

12/1/43 - No. 5

Air Ministry News Service

Air Ministry Bulletin No. 8939

NORWEGIAN PILOTS FLY LATEST SPITFIRES

Norwegian pilots in Fighter Command - many of whom journeyed half way round the world to reach Britain - did much in 1942 to pay the Germans back for what their countrymen at home have been forced to suffer.

The two Spitfire squadrons of the Royal Norwegian Air Force serving in the command destroyed 17 German aircraft and damaged many more during the year. Most of their victories were won in the Battle of Dieppe, when together they shot down 11 German aircraft and severely damaged many others.

In other sweeps over the occupied countries, in attacks on ground targets - which the pilots describe as "the most fascinating of all jobs" - and raids on enemy shipping, the Norwegians have proved skilful and courageous fighters.

The two Norwegian squadrons were among the first squadrons in Fighter Command to be equipped with the Spitfire IX.

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12,1.43 - No. 6

INDIAN JOINT WAR COMMUNIQUE

The following joint war communique from India was received in London this morning:-

In the Arakan district fighting continues in the Donbaik area of the Mayu Peninsula where the enemy is resisting strongly.

There is no important change in the Rathedaung area.

Yesterday, January 11, Royal Air Force fighters and bombers attacked several enemy objectives in different parts of Burma. Pintha railway station in Central Burma was bombed by Blenheims and machine-gunned by their fighter escort. Two engines were destroyed, other rolling stock was damaged and bursts were observed on and near the railway line.

Elsewhere two small Japanese steamers one on the Chindwin river and one near Akyab were damaged.

Buildings and trucks were attacked at Kyaikthin and bombs were dropped on Mungchaung and Rathedaung.

Last night Wellington aircraft bombed enemy occupied villages on Akyab Island.

From these and other operations none of our aircraft is missing.

WAR OFFICE

12.1.43      No. 8.

Air Ministry No. 8947

AIR MINISTRY COMMUNIQUE

Last night aircraft of Bomber Command attacked objectives in the Ruhr.

One of our aircraft is missing.

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12/1/43 - No. 9

MIDDLE EAST JOINT WAR COMMUNIQUE

Cairo, 12th January, 1943

Yesterday there was nothing to report from our land forces except patrol activity.

There was an increase in enemy air activity over the battle area, and in combats which developed, allied fighters destroyed at least five enemy aircraft and damaged many others.

During the night 10th/11th January bombing and machine-gun attacks were carried out on road targets between Tripoli and Misurata.

Sousse harbour was also successfully bombed and transport was shot up on the road between Gabes and Sfax.

Naples was bombed yesterday during daylight hours and an Me.109 which attempted interception, was shot down.

From the above operations three of our aircraft did not return.

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WAR OFFICE

NOT FOR PUBLICATION, OR BROADCAST, OR USE ON CLUB TAPES  
BEFORE 0030 ON WEDNESDAY, 13.1.43. NOT TO BE CABLED  
ABROAD OR BROADCAST IN ANY COUNTRY BEFORE 0030 ON THAT  
DATE.

MORE CANADIANS ARRIVE

UNEVENTFUL CROSSING

Several thousand more reinforcements for the Canadian Army overseas and the R.C.A.F. reached the United Kingdom recently. It was the second large contingent of Canadians in three weeks to cross the Atlantic.

Several English trains were required to disperse the cheering Canadians to their various reinforcement units. Army personnel were in the majority among the new arrivals but there was also a large detachment of graduates from the Empire training plan, as well as a group of Canadian Naval personnel returning overseas after a spell of leave to Canada.

The Atlantic crossing was reported to have been uneventful and free from enemy interference, but one detachment of Army Service Corps and Artillery personnel from training centres in Red Deer, Alberta and Shilo, Manitoba, had been involved in a train wreck before reaching the Canadian Atlantic seaboard. At Almonte, Ontario their troop train had telescoped two rear coaches of a passenger train.

Officers of this detachment spoke with great pride of the assistance their men gave injured civilians. Singled out for praise was Pte. F.R. Whitta of Kenora, Ontario.

"That boy Whitta was wonderful," said Lieut. R.O. Bibbey of Saskatoon, Saskatchewan, "He didn't need anyone to tell him what to do - he just went ahead and fixed up injured people as if it were an every day occurrence to him. He got hot water up to the injured people, fixed them up with field service dressings borrowed from his mates, and generally did everything a man could do."

