WAR CABINET

WEEKLY RÉSUMÉ
(No. 46)
of the
NAVAL, MILITARY AND AIR SITUATION
from 12 noon July 11th to 12 noon July 18th, 1940

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

Apart from air attacks on shipping, which have continued at about the same intensity, there has been little enemy activity at sea. U-boat activity continues to be slight. Aircraft minelaying has continued on an increased scale.

Indifferent weather conditions have hampered our air reconnaissance in home waters to some extent.

Home Waters.

2. On the 16th July a strong force of cruisers and destroyers carried out a sweep to intercept an enemy force consisting of light forces and submarines, which had been reported in a position 80 miles west of Jutland in the early morning. No enemy ships having been sighted, the search was abandoned at 1545. At 1630 our ships were attacked by enemy aircraft without result.

Two hours later a further air reconnaissance sighted 6 enemy submarines to the westward of the area which had been swept, together with an escort of 1 cruiser or destroyer and 12 small ships and accompanying aircraft, which had just left them and was retiring to the eastward. Our aircraft attacked unsuccessfully.

3. Our own force was delayed by fog, and about midnight off Duncansby Head H.M.S. Glasgow collided with H.M. Destroyer Imogen, which was flooded as far aft as the engine room and caught fire. Whilst the ships were locked together the majority of the Imogen's crew were taken on board the Glasgow. Owing to the fire the Imogen had to be abandoned and is believed to have sunk. Glasgow sustained appreciable damage to her bows. One officer and one rating from Glasgow are missing, and Imogen has 1 rating killed, 1 officer and 9 ratings wounded and 17 missing.

Special destroyer hunting patrols have been established to intercept the U-boats sighted on the 16th July, but up to the present no contacts have been reported.

4. Suspicious vessels were reported to the westward of Ushant on the 15th July, and a search was instituted with aircraft and naval forces, but nothing unusual was observed. Special patrols have been established off the south and west coasts of Ireland and in the North Channel to intercept U-boats and surface craft.

H.M. Ships on convoy and patrol duty have on many occasions during the week been attacked by enemy aircraft in the Channel and approaches, and off the East Coast of England. On the 11th July H.M. Yacht Warrior II was sunk by a bomb off Portland; one rating was killed and two were wounded. On the 15th July H.M. A/S Trawler Stow was slightly damaged off Dover. One officer was killed and two ratings wounded. On the 14th July H.M. Destroyer Vanessa had her main engines disabled during an attack on her convoy off Dover, and on the same day H.M. Armed Merchant Cruiser Esperance Bay was damaged aft by a bomb, 100 miles west of Lands End, but reached Plymouth steering by her engines.

On the 15th July H.M. Trawlers Lady Madeline, Spene, Cape Finisterre and Stella Leonis were bombed and machine-gunned in the vicinity of Harwich and suffered casualties and damage.

On the 14th July the newly built Turkish Sloop Yuzbasi Hakki, with a British delivery crew on board, was bombed off Weymouth, two men being killed and her Captain wounded.

H.M. Submarine Salmon is overdue from patrol off the Norwegian Coast. No signals have been received from her since the 4th July and she is presumed lost.

A convoy of five troop ships from India safely arrived at Liverpool on the 17th July.

Mediterranean.

5. During the operations in the Eastern Mediterranean last week the Fleet and the slower of the two convoys from Malta to Alexandria which the Fleet was covering were continually bombed without success. Eight heavy air attacks
were made on H.M. Ships Royal Sovereign, Malaya and Eagle between 1100 and 2100 on the 11th July, and on the 12th July H.M.S. Warspite was attacked 22 times, a total of 280 to 300 bombs being dropped. Fighters from H.M.S. Eagle shot down 4 or 5 bombers with the loss of one machine rendered unserviceable.

During the week Alexandria, Gibraltar and Malta have all been attacked by aircraft but no naval damage has been reported.

6. H.M. Destroyer Escort whilst screening the heavy ships of the Western Mediterranean Force 100 miles to the east of Gibraltar was torpedoed in the early hours of the 11th July and sank about noon. The crew were rescued, the only casualty being one officer wounded.

A navigating party has been put into the captured Italian submarine Galileo Galilei at Aden, and she is being prepared for passage to Alexandria.

Other Foreign Stations.

7. On the 12th July the watch on French waters at Martinique and Guadaloupe was withdrawn. It is reported that on the 13th July the S.S. King John (5,825 tons) was sunk about 400 miles north of Barbados by an armed German ship of roughly 9,000 tons and the S.S. Davisian (6,433 tons) was sunk about 400 miles north-west of Barbados.

There were indications of an enemy ship or submarine in an area 350 miles west of Cape Verde Islands early on the 16th July; this position is 1,200 miles from the nearest of the two sinkings.

The S.S. Ganges and the S.S. Clan MacFarlane were in collision in the Arabian Sea on the 15th July. The Clan MacFarlane has been sunk and the Ganges has on board 47 survivors from this ship and is proceeding slowly.

French Fleet.

8. Officers and men of the French navy who are willing to continue to serve may have the choice of two courses: They may either serve in the Naval Arm of General de Gaulle’s Force under Admiral Muselier, which will be organised on French lines, including discipline and uniform, or they may enlist in the Royal Navy for hostilities only. Those who choose the latter course will be liable for general service at the discretion of the Naval authorities and will not be confined necessarily to the manning of French ships taken over by the Royal Navy. Officers will receive temporary commissions or warrants in the Royal Navy in a rank which will normally be that corresponding to the rank held in the French Navy.

Home Waters.

9. A number of French destroyers, torpedo boats, submarine chasers, escort vessels and other small craft in British ports are to be manned for service by British, French, Polish or Dutch crews.

The French battleships Courbet and Paris are to be used as guard ships.

French warships commissioned for service with the Royal Navy are to fly the French ensign and the White ensign side by side.

All French merchant vessels in United Kingdom ports are to be requisitioned and placed under the British flag. Crews will be given the alternative of serving the common cause with British rates of pay, &c., or of repatriation to France. It is generally intended that local French shipping in distant waters should continue to trade if it is considered desirable in the Allied interests, but all fast vessels capable of being used as armed merchant cruisers will be requisitioned.

Abroad.

10. The French Armed Ship Casaribe is to be released from Mombasa to proceed to Indo-China and remain there until the end of the war.

A report from a British Master who left Casablanca on the 12th July states that work on Jean Bart is continuing and that lorries were seen transporting torpedoes to warships. In the port, amongst others, were 3 cruisers, 5 destroyers, a number of submarines with their parent ship, 3 heavily armed Fleet Oilers and a very large number of merchant ships.
His Majesty’s Government have decided to take no further action in regard to the French ships in French Colonial waters or North African ports unless proceeding to enemy-controlled ports. The French are to be asked to propose submarine exercise areas if they wish to make use of them, and their submarines will be treated similarly to those of Italy whilst that country was neutral. Ships are to be prepared for attack when meeting a French warship, but are not to fire the first shot. French warships under control of the French Government are to be treated as neutral war vessels if approaching a defended port.

Anti-Submarine Operations.

Home.
11. No definitely successful attacks have been reported. The only attack of any promise was made by H.M. Ships Deptford, Havelock, Walker and Harvester in the Western Approaches on the night of the 10th/11th July, after which oil was seen to be rising; but there are a number of wrecks in this area, and it is feared that it came from one of them.

