyed, petrol containers set on fire, and three steamers, 23 M.T. and 11 sampans destroyed or damaged. In addition, between 35 and 40 bridges were hit.

Mitchells successfully operated on three occasions in French Indo-China, attacking six railway bridges and buildings in the Thanh Hoa area (90 miles S. of Hanoi). One bridge was destroyed and four others probably damaged. Minor damage was done to the landing-strip at Chihkiang (170 miles N.N.W. of Kweilin), when nine enemy bombers attacked the airfield.

Pacific.

Philippines.

45. Enemy airfields were the priority target of the period and those on Mindanao, Negros, Palawan and Cebu were regularly attacked by Liberators and Mitchells; good coverage was generally obtained and in many instances the airfields were rendered unserviceable; a number of enemy aircraft were destroyed in combat or on the ground in the course of these operations. The jetty at Ormoc and installations at Palompan (Leyte) were successfully attacked by fighters, which also harassed small enemy shipping running between Cebu and Ormoc, sinking two craft and setting eight barges on fire.

Between 15 and 40 enemy aircraft operated with regularity, usually by night, against Tacloban, Dugul and San Pablo airfields; only negligible damage was caused during the week while about 40 enemy aircraft were destroyed. Allied shipping in Leyte Gulf was also attacked on several occasions, five such attacks being made on the 19th in the course of which seven enemy aircraft were shot down and three "suicide dive bombers" crashed; only minor damage was caused.

Borneo, Celebes and the Moluccas.

In Borneo on the 16th, 39 Liberators (3 destroyed by A.A.) attacked a concentration of enemy ships in Brunei Bay; the target comprised one battleship, one heavy and one light cruiser, six destroyers and eight merchant vessels. Direct hits were obtained on the battleship and the heavy cruiser, whilst a destroyer was damaged in small-scale attacks which were carried out on the two succeeding nights.

On the 18th the oil storage centre at Tarakan was attacked by 50 Liberators (95 tons), while Lightnings attacked from a low level with incendiary bombs. These attacks were followed immediately by a force of mediums and fighters attacking shipping and harbour installations. The entire target was left enveloped in smoke rising to 15,000 feet.
The seaplane base at Tawitawi was also attacked by a small number of Liberators.

In the Celebes, Liberators and Mitchells operated regularly against airfields including those at Langoan, Manado, and Boronora. Three squadrons of Lightnings attacked Kendari and also set on fire a large freighter at Macassar. This town was also bombed by 31 Liberators on the 14th, fires in the wharf area being started.

No reports of any outstanding operations in the Molucca group have been received, but attacks against airfields at Galela, Djailolo, Lolobata, Namlea, Laha and Ambon were maintained, approximately 200 sorties being flown.

Mitchells operated daily over Timor, attacking Atamboea and on one occasion the barracks at Ende.

Central Pacific Islands.

Forces of 15/25 Liberators operated against shipping off the Bonins, while Iwojima was the target for several light attacks. Fighters continued their regular raids against Rota and Pagan, in the Marianas, and further south North Palau and Yap (Carolines) were attacked similarly; Liberators bombed the airfield on Woleai. Over 200 sorties were flown by Corsairs against Jaluit, Mille and Wotje in the Marshall Islands.

South-West Pacific...

In New Guinea, the airfield at Utarom was attacked on three occasions, while medium bombers continued to operate regularly against targets in the Wewak area and against enemy concentrations by the Sepik River. Regular sorties were maintained over New Britain, New Ireland and Bougainville, a total of over 600 being flown, and supply centres near Rabaul and Kavieng were the targets on nearly every day during the period.

**ENEMY ACTIVITY AND HOME SECURITY.**

**General.**

46. Flying Bombs.—Attacks were made on three nights—17th/18th, 19th/20th and 22nd/23rd. The total number of flying bombs plotted was 33 (compared with 115 last week). Fourteen incidents were reported of which nine were in Essex, three in Suffolk and two in Hertfordshire. There were no incidents in the Greater London area. It is estimated that 23 F.Bs. were destroyed, 22 by A.A. and 1 by fighters.

Long-Range Rockets.—Incidents were reported on each day and night of the week. A total of 39 fell on land (the highest total in any one week to date); of these, 28 were in the Greater London area, 10 in Essex and 1 in Kent.

**Damage.**

47. Flying Bombs.—House Property in three villages in East Anglia was damaged.

Long-Range Rockets.—Seven key points were involved; two of them with material effect, both of these, however, were of secondary importance; at one of them the canteen received a direct hit during the luncheon period and production has been temporarily suspended on account of casualties (9 fatal and 72 serious). Private property, including a number of shops, suffered extensive blast damage. A church was completely demolished. There were 5 incidents in which 10 or more fatal casualties occurred, of these the two most serious were on Sunday morning (33 fatal and 23 serious) and Sunday evening (23 fatal and 63 serious).