Mediterranean.
12. On the 12th July our aircraft claim to have sunk one submarine off Malta, and a second 120 miles south of Taranto. On the same day the A/S Trawlers Coral and Jade attacked and probably damaged a submarine off Malta.

Enemy Attacks on Seaborne Trade.
13. During the period three British ships (19,944 tons) and seven ships of other nationalities (20,535 tons) have been reported sunk by U-boat; one of these was lost in the Eastern Mediterranean. Aircraft have sunk three British ships (9,440 tons) and four ships of other nationalities (7,950 tons); in addition, fourteen ships have reported damage from air attack, which in some cases was very serious.

One merchant ship (1,199 tons) was mined in the Bristol Channel, and a cable-laying tug was mined off Newhaven. The former was not degaussed.

Losses from U-boats up to the 15th July occurred S.W. of Ireland, and after that date N. of Ireland. Losses by air attack chiefly occurred in attacks in the Channel and on East Coast convoys and ports prior to the 15th July, the weather after that date being unsuitable for air attack. R.A.F. Fighter protection considerably reduced the scale of attack. Fighter escorts have been provided for as many as fourteen convoys on the same day.

Details of shipping losses and damage by air attack are given in Appendix I.

Protection of Seaborne Trade.
14. During the week a total of 868 ships, including 106 Allied and 50 neutral, were convoyed, of which 7 ships were lost by enemy action. 1 Cruiser, 9 Armed Merchant Cruisers, 25 destroyers and 30 sloops and corvettes were employed on escort duties.

Since the start of the war 27,957 ships have been convoyed, of which 22,325 were British; this, in terms of tonnage, is about 100 million gross tons, with a carrying capacity of 150 million tons.

Further precautions to minimise the risk of air attack include the use of Methil instead of Southend as an assembly port for outward bound convoys, the discontinuance of Southampton as a port for the movements of Army stores and personnel and the avoidance of the English Channel and its Western Approaches by ocean going ships.

15. Imports into Great Britain by ships in convoy during the week ending the 13th July totalled 983,322 tons, an increase of 153,145 tons on the figures of the previous week. Twenty tankers brought 186,326 tons of oil, an increase of 64,151 tons. Mineral imports amounted to 212,617 tons, of which 123,731 tons were steel, iron ore and scrap. Cereal imports were 338,022 tons. (10 ships were fully loaded with grain and flour.) Other food imports were 108,947 tons compared with 95,799 tons. Of these sugar and molasses came to 60,358 tons, refrigerated meat to 12,586 tons and fruit to 3,778 tons.
Enemy Intelligence.

Germany.

16. Examination of photographs shows that the warships observed at Trondheim on the 9th July were a Hipper class cruiser and the 6-inch cruiser Nurzberg. On the 16th July the situation at Kiel was that Scharnhorst was still in the floating dock, an 8-inch cruiser and cruiser Koln were in the Commercial Harbour, the Lutzow was in dry dock with her stern stripped to the keel. The aircraft carrier previously reported at Kiel had then left. On the 15th July at Wilhelmshaven there was no change except that the Admiral Scheer had moved out of the fitting-out basin.

In the earlier part of the period there seem to have been two submarines at work in the Western Approaches, but by the 14th July there seems to have been only one, and all others appeared to be homeward bound. One of these latter may possibly have spent ten days to a fortnight at Brest before setting out for Germany northabout.

It has been established that German E-boats are working from Cherbourg and Brest as well as Willemsoord and Boulogne. They have been reported during the period under review off the Isle of Wight, Dungeness, Start Point, the Nab Tower and Guernsey.

Air reconnaissance on the 16th July showed a considerable number of barges at Cherbourg, Trouville, Le Havre and Honfleur.

A photographic reconnaissance of Lorient and Port Louis showed normal shipping activity. Four naval vessels, possibly destroyers, were at Lorient.

A Bomber Command aircraft reported 200-300 barges in the canal between Armentieres and Merville at 0551 on the 16th July.

Italy.

17. Air reconnaissance over the Sicilian ports on the 17th July showed 1 battleship, 6 cruisers, probably 8-inch, 9 destroyers and several merchant ships at Messina, 2 cruisers, probably 8-inch, 30 or 40 seaplanes and some merchant ships at Augusta and several merchant ships, including tankers, at Syracuse.

Air reconnaissance at Tobruk on the 14th July showed the old cruiser San Giorgio, 4 destroyers, of which one was aground, 4 submarines and 16 merchant ships in the port.

Enemy Merchant Shipping.

Germany.

18. The tanker Rekum (5,540 tons) sailed from Teneriffe on the 17th July. It is considered possible that she may not leave the vicinity of the Canary Islands. Her cargo is estimated as 8,000 tons of gas oil. The Weser (9,179 tons) sailed from Punta Arenas, Costa Rica, on the 16th July for Manzanillo in Mexico, and the Eisenach (4,177 tons) is reported to be preparing to leave.

Italian.

19. The German wireless has announced that France is handing back to Italy, in accordance with the terms of the Armistice, those ships which she took in prize. The only Italian ship known to have been seized by the French is the Nicolò Odoro (6,663 tons), which was at Marseilles.

The Asiatic Petroleum Company has, up to the 17th July, instituted proceedings against 16 Italian merchant ships of a total tonnage of 106,929 tons. Four other ships, totalling 17,041 tons, have been arrested by other companies. Thus 123,970 tons of shipping has been immobilised for debt.

An Italian news bulletin has stated that the Paganini (2,427 tons) caught fire and sank twelve miles off Durazzo with the loss of 220 Italian and Albanian troops, including 6 officers. The cause of the disaster was not stated.

The Remo (9,780 tons), which was seized at Fremantle when Italy declared war, has now been commissioned as a Royal Australian Fleet Auxiliary for the voyage from Fremantle to Melbourne. She left Fremantle on the 14th July.

Four ships in the Canaries, three of which are grain ships, have discharged their cargoes into store.

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Enemy Minelaying and British Minesweeping.

20. More mines have been laid by enemy aircraft during the week 10th to 17th July than in the previous week, and, as had been anticipated, the aircraft are proceeding further afield. Liverpool was visited on the 16th July, since when the port has been closed to all shipping except convoys which have been swept in and out. The Clyde has also been visited by raiders, some of which were observed flying low over the Kytes of Bute. Subsequently a mine exploded, apparently spontaneously, and a parachute has been recovered. Local traffic has been stopped from using this passage until it has been thoroughly searched. The Tyne was closed for about twelve hours on the 13th July, and Harwich for about thirteen hours on the 14th July.

Enemy aircraft were reported in the vicinity of Loch Torridon on the 8th July, and during the night of the 11th July there were two heavy explosions in the Loch. It is possible that the aircraft intended to lay mines in Loch Ewe.

21. Mine Destructor Ships, after an interval of five weeks, have again been successful. The Burlington has exploded six mines in Loch Ewe this week. Twelve mines have now been accounted for in this Loch and they may well have been all one lay by a submarine. The Corfield has exploded three mines in the Barrow Deep, thus bringing the total of magnetic mines exploded by M.D. Ships to thirty-three.

The number of mines exploded by LL Sweeps this week is twenty-six, being the highest weekly total so far. Ten were exploded off the Tyne, 1 off Blyth, 2 east of Orfordness, 2 off Harwich, 5 in or near the Downs—Edinburgh Channel, 4 in the Downs and 2 in the Crosby Channel, Liverpool. The magnetic mine total is now 359, of which LL Sweeps have exploded 199.

No contact mines have been exploded during the week.

22. On the 11th July H.M.S. Teviot Bank laid 272 mines in the East Coast Barrier. H.M.S. Express and H.M.S. Impulsive laid fifty-two mines of a special character partly for test purposes in the East Coast Barrier on the 17th July. On the 14th July H.M.S. Plover and the Dutch ship Willem Van Den Zaan laid eighty contact mines and ninety moored magnetic mines in the Dover area. This is the first occasion on which the latter type of mine has been laid. Minelaying by aircraft has continued.

British Minelaying.

23. During the week ending the 15th July 7,445 tons of cargo were seized in prize in Danish and Greek ships. The main items were 32,276 tons of base metals and 5,086 tons of textiles.

Between the 1st July and the 16th July, 8,250 tons of natural phosphates, 700 tons of iron and steel, and 2,54 tons of sewing cotton have been seized in Italian ships.

A Greek ship with a cargo of oil from the Persian Gulf was prohibited from entering the Mediterranean and was diverted.

Economic Warfare.

24. No recent information of military activity in Italy or Albania has been received. Leave has been granted to military personnel for harvesting. This may be the first step towards a reduction of forces under arms due to the lessening of military commitments on the Franco-Italian frontier.

Recent reports of the presence of German formations in Italy have not been confirmed.

MILITARY SITUATION.

Italy.

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Libya.

25. British activity has been confined to offensive action by units of the Armoured Division which have prevented the Italians from restoring an adequate line of communication to Fort Capuzzo. On the 13th July British units engaged a supply column and inflicted casualties while, on the 17th July, the enemy lost 5 Field guns, 3 Anti-tank guns and 12 lorries.

26. The Italians now appear to be moving part of their North African Garrison from the West to the East. This, and the presence of Marshal Graziani in Libya, suggest that they contemplate greater offensive activity against Egypt.

East Africa and Somaliland.

27. In East Africa on the 10th July British Moyale was attacked by strong forces of the enemy supported by artillery and mortars. The garrison, one company of the King's African Rifles, put up a stout resistance. British reinforcements established themselves on the escarpment 2,000 yards from the post but were unable to gain contact with the garrison. On the 14th July when their water supply was almost exhausted, the garrison of the post withdrew.

28. In Somaliland patrols of our Somaliland Camel Corps have been active. On the 13th July a patrol attacked an enemy post at Au Boba and withdrew after inflicting casualties. In an even more successful raid on the 15th July another patrol occupied Demera Bob and destroyed both the post and 20,000 rounds of ammunition.

The 2nd Battalion King’s African Rifles and 1st Royal African Light Battery have arrived at Berbera from Mombasa.

Turkey and the Balkan States.

29. In Bulgaria the two divisions opposite the Dobrudja are now at war strength and have been reinforced by a cavalry brigade also at war strength.

30. In Turkey no further details have been received of the concentration of the Turkish Army, but it may be assumed that both mobilisation and concentration have now been completed.

AIR SITUATION.

General Review.

31. Weather conditions have again generally restricted air operations during the week. Our bombing attacks continue to be directed against the German Air Force and shipping concentrations, while those of the enemy, which have considerably decreased in intensity, were again chiefly on ports and shipping. Apart from Italian attacks on British naval units, the character of air operations in the Mediterranean and Middle East remained unchanged.

Great Britain.

32. The intensity of enemy air attacks was reduced from the beginning of the week and, towards the end, was probably further curtailed by adverse weather. They were chiefly concentrated by day on shipping in the Channel and off the East Coast, and on certain ports in South Wales and in the south of England. The heaviest attacks were made on Portland and Portsmouth on the 11th July, and on the Channel Convoy on the 14th, about fifty enemy aircraft being engaged on each occasion. The damage done to the two ports was slight, but one ship in the Channel Convoy was sunk and two were damaged. The most serious raid on land objectives was on the 12th, when the Aberdeen Iron Works were damaged and considerable casualties inflicted. During the week 88 people were killed and about 300 injured. By night the enemy was mainly engaged in minelaying, usually on the East Coast, between the Forth and North Foreland, though on two nights aircraft reached Liverpool Bay. A diary of enemy bombing attacks is given in Appendix V.

33. Fighter Command flew 984 patrols, involving 3,288 sorties, over this country, and destroyed 37 enemy aircraft confirmed and 25 unconfirmed. Our fighter losses tallied 17.
Germany and German-Occupied Territory.

34. While our attacks were again chiefly aimed at the reduction of the scale of air attack on this country and at preparations for invasion, operations against oil and industrial targets and communications were continued. In the first category, aerodromes were largely given as secondary objectives and were extensively attacked owing to unfavourable weather conditions, which considerably restricted our operations. Nevertheless, our bombers have successfully attacked many important targets, including airframe factories, aluminium works, shipbuilding yards, naval establishments, oil plants, railways and canals. A summary of our attacks is contained in Appendix VI, which also contains information from recent Raid Assessment Reports.

35. Bomber Command flew 104 day and 299 night sorties. We lost ten aircraft, but no less than twenty enemy fighters were destroyed.

North Sea and Coastal.

36. Anti-invasion, anti-submarine and routine patrols were curtailed in the North owing to weather conditions, but were flown as usual over the Central and Southern portions of the North Sea and over the English Channel. The whole Irish coast-line was also reconnoitred. In spite of the weather, photographic reconnaissances were made of numerous ports from Trondheim to La Rochelle. A barge-borne balloon barrage was revealed at Kiel, and the seaplane-base and aerodromes appear to be extensively occupied. On the 12th July an Anson on escort patrol near the East Coast shot down a Hs. 111, and on the 17th some Blenheims on patrol between Havre and Cherbourg shot down a Ju. 88. On the 15th July a Sunderland successfully engaged 5 enemy aircraft which were attacking the City of Limerick south of Bishop Rock; one was damaged and the rest made off. Coastal Command also participated in the bombing operations already described. Minelaying was carried out on every night of the week, Bomber Command making 48 sorties.

37. Coastal Command flew 147 routine and 153 special patrols, involving 445 sorties, and 86 convoys were escorted. This Command lost eight aircraft during the week.

Middle East and Mediterranean.

General.

38. Air operations in the Middle East and Mediterranean maintained their normal character except for the air attacks on the British Fleet. Reconnaissances were maintained in all areas. Operations from Italian East Africa continue to be light and ineffective, and the unserviceability of landing grounds is now added to the difficulties of maintenance and fuel, to which we have previously referred.

Air Attacks on British Fleet.

39. The air attacks on British naval units, already described in the Naval Section, were carried out with surprising determination. Although only one hit was obtained, it is reported that formations approached their targets steadily, only single aircraft turning away when fired at. Most attacks were made at a height of 12,000 feet. Aircraft used were apparently S. 79's and are evidently part of the bomber force of No. 2 Squadra Aerea concentrated in Sicily; the "crack" No. 12 Stormo took a leading part in the operations. In addition, Italian sources state that thirty bombers operated from Libya. As already described, losses were comparatively heavy. Aircraft are thought to have carried a bomb load of 2,250 lbs., which is half their maximum load and would give a range of over 1,400 miles.