**Casualties.**

48. Estimated civilian casualties for the week ending 0600 on the 22nd were:

<table>
<thead>
<tr>
<th></th>
<th>Fatal</th>
<th>Serious</th>
</tr>
</thead>
<tbody>
<tr>
<td>London</td>
<td>134</td>
<td>316</td>
</tr>
<tr>
<td>Elsewhere</td>
<td>15</td>
<td>45</td>
</tr>
<tr>
<td>Total</td>
<td>146</td>
<td>361</td>
</tr>
</tbody>
</table>

Of the above, 3 fatal and 12 serious were caused by flying bombs.
APPENDICES I, II and III will be published periodically.

APPENDIX IV.

Enemy Merchant Ship Casualties as assessed to 31st October, 1944.

<table>
<thead>
<tr>
<th>Nationality</th>
<th>Sunk, Captured or Constructive Loss</th>
<th>Seriously Damaged</th>
<th>Damaged</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>German</td>
<td>783 8,018,121</td>
<td>236 811,964</td>
<td>461 1,154,185</td>
<td>1,470 4,770,270</td>
</tr>
<tr>
<td>Italian</td>
<td>1,135 8,561,551</td>
<td>176 708,358</td>
<td>277 1,040,288</td>
<td>1,588 5,810,192</td>
</tr>
<tr>
<td>Other enemy ships and ships useful to the enemy</td>
<td>795 1,704,166</td>
<td>72 214,004</td>
<td>93 336,008</td>
<td>960 2,368,177</td>
</tr>
<tr>
<td>Total</td>
<td>2,713 8,868,837</td>
<td>484 1,584,321</td>
<td>821 2,549,481</td>
<td>4,018 12,452,639</td>
</tr>
</tbody>
</table>

The table does not include casualties inflicted on the enemy by our Russian allies, which are estimated at about 2,748,000 gross tons sunk, nor does it include casualties inflicted on Japanese shipping in the Far East and Pacific, which up to 31st October are estimated to number 1,282 ships sunk or about 5,627,500 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. and Allied Auxiliary Vessels and to Naval Personnel.

13th November.—Tug Empire Wold lost with all hands off Iceland (C).
16th November.—M.T.B. 732 damaged in action off Ostend.
18th November.—M.T.B. 775 damaged in collision off Ostend.
17th November.—U.S. L.S.T. 6 damaged by mine in the Seine.
19th November.—U.S. Y.M./S. 231 damaged by mine off Brest.
20th November.—U.S. P.T. 311 mined and sunk south of Spezia.
21st November.—A/S Trawler Cyrus ran ashore in the Seine entrance.

The following casualties to naval personnel have been reported:—

Officers: 18 killed; 1 missing; 10 wounded.
Ratings: 106 killed; 7 missing; 1 wounded.
## APPENDIX VI.

Imports under Departmental Programmes.

(Thousand tons.)

<table>
<thead>
<tr>
<th>Month</th>
<th>Non-Tanker Imports ((^{(*)}))</th>
<th>Tanker Imports ((^{(*)}))</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ministry of Food.</td>
<td>Ministry of Supply.</td>
</tr>
<tr>
<td>1944</td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>943</td>
<td>964</td>
</tr>
<tr>
<td>February</td>
<td>758</td>
<td>1,125</td>
</tr>
<tr>
<td>March</td>
<td>900</td>
<td>1,063</td>
</tr>
<tr>
<td>April</td>
<td>789</td>
<td>987</td>
</tr>
<tr>
<td>May</td>
<td>1,000</td>
<td>1,104</td>
</tr>
<tr>
<td>June</td>
<td>1,172</td>
<td>948</td>
</tr>
<tr>
<td>July</td>
<td>1,056</td>
<td>816</td>
</tr>
<tr>
<td>August</td>
<td>1,040</td>
<td>892</td>
</tr>
<tr>
<td>September</td>
<td>908</td>
<td>817</td>
</tr>
<tr>
<td>October</td>
<td>914</td>
<td>1,104</td>
</tr>
<tr>
<td>January to October ((^{(*)}))</td>
<td>9,255</td>
<td>9,725</td>
</tr>
<tr>
<td>November 1-10 (estimated)</td>
<td>373</td>
<td>390</td>
</tr>
</tbody>
</table>

\(^{(*)}\) 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.

\(^{(*)}\) Including munitions and miscellaneous imports under the Ministry of Production programme, and imports of munitions on Canadian Government account.

\(^{(*)}\) Petroleum products, molasses, unrefined whale oil, industrial alcohol and acetone.

\(^{(*)}\) Adjusted for revisions.

## APPENDIX VII.

Air Attacks on Germany.

Extracts from Recent Raid Assessment Reports.

**Bottrop/Welheim.**—As a result of the Bomber Command attack on the 31st October and the U.S.A.A.F. attacks on the 26th October, the 4th, 6th, and 11th November, the whole area of the synthetic oil plant is thickly carpeted with craters. Nearly every important building has been hit and most of them have been severely damaged or destroyed.