Gibraltar.

40. Our aircraft dropped leaflets over Casablanca, Rabat and Port Lyautey.
Malta.

41. Sporadic attacks have continued without success. On the 11th July, twelve enemy aircraft were intercepted by our Hurricanes and driven off without bombing; one Hurricane was damaged. Another unsuccessful attack was made on the 13th, when the enemy aircraft were intercepted by one Hurricane and one Gladiator, the Hurricane being damaged. On the night of 13th/14th July, four enemy aircraft succeeded in dropping bombs on the Island, but no damage was done and there were no casualties. A patrol of six enemy fighters flew over the Island on the 16th July and were engaged by a Hurricane and a Gladiator. In the course of the fight the Hurricane and one of the enemy fighters were shot down. On the 11th July, a Sunderland Flying Boat based on Malta sank an Italian submarine.

Palestine.

42. On the 15th July, five enemy aircraft attacked the Iraq Petroleum Company's oil tanks at Haifa. Three tanks were set on fire but only one was full at the time.

Egypt.

43. Several successful bombing attacks were made during the week. On the 10th July twenty-two Blenheims attacked the Italian oil dump seven miles south of Tobruk. The target was hit, but the damage was unobserved owing to cloud. Bardia was bombed on the night of the 12th–13th July and three large fires were started, and again on the 14th, when direct hits were made on the dumps. Tobruk was attacked on four occasions during the week. On the night of the 12th–13th July an attack was made on ships in the harbour, but results were not observed owing to low visibility. On the night of the 13th–14th July 18 bombs were dropped within the target area and two large explosions were caused. On the night of the 15th–16th, and again on the 17th, bombs were dropped on oil tanks and large columns of smoke were observed. A successful attack was made on El Gazala aerodrome on the 15th July. On the same day an enemy military encampment at El Fida was bombed, but results could not be observed.

44. There was little enemy activity. Alexandria was attacked by single aircraft on the 15th and 16th July, but the bombs fell mostly in the sea, except for one on the King’s Palace. Mersa Matruh was bombed on two occasions and Sidi Barrani once, but no damage was done.

Sudan.

45. On the 12th July nine Wellesleys carried out a dive-bombing attack on Massawa aerodrome and bursts were seen among the hangars. One of our aircraft was shot down. On the 14th July five Wellesleys attacked the listening post at Gura, south-west of Massawa, and on the 16th Wellesleys bombed the aerodromes at Agordat and Asmara, destroying a hangar at the former and buildings at the latter.

Kenya.

46. On the 11th July two aircraft of the South African Air Force bombed Kismayu, but results could not be observed. On the 11th and 14th Italian forces at Moyale were successfully attacked with bombs and machine guns. On the 15th six Blenheims attacked Diredawa and registered hits on the barracks, while three Blenheims attacked a bomb dump south of Assab.

47. Wajir, 300 miles north-east of Nairobi, was attacked by the enemy on the 11th July. Two aircraft of the South African Air Force intercepted the three enemy bombers engaged and destroyed one of them, another being shot down by a detachment of King’s African Rifles. On the same day Buna, south-east of Moyale, was also bombed without result. On the 13th July Bunburya was attacked and one of our aircraft was seriously damaged on the ground.

Aden and Somaliland.

48. On the 9th and 10th July attacks were made on Maacaac aerodrome. On the first occasion direct hits were registered on a hangar, and on the second, three enemy aircraft were destroyed on the ground. Assab was raided three times,
and on the 13th July a petrol dump was hit and fires started. On the 15th July a bomb dump south of Assab was attacked, and on the same day Diredawa was raided with success. Enemy activity was limited to an attack on Berbera on the 10th July, in which 12 civilian casualties were caused, and another on Aden on the 13th July, which did slight damage to property.

German Air Operations.

49. The main effort of the small-scale operations against this country was centred on shipping in the North Sea, English Channel and South-Western Approaches. The extreme limits were the northern part of the Bay of Biscay to as far west as 250 miles from Ushant, and on the 12th July an aircraft of unknown type sank a trawler about 50 miles off the east coast of Iceland.

50. The use of fighters as escorts in varying strength for the protection of bomber formations and single reconnaissance aircraft has become more prevalent. Short-range dive-bombers were used increasingly over the English Channel, and attacks on shipping were carried out by mixed forces of short and long range bombers and fighters, which generally suffered severe casualties.

51. Bomber-reconnaissance units were very active throughout the week, especially in search of shipping, and most units provided aircraft for this purpose each day. Extensive flights were also made over Southern England, apparently for the purpose of reconnoitring aerodromes. Daily weather flights were made over the usual areas, which include the whole of the North Sea and English Channel, and which on three days took in Southern Eire. Minelaying aircraft were again identified on most nights, and penetrated as far as Liverpool.

52. The main centre of transport activity has moved from the Brussels area to the region of Paris, and in particular Le Bourget. This is accounted for by the fact that overland communications to Belgium have become more normal, and those to and beyond Paris are still unable to carry the necessary weight of supplies for the units located in France.

German Air Intelligence.

Losses.

53. The total confirmed losses from the 3rd September, 1939, to the 16th July, 1940, inclusive, amount to 2,834. The losses from the 1st July, 1940, to the 16th July, 1940, inclusive, amount to 125 confirmed and 82 unconfirmed.

Tactical Policy.

54. A note on the present development of German tactical policy is contained in Appendix VII.

Italian Air Operations.

55. Italian air operations have already been summarised in paragraph 38.

Italian Air Intelligence.

Fighter Tactics.

56. Italians are using fighter aircraft to precede their bombers with the object of drawing off our defensive patrols. These tactics are being used both in the attacks on Malta and in Kenya. Over Malta they operate in large formations stepped up by flights, by which means they hope to gain the advantage over our limited number of fighters.

Parachute Troops.

57. Photographs have appeared in the Italian press showing Italian parachutists under training. No details are given, but they are probably being trained at Viterbo.

Dive-Bombing.

58. A number of Italian crews are undergoing dive-bombing instruction on Ju. 87 aircraft at Graz, in South Austria. Germany is known to have
considerable reserves of this type and it is possible that some may be taken over by Italy. Land forces in the Western Desert report being dive-bombed by a high-wing monoplane which is thought to be a Henschel 126. No Italian aircraft corresponding to this description is built, and it consequently appears that this may be one of a consignment of Henschel 126 sent to Italy by Germany.

Movements of Fighter Squadrons

59. From various sources it is reported that fighter squadrons are being transferred from North to South Italy. Apparently Italy now thinks that she is perfectly safe from attack in the North.

Guidonia.

60. There is considerable concentration and activity at the research establishment at Guidonia. New types are being tested and R/T sets for fighters are being manufactured. On the 9th July Signor Mussolini visited Guidonia to inspect eight new types of aircraft.

Aerodrome Defence in Libya.

61. Unserviceable aircraft are now being used to create dust storms to screen aircraft on the ground from air attack. The unserviceable aircraft are picketed at the corners of the aerodrome and the engines started when attack is threatened. Dummy aircraft are being left at evacuated aerodromes when units are moved to other operational bases.

Italian East Africa.

62. Air Service.—An almost daily service is now operated, Rome-Benghasi-Asmara (Eritrea).

63. Movements.—It is expected that Neghelli and Javello, both on the Kenya border, will shortly be reinforced by three bombers each from Addis Ababa. There are indications that Italian East Africa is to be reinforced by six S.79's, which are to fly from Benghasi via Cufra.

64. Landing Grounds.—Further rain is making the surfaces of landing grounds soggy, and it is now known that aircraft can only operate from some of them with considerably reduced load.

65. Fighter Position.—Taking into consideration the confirmed fighter losses in Italian East Africa, the present strength is assessed at 31 only, and it is considered that this is an outside estimate in view of the number thought to be damaged.

66. Loss of Detonators.—The successful attack by our Gladiators on the bomb store near Assab on the 7th July resulted in the destruction of 19,000 bomb detonators. This should substantially affect the bomb potential in Italian East Africa.

Losses and Casualties.

67. Italian losses in aircraft for the week ending the 16th are 17 confirmed, 5 unconfirmed and 10 damaged, bringing the total to 157 (100 confirmed, 26 unconfirmed and 31 damaged). Casualties to personnel in June were 71 killed in action, 75 missing and 103 injured. Seventy pilots were killed or missing and are stated to be among the best regular pilots in the Service.

U.S.A.

68. Army Aviation Expansion.—The Assistant Secretary for War announced on the 14th June that the Army's intention was to train 2,400 young men as pilots during the next two years. The army's ultimate aim is to train 7,000 a year—2,200 training aircraft are to be ordered shortly. A note on Naval Aviation Expansion was given last week.
69. Marine Corps Aircraft Carriers.—It is intended that Marine Corps pilots shall in future be trained in operations from aircraft carriers. The following statement made before the House Naval Committee is of considerable interest:

"It is going to be essential that the Navy have at least three carriers over and above actual number needed for air support of the fleets themselves to be assigned for Marine Corps operations in connection with the missions of the Marines in support of fleet operations. The main mission of the Marines is to support the fleet in securing advance naval bases, and then in holding such bases after the fleet moves on its main operations. To hold such bases an increasingly important element is aviation. The aviators and airplanes that must be left in support of such advance naval bases must be over and above the need of pilots and planes operating in support of the fleet itself. Therefore there must be separate aircraft carriers to supply Marine air support in taking advance bases, and to keep transporting Marine squadrons as replacements in the task of holding such bases."

70. 75-mm. Cannon.—It is reliably reported that a 75-mm. gun has been fired experimentally from a bomber aircraft in the air. No details are yet available, but it is probable that the aircraft used was a Boeing 15 four-engined bomber.

Bulgaria.

71. Aircraft.—Reports of the recent arrival of 40 Messerschmidt 109 Fighters from Germany is confirmed from a variety of sources. One report, not confirmed, states that this delivery of Messerschmidts forms a part of a consignment of 250–300 German aircraft being sent, which are not being sold to Bulgaria but are to be retained in the country by Germany for future eventualities. It is reported that as spare propellers for German aircraft in Bulgaria cannot now be obtained from Germany, efforts are being made to manufacture them locally.

72. Germans in Bulgaria.—It is reported that on the 9th June a second party, of 46 Germans, mostly young men, arrived at Rusechuk by river and left that evening for Kazanlyk and Karlovo aerodromes, to which the first party had also proceeded.

73. Air Personnel in Italy.—The Bulgarian Air Force officers who recently visited Bari in Italy, as well as others undergoing training in that country, returned to Bulgaria on the 25th May.

74. Bombs.—Bombs of Italian pattern have been manufactured at Kazanlyk and are reported to have proved satisfactory.

Roumania.

75. German and Italian Aircraft.—The rumours prevalent in Bucharest recently that large numbers of German and Italian aircraft had arrived in Roumania have, it is reported, been officially denied by the Roumanian General Staff. Thirty Dornier 215 have been on order from Germany for some time but the contract had not been signed. The German Delegation in Roumania who were to sign the contract, as well as one for some V.D.M. propellers, received orders from Berlin not to sign. At the same time information was received that the delivery of the Me.109 Fighters, which was scheduled to commence in August, was suspended.

76. German Air Force Personnel.—All German technical personnel with the Roumanian Air Force were ordered to return to Germany last month.

77. Air Force Efficiency.—A circular order was issued by the Ministry of Air and Marine on the 4th June to all air units, drawing attention to the lack of efficiency and keenness noticed by the A.O.C.-in-C. during his recent inspections. Among many defects, mention is made of an exercise given to a Fighter Group in which they were required to take off to repel an imaginary attack by bombers. It took them 23 minutes to do this and even then some of the aircraft took off without ammunition. The order also mentioned that some of the A.A. defences could not function for lack of certain essential parts.
78. **Civil Aviation.**—Colonel Scarlat Radulescu has been dismissed from the post of Director of Civil Aviation and replaced by Colonel Constantin Mincu, who is said to be more favourably disposed towards the Allies than his predecessor.

It was announced in the Bucharest press on the 24th June that from that date, for a period of one month, the Bucharest–Ankara Air Service would be suspended. The reason given was that the Istanbul aerodrome was being closed for repairs.

Spain.

79. **German Aircraft.**—Twenty-seven Messerschmidt 109 airframes have recently been delivered at Seville. It is believed that these have been in store since the Civil War and are now to be reassembled.

80. **Fernando Po.**—The extension of the Santa Isabel landing ground on the island of Fernando Po is being carried out and proceeding rapidly. A second aerodrome, Lorenzo Ricci, was declared open on the 4th May, 1940.

81. **Rio de Oro.**—It is possible that the Italians are now intending to use Villa Cisneros, in Spanish Rio de Oro, as a base for their Ala Littoria trans-Atlantic air services.

82. **Canaries.**—Work on Los Rodeos landing ground on the island of Teneriffe has been in progress for several months, and latterly has been speeded up considerably.

Russia.

83. **Baltic States.**—A reliable source estimates that the Russian Air Force in the Baltic States consists of 1,200 aircraft, 600 in Lithuania, 400 in Latvia and 700 in Estonia.

84. **Parachute Troops.**—The Russians are said to have landed some 800 parachute troops behind the Roumanians during the occupation of Bessarabia and Northern Bukovina, possibly to prevent the withdrawal of cattle and railway rolling-stock from the ceded territory.

Japan.

85. **Fuel Purchases.**—The Japanese have made purchases of aviation spirit from both United States and the Netherlands East Indies for delivery up to and including September next, in quantities in excess of those required for any scale of operations likely to be undertaken in China. These purchases suggest that any intended operations will not involve the Netherlands East Indies or be likely to provoke a United States embargo.

86. **Activities in Indo-China.**—It is reported that Japanese twin-engined bombers have been seen on aerodromes in Indo-China, and that Hanoi appears to be almost entirely under Japanese control, but this should be treated with reserve: the aircraft seen may have been those used to transport some of the Japanese mission now in Indo-China, and not necessarily a concentration of operational units of the Japanese Air Force. It is also reported that, during an inspection-flight along the Indo-China border, a Japanese General and French Officials were shot down in error by a Japanese fighter from a squadron based at Haiphong, Indo-China.
## APPENDIX I.