**Coblenz.**—Damage resulting from the Bomber Command attack on the 6th November, and the light U.S.A.A.F. attacks on the 1st and 11th November is very severe, and is mainly concentrated in and around the town centre, in which a large part of the built-up area has been gutted or destroyed. The destruction spreads northwards across the River Moselle into Coblenz-Lützel, where considerable damage has been inflicted on business and residential property. Damage is also spread, though to a lesser degree, across the River Rhine into Ehrenbreitstein, while some damage has occurred in Coblenz/Neuenendorf. In the town itself the gas works has been heavily affected as has the main passenger station, while a four-track railway bridge carrying the Coblenz-Lützel line across Kaiserin Augusta Strasse has been three quarters destroyed. Among the many public buildings which have been gutted are the castle, and the local administration offices, and the town slaughter house and the meat market have suffered in a somewhat lesser degree.

**Dortmund.**—Varying degrees of damage have been caused throughout the Hoesch-Benzin synthetic oil plant by the Bomber Command attack on the 15th November. The gas plant has been damaged as well as such other important installations as the contact oven house, boiler house and cracking plant. In addition a number of pipelines have been broken and several storage tanks destroyed or damaged. Immediately west of the oil plant the rolling mill of Hoesch A.G. has again been severely damaged.
**Gelsenkirchen.**—Further photographs, which give full cover of the town, show that, as a result of the Bomber Command attack on the 6th November, very severe damage has been caused to business and residential buildings in the town centre. Large areas of gutted buildings can be seen throughout the town and among industrial damage the following factories have suffered severely:—

2. Steel Works of Mannesmannrohrenwerke (Priority 3).

**Gelsenkirchen/Buer.**—As a result of the attack by Bomber Command on the 6th October, and the U.S.A.A.F. attacks on the 25th October and the 1st and 11th November, severe fresh damage has been caused to the overhead bunkers serving one of the gas generators in the Scholven Synthetic Oil Plant. Damage has also been inflicted on the blower house adjoining the generators, while several unidentified buildings and three cooling towers have been affected.

**Hamburg/Harburg.**—As a result of the Bomber Command attack on the 11th November and the U.S.A.A.F. attacks on the 30th October, 4th and 6th November, further damage is scattered throughout the Rhenania-Ossag oil refinery which has previously suffered heavy damage. The worst affected are the asphalt treatment and storage area, where three buildings have been partially demolished and about 10 small tanks destroyed, and the wax extraction plant, where the roof has been severely affected. Considerable roof damage can also be seen to the oil pumping station and fresh damage to the north boiler house. One 85-ft. storage tank and several smaller tanks, some of which had been damaged before, have been gutted.

Damage has also been caused in the central part of the Ebano-Asphalt Oil Refinery, where two buildings east of the distillation plant have been damaged and one 80-ft. tank and three small tanks have been gutted.

In addition, damage has been caused throughout the Harburg Port area; between See Hafens 1 and 2, there is heavy fresh damage and a grain warehouse has been gutted and four buildings of Thorl’s edible oil factory have been damaged. Between See Hafens 2 and 3, three large buildings and three small tanks of Noble and Thorl have been destroyed, and in the coal transhipment depot one building and several sheds have been demolished. There are many incidents of business and residential damage scattered throughout the Northern half of the town of Harburg.

**Heinsberg.**—Only the southern half of the area around the town is covered, but as a result of the Bomber Command attack on the 16th November damage has been caused from the S.E. and spreads into the town, where more than half the buildings have been destroyed or severely damaged. The two roads, Heinsberg/Geilenkirchen to the south and a road leading to the Heinsberg/Grebben road have been blocked.

**Münster.**—The main areas of damage resulting from the Bomber Command attack on the 18th November and the U.S.A.A.F. attack on the 30th October are in the North and South-East of the town. In the former there are several incidents of business and residential damage and damage to a barracks and an Army H.Q. In the South fresh damage has been caused to the Ludwig Hansen aircraft repair factory and the goods station has now been two-thirds destroyed. The rail tracks running east from the southerly fly-overs have been cut in several places.

About 80 fresh craters have been made on the landing ground of the Münster/Loddenheide airfield, where two buildings have been damaged.

**Storkrade/Hotten.**—The U.S.A.A.F. attacks on the 2nd and 6th November caused severe fresh damage in the water gas plant of the synthetic oil plant. One of the large twin buildings in this section and each of the two smaller buildings have been severely affected while two pipe lines have been cut. A large oil or gas holder S.E. of the water gas plant has been destroyed.

**Wanne-Eickel.**—As a result of the Bomber Command attacks on the 9th and 18th/19th November damage has been caused to the important elements of the synthetic oil plant, the workshop and the old colliery have both been 90 per cent destroyed, the main contact house has had two-thirds of its roof stripped and the second contact oven house and the Eastern compressor house have suffered blast damage. Three cooling towers have been heavily affected.