### Ships sunk by Submarines.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 27</td>
<td>Lenda (4,005 tons)</td>
<td>Norwegian</td>
<td></td>
<td></td>
<td></td>
<td>Gunfire</td>
<td></td>
<td>100 miles S.W. of Fastnet</td>
<td>1 killed, 27 saved.</td>
</tr>
<tr>
<td>July 9</td>
<td>Tliu (1,866 tons)</td>
<td>Estonian</td>
<td>Foodsuffs</td>
<td>New York</td>
<td>London</td>
<td>Torpedo</td>
<td>Not</td>
<td>220 miles S.W. of Fastnet</td>
<td>9 of crew landed at Milford Haven, 1 boat missing.</td>
</tr>
<tr>
<td>July 9</td>
<td>Aylesbury (3,944 tons)</td>
<td>British</td>
<td>Wheat, hides, general</td>
<td>Belfast</td>
<td></td>
<td>Torpedo</td>
<td>Not</td>
<td></td>
<td>Crew saved, 3 wounded.</td>
</tr>
<tr>
<td>July 11</td>
<td>Jansa (2,197 tons)</td>
<td>Norwegian</td>
<td></td>
<td></td>
<td></td>
<td>Torpedo</td>
<td>Not</td>
<td>110 miles W.S.W. of C. Cleer</td>
<td>25 survivors landed at Milford Haven</td>
</tr>
<tr>
<td>July 11</td>
<td>Beme (3,030 tons)</td>
<td>Panamanian</td>
<td>In ballast</td>
<td>Haifa</td>
<td>Constantinople</td>
<td>Gunfire</td>
<td>Not</td>
<td>120 miles West of Beirut</td>
<td>Crew given time to abandon ship, vessel not seen to sink.</td>
</tr>
<tr>
<td>July 12</td>
<td>Ir (4,893 tons)</td>
<td>Greek</td>
<td>Wheat</td>
<td>Rosario</td>
<td>Cork</td>
<td>Torpedo</td>
<td>Not</td>
<td></td>
<td>27 survivors picked up off Scilly and landed at Penzance.</td>
</tr>
<tr>
<td>July 15</td>
<td>Evodia (2,018 tons)</td>
<td>Greek</td>
<td></td>
<td>Sunderland</td>
<td>River Plate</td>
<td>Not</td>
<td>40 miles S.W. of Bull Rock (S.W. corner of Ireland)</td>
<td>22 survivors landed at Swansea, 3 wounded.</td>
<td></td>
</tr>
<tr>
<td>July 16</td>
<td>Scottish Minstrel (9,998 tons)</td>
<td>British</td>
<td>Tanker</td>
<td></td>
<td></td>
<td>Torpedo</td>
<td>Yes</td>
<td>115 miles W.N.W. of Malin Head</td>
<td>Sank on July 17.</td>
</tr>
<tr>
<td>July 17</td>
<td>O. A. Erden (1,990 tons)</td>
<td>Swedish</td>
<td>Wood pulp</td>
<td>St. Johns</td>
<td>Clyde</td>
<td>Torpedo</td>
<td>Not</td>
<td>20 miles N.W. of Orkneys</td>
<td>21 survivors, 3 missing.</td>
</tr>
<tr>
<td>July 17</td>
<td>Manxman (8,652 tons)</td>
<td>British</td>
<td>General</td>
<td></td>
<td></td>
<td>Torpedo</td>
<td>Yes</td>
<td>8 miles N.W. of Cape Wrath</td>
<td>64 survivors.</td>
</tr>
</tbody>
</table>
### Ships mined.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>How sunk</th>
<th>In Convoy or not.</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 16</td>
<td><em>Bellerock</em> (1,199 tons)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Not...</td>
<td>Off Lynmouth Bristol Channel</td>
<td>7 of crew landed at Cardiff.</td>
</tr>
<tr>
<td>July 17</td>
<td><em>Steady</em> (214 tons)</td>
<td>Britishable-laying tug</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Off Newhaven</td>
<td>1 killed, 4 wounded, 8 missing.</td>
</tr>
</tbody>
</table>

### Ships sunk by Aircraft.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>How sunk</th>
<th>Position</th>
<th>Fate of Crew and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 4</td>
<td><em>Deucalion</em> (1,796 tons)</td>
<td>Dutch</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Off Portland</td>
<td>Reported as damaged in Résumé No. 45, now reported sunk.</td>
</tr>
<tr>
<td>July 4</td>
<td><em>Kolga</em> (3,526 tons)</td>
<td>Estonian</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Off Portland</td>
<td>Falmouth Harbour... Partly submerged.</td>
</tr>
<tr>
<td>July 10</td>
<td><em>Tascalusa</em> (6,499 tons)</td>
<td>British</td>
<td>In ballast</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Off Aldershot</td>
<td>Crew landed at Harwich.</td>
</tr>
<tr>
<td>July 10</td>
<td><em>Bills</em> (400 tons)</td>
<td>Dutch</td>
<td>Schoon</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Off Dungeness</td>
<td>Crew saved.</td>
</tr>
<tr>
<td>July 12</td>
<td><em>Hornchurch</em> (2,102 tons)</td>
<td>British</td>
<td>Coal</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Off Aldershot</td>
<td>Crew landed at Harwich.</td>
</tr>
<tr>
<td>July 12</td>
<td><em>Volante</em> (265 tons)</td>
<td>British</td>
<td>Trawler</td>
<td></td>
<td></td>
<td>No</td>
<td>50 miles off East coast of Iceland</td>
<td>Skipper drowned. Remanider of crew landed.</td>
</tr>
<tr>
<td>July 14</td>
<td><em>Island Queen</em> (779 tons)</td>
<td>British</td>
<td>Southend...Cowes</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Off Dover</td>
<td>2 killed, 1 wounded.</td>
</tr>
</tbody>
</table>
## APPENDIX I—(continued).

**Ships Damaged by Aircraft.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Ship and Tonnage</th>
<th>Nationality</th>
<th>Position</th>
<th>Damage and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 10</td>
<td><em>British Chancellor</em> (7,085)</td>
<td>British</td>
<td>Falmouth</td>
<td>Set on fire</td>
</tr>
<tr>
<td>July 10</td>
<td><em>Mari Chandris</em> (3,840)</td>
<td>Greek</td>
<td>Falmouth</td>
<td>Set on fire</td>
</tr>
<tr>
<td>July 11</td>
<td><em>Kylemont</em> (704)</td>
<td>British</td>
<td>10' off Dartmouth</td>
<td>Extensive damage. 1 casualty.</td>
</tr>
<tr>
<td>July 11</td>
<td><em>Peru</em> (8,962)</td>
<td>British</td>
<td>Portland</td>
<td>Slight damage, 2 minor casualties.</td>
</tr>
<tr>
<td>July 11</td>
<td><em>City of Melbourne</em> (6,680)</td>
<td>British</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>July 11</td>
<td><em>Mars</em> (300)</td>
<td>British</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>July 11</td>
<td><em>Van Gelder</em> (325)</td>
<td>Dutch</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>July 14</td>
<td><em>Balder</em> (1,128)</td>
<td>Norwegian</td>
<td>Off Dover</td>
<td>Set on fire - 4 killed.</td>
</tr>
<tr>
<td>July 14</td>
<td><em>Mons</em> (641)</td>
<td>British</td>
<td>Off Dover</td>
<td>10 wounded, Boiler burst. Towed into Dover.</td>
</tr>
<tr>
<td>July 15</td>
<td><em>City of Limerick</em> (1,850)</td>
<td>Irish</td>
<td>95 miles S.W. off Lands End</td>
<td>Set on fire and abandoned. Abandoned.</td>
</tr>
<tr>
<td>July 15</td>
<td><em>Alpha</em> (860)</td>
<td>Portuguese</td>
<td>Off Orfordness</td>
<td></td>
</tr>
<tr>
<td>July 15</td>
<td><em>Herworth</em> (2,855)</td>
<td>British</td>
<td>Off Orfordness</td>
<td></td>
</tr>
<tr>
<td>July 15</td>
<td><em>Zbros</em> (2,088)</td>
<td>Polish</td>
<td>Off Orfordness</td>
<td>Was rendered out of control but later taken in tow.</td>
</tr>
</tbody>
</table>
APPENDIX II.

Number and Tonnage of Mercantile Vessels sunk up to Noon, 
Wednesday, July 17, 1940.

<table>
<thead>
<tr>
<th></th>
<th>British</th>
<th>No.</th>
<th>Tonnage</th>
<th>Neutral</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Submarine</td>
<td>117</td>
<td>374,650</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mine</td>
<td>89</td>
<td>290,360</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface craft</td>
<td>18</td>
<td>98,082</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft</td>
<td>53</td>
<td>136,859</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other causes and cause unknown</td>
<td>26</td>
<td>96,846</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sum</strong></td>
<td>308</td>
<td>1,160,576</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Allied.**

<table>
<thead>
<tr>
<th></th>
<th>By Submarine</th>
<th>No.</th>
<th>Tonnage</th>
<th>Mine</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mine</td>
<td>33</td>
<td>179,983</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft</td>
<td>26</td>
<td>139,170</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other causes and cause unknown</td>
<td>9</td>
<td>33,265</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sum</strong></td>
<td>68</td>
<td>403,442</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Summarised, the Totals are:

<table>
<thead>
<tr>
<th></th>
<th>By Submarine</th>
<th>No.</th>
<th>Tonnage</th>
<th>Mine</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>272</td>
<td>1,144,743</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

APPENDIX III.

Additions and Deductions of British Mercantile Sea-going Vessels of 500 gross tons and over.

From September 3, 1939—July 14, 1940.

**Additions.**

<table>
<thead>
<tr>
<th></th>
<th>Tankers</th>
<th>No.</th>
<th>Tonnage</th>
<th>Other Vessels</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>New vessels</td>
<td>7</td>
<td>57,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enemy vessels captured</td>
<td>3</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfers from (i) Danish flag</td>
<td>5</td>
<td>42,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii) Other flags</td>
<td>12</td>
<td>84,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other additions</td>
<td>8</td>
<td>11,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Additions</strong></td>
<td>35</td>
<td>213,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Tankers</th>
<th>No.</th>
<th>Tonnage</th>
<th>Other Vessels</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) Sunk*</td>
<td>27</td>
<td>296,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seized</td>
<td>1</td>
<td>6,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other total losses</td>
<td>7</td>
<td>21,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Deductions</strong></td>
<td>35</td>
<td>236,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Excluding the following commissioned vessels which, being King's ships, are not regarded as losses of Mercantile tonnage:

1 tanker of 7,000 tons; 11 other vessels of 78,000 tons.

Vessels under Construction in United Kingdom on July 13, 1940.

<table>
<thead>
<tr>
<th></th>
<th>Tankers</th>
<th>No.</th>
<th>Tonnage</th>
<th>Other vessels</th>
<th>No.</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>145</td>
<td>716,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The average weekly increment of British sea-going ships and tonnage over the 45 weeks was about 9-2 ships and 29,000 gross tons, compared with an average weekly loss due to enemy action alone, for the same period, of 5-4 ships and 23,000 gross tons, and an average weekly loss from all causes (including Marine risks) of 7-3 ships and 31,000 gross tons.
DURING the period under review the following casualties have been reported:

**Officers:** 11 killed, 7 wounded.

**Ratings:** 44 killed, 28 wounded.

In addition, the crew of H.M. Submarine *Shark*, 5 officers and 36 ratings are missing, possibly prisoners of war.

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**APPENDIX IV.**

**Summary of Air Attacks on Great Britain.**

**Daylight Attacks.**

11th July.—About noon, considerable activity started with an attack by about fifty aircraft on Portland and off the coast. Two ships in the harbour were slightly damaged. Eight He. 111 and one Ju. 88 were shot down. Attacks on convoys off the coast of Suffolk were made in the afternoon, but they were unsuccessful. Later in the day there was an attack on Portsmouth by a formation of long-range bombers escorted by twin-engined fighters. There was little naval damage, but two barges half-loaded with ammunition were sunk, and nine civilians were killed. Seven He. 111 and two Me. 110 were shot down in the ensuing engagement.

12th July.—The chief features of the day’s operations were attacks on shipping off the Norfolk Coast and off the Isle of Wight, and a raid off Aberdeen where a shipyard was bombed and considerably damaged. Several people were killed and wounded. In the course of the day the enemy lost seven He. 111, two Do. 17 and one Ju. 88.

13th July.—The enemy again concentrated his effort against convoys and shipping off the East and South Coasts. No damage was done and there were no casualties. There were several engagements, in the course of which the enemy lost six bombers and six fighters.

14th July.—With the exception of three small raids over Poole, which did not penetrate inland, enemy activities were again directed against our convoys and shipping. The only big engagement of the day was in the Dover-Calais area about 1500 hours, where the enemy attacked the Channel Convoy, sinking one merchant vessel and damaging two others. Our fighters intercepted and shot down six of the enemy aircraft.

15th July.—Bad weather restricted the activities of the enemy. In the afternoon a formation of enemy aircraft attacked a convoy off the Suffolk coast and set two merchant vessels on fire. They were, however, intercepted by our fighters and one was shot down. The enemy’s main activity was, however, directed against South Wales and South-West England, where bombs were dropped but only slight damage was caused.

16th July.—Enemy activity was on a reduced scale. Our fighters shot down one enemy bomber off the coast of Scotland and two off the Isle of Wight. A few bombs were dropped in the North-East of Scotland, but no serious damage was done.

17th July.—Bad weather again reduced the enemy’s scale of attack on this country. An attack was made on shipping off Dundee and on trawlers off Beachy Head. Bombs were dropped in Ayrshire and in the South of England, but the damage was slight.

18th July (till 12 noon).—In the morning there was slight enemy activity. Bombs were dropped on Montrose aerodrome, where some damage was done, and there were a few civilian casualties.

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**APPENDIX V.**
Night Attacks.

11th/12th July.—A series of ineffective raids were carried out, mostly by single aircraft. No serious damage was done anywhere.

12th/13th July.—There was a number of sporadic attacks with incendiary bombs in the South of Scotland, in Northumberland and Yorkshire, and in South Wales, but no serious damage was done.

13th/14th July.—There was little enemy activity during the night, but minelaying is suspected in the Thames Estuary, and between Middlesbrough and the Wash. Fighters were despatched, but there were no interceptions. There is no report of bombs having been dropped.

14th/15th July.—There was some bombing during the night. At Avonmouth the main line station was damaged, and at Dover the Duke of York's School was set on fire, but the fire was soon extinguished. There was also some minelaying in the Thames Estuary and off Harwich.

15th/16th July.—Operations were restricted by bad weather. The enemy appears to have mainly concentrated his effort on minelaying off the Mersey and the North-East Coast. Bombs were, however, dropped at Silloth in Cumberland, where there were a few slight casualties, but no material damage.

16th/17th July.—The night was fairly quiet, but bombs were dropped in the East of Scotland. There were no casualties and the damage was slight.

17th/18th July.—There was little enemy activity during the night, but minelaying is suspected in the Bristol Channel and off Plymouth. Bombs were dropped at Gillingham, near Felixstowe and at Neath in South Wales. There were a few casualties, but the damage to property is believed to be slight.

APPENDIX VI.

Summary of Attacks on Germany and German-Occupied Territory.

Daylight Attacks.

11th July.—Bad weather forced our bombers to abandon their primary tasks of bombing aluminium works, barges on waterways in the Low Countries, and oil targets, but Boulogne and Schipol Aerodromes and Boulogne harbour were bombed successfully.

12th July.—Very bad weather hindered day operations, but attacks were made on the Island of Leidam and on barges in the Bruges-Ostend Canal.

13th July.—Most of the twenty-two Blenheims, which operated during the day, were forced to abandon their tasks owing to lack of cloud cover, but successful attacks were made on the oil plant at Monheim, the aerodrome at Brussels and canal barges at Bruges. A Hudson aircraft made direct hits on the quay and warehouses at Harlingen, in Holland, and started fires.

14th July.—Lack of cloud cover hampered operations, but oil installations at Ghent were attacked.

15th July.—Unfavourable weather conditions prevented the majority of aircraft from performing their tasks. However, bombs were dropped close to aircraft on the ground at Lisieux and Evreux, where results were unobserved.

16th July.—Operations were again restricted by weather, but our Blenheims bombed St. Inglevert aerodrome and barges near Armentieres, one of which was directly hit.

17th July.—Thirteen Blenheims operated during the day, but eleven abandoned their task owing to adverse weather conditions. Two aircraft bombed barges at Enkhuizen in the Zuider Zee and on the Bruges Canal, and hits were observed. Attacks were also made on Cherbourg and on oil installations at Ghent.

18th July (until 12.00 noon).—Nine Blenheims successfully attacked aerodromes in North-West France and barges in the canal north-west of Pernes.

[21642]
Night Attacks.

11th/12th July.—In spite of extremely bad weather, our bombers successfully attacked oil plants at Monheim, the shipbuilding yards at Bremen, aluminium works at Mundelheim, and blast furnaces at Dusseldorf. Direct hits were made on Waalhaven and Schipol aerodromes.

12th/13th July.—Twenty-two Whitleys successfully attacked naval armaments targets at Emden and Kiel. Large fires were started at Emden, but the results at Kiel were difficult to observe.

13th/14th July.—Ninety-nine heavy bombers were despatched to attack various targets, including an airframe factory and docks at Bremen, railway communications at Hamm, Osnabruck and Soest, wharves at Duisburg-Ruhrort, an oil refinery at Monheim, an aircraft factory at Deichshausen, aluminium works at Grevenbroich, the aerodrome at Borkum, and petroleum works at Emden. Bombs were dropped, but results were difficult to observe. One Hampden attacked three Me. 110 which were about to land at Borkum and one was seen to fall into the sea in flames.

14th/15th July.—Seventy-eight bombers were employed. Fires were started at an oil factory at Gelsenkirchen, in the marshalling yards at Hamm and Soest, at or near the aircraft factory at Bremen, and at the Buer aerodrome. Direct hits were claimed on the aircraft parks at Diepholz and Paderborn, and on oil tanks at Ghent.

15th/16th July.—The operations of our bombers were again much restricted because of the weather, but twenty Hampdens successfully attacked the aircraft park at Paderborn and an oil refinery at Hanover. They also attacked a blast furnace at Hamborn, where explosions and fires were caused, and the aerodromes at De Kooy and Noorden, where fires were started.

16th/17th July.—All night operations were cancelled owing to unfavourable weather conditions.

17th/18th July.—Most of the operations were cancelled owing to the weather conditions, but successful attacks were made on Merville aerodrome, where fires were started, and on the synthetic oil plant at Gelsenkirchen, where a large explosion was observed.

Extracts from Recent Raid Assessment Reports.

The following reports of damage have been received during the past week:

**Hamburg.**

The administrative buildings of Blohm & Voss and a tobacco warehouse destroyed. The largest dry dock rendered unusable and a bridge across the Elbe severely damaged. Steamers unload into barges owing to serious damage to the quays, and considerable areas are roped off and the public not allowed to enter.

**Muenster.**

The timber works of Messrs. Ostermann & Schweibe completely destroyed by fire.

**Kiel.**

The damage to the Scharnhorst is such that the vessel will be out of commission for some time to come.

**Bremen.**

Further reports have been received of the damage caused to Krupp's subsidiary, the Norddeutsche Hutte A.G.

**Leverkusen.**

Bayers Chemical factory seriously damaged.

**Recklinghausen.**

The Buna Werke at Huls hit and damaged.
APPENDIX VII.

German Air Force Tactical Policy.

The German Air Force continues to maintain its present aim of consolidation and the re-equipment of certain units but, in the meantime, as has been stated previously, it has been found necessary to carry out operations, even if only on a minor scale, so as to maintain both service and civilian morale. There is another probable reason for these small-scale operations, which are carried out in varying forms. The German Air Force has come up against a thoroughly organised fighter defence system for the first time and therefore it has little practical experience with which to tackle this new problem. Also the German High Command have probably had doubts about certain salient points of their past policy, such as dependence on guns as opposed to fighters for defence at night and trusting in evasion or fighter escorts for the defence of bomber aircraft rather than in defensive armament. Thus it seems that the operations against this country may perhaps be defined as tactical experiments on which future policy can be based.

Preliminary night raids were made over this country and it was found that a certain degree of interception could be effected by British fighters at night. Within a few days arrangements were made for certain German fighter units to undergo night-flying training and it is known that one formation now flies by night with fair regularity and that areas are allotted for training.

Raids in daylight have been made by long-range bombers operating singly and in formation. These aircraft, which were originally designed for evasion, are now fitted with extra guns and, in addition, are usually armoured. Raids have also been made by mixed formations of long-range and dive bombers and by such formations with fighter escort. Short-range dive bombers have operated in formation alone and also with an escort of double their own strength of fighters. Reconnaissance aircraft have operated singly at great heights and have also been escorted by as much as a staffel of single-seater fighters.

It is anticipated that the special experimental gruppe of twin-engined fighters equipped as bombers which has recently been formed will at any time be tried out against this country.

This variegated pattern of tactics shows that there is at present no settled policy, but that these experiments are designed to devise the best tactics to be employed by both bombers and fighters.
BRITISH SHIPPING LOSSES DUE TO ENEMY ACTION.

☐ By S/M. ☐ By Mine. ☐ By Surface Raider. ☐ By Aircraft. ☐ By other causes, or cause unknown.

[Graph showing shipping losses from September 1916 to July 1917, with bars indicating losses by different causes over time.]
SHIPPING LOSSES
BY ENEMY ACTION
BRITISH, ALLIED & NEUTRAL

☐ By S/M.
☐ By Mine
☐ By Surface Raider.
☐ By Aircraft.
☐ By other causes, or cause unknown.

Note: Some delayed returns of losses in the
last two weeks have been received, but as these
are logged, they have not yet been shown
in the graph.