Three more soldiers named by their officers as having performed meritorious service were Pte. J.A. Bragg, Emo, Ontario, Pte. L.L. Christensen, Carstairs, Alberta, and Pte. J. MacFarlane, Winnipeg, Manitoba.

"Bragg did a great job of getting out alive a passenger who had been trapped under some wreckage and MacFarlane was one of a group who helped get more than twenty people away from the wreck. Christensen was on the job every minute of the time helping the people in charge of the hospital train," said Lieut. W.J.L. Hilton of Winnipeg.

"It was a terrible scene, and a new situation to almost all of us. Too much can't be said of how the boys performed. When we got to the seaboard we had to explain away a shortage of 273 blankets. What had happened to them was that the boys had used their own blankets to keep injured people warm and to improvise stretchers."

In charge of the troops for the Atlantic voyage was Lieut. Col. R.S. Timmis, D.S.O. of Toronto, Ontario. The ship's adjutant was Capt. F.A. Sprague, M.C. of Cochrane, Ontario, and the medical officer, Maj. C.V. Scott of Orillia, Ontario. The veteran of the ship's conducting staff was R.S.M. J. Copeland, D.C.M. of Toronto, who with Sgt. Gerald Lalonde of Cornwall, Ontario, and Maj. Scott completed his eighteenth crossing in a year. R.S.M. Copeland, who served in the Boer war as well as the last war, has two sons overseas and one serving in the army in Canada.

"It has all been done without any hindrance from the Germans," said R. S. M. Copeland, "What is important is that we never give Jerry a chance to have a crack at us."

Training centres from Gordon Head, Vancouver Island, to Debert, Nova Scotia, were represented in the draft, which included reinforcements for Canadian infantry, artillery and engineering units, as well as armoured corps, army service corps and medical, dental, ordnance and forestry personnel.

A group of army officers on board had been sent overseas for three-month attachments to units in the United Kingdom before returning to Canada. They included Maj. L. E. Boisvert of Riviere du Loup, Quebec, Maj. F. A. Ducasse of Quebec City, Maj. C. A. Scott of Ottawa, Capt. W. A. Black of Renfrew, Ontario, Capt. R. Laberge of Quebec City, and Lieut. R. Bourgault of Sherbrooke, Quebec. Other army officers included reinforcement personnel in charge of their drafts and officers who are returning overseas after completing staff courses in Canada. One officer who arrived overseas to command his Army Service Corps unit with which he trained in a western Canada centre was Maj. Norman Hogg of Toronto, Ontario.

Senior Naval officer on board was Capt. W. B. Creery, R.C.N., who has served 29 years in the Canadian Navy. Capt. Creery is overseas on special duty.

R.C.N.V.R. officers who returned overseas after leave in Canada or for overseas appointments included:- Surgeon-Lieut. Robert J. Townsend, Westmount, Quebec; Lieut. Bruce S. Wright, Fredericton, N.B.; Lieut. W. G. Dolmage, Vancouver, B.C.; Lieut. John Woods, Toronto, Ontario; as well as W. S. O. J. Kenneth, W. S. O. Tranton, R.C.N., Halifax, N.S. and a number of naval ratings reporting to the Canadian naval base in the United Kingdom.

Senior Air Force officer on board was Wing Commander A. K. Aspden of Toronto, Ontario. Members of his staff included Squadron Leader G. Nanton of Winnipeg, Manitoba, security officer, and Flight Lieut. W. S. W. Breese of Lindsay, Ontario, assistant adjutant.

The troops were in high spirits as they came down the gang-planks and filed into their special trains.

"Boy, I'm glad to get here," said Pte. J. M. Worthington of Paisley, Ontario, "I have had my mind set on coming overseas for a long time. First I joined the Air Force and was on my way to being a pilot when I found I was one of those people who black out when they are in the air. So then I transferred to the postal corps and now I've made it - I'm overseas, and I'm happy."

The same sentiments were expressed by Major J. R. Pepall, artillery officer from Toronto who first arrived overseas in the summer of 1940 and returned to Canada for a staff course at Kingston. "It is not easy leaving home for the second time," he said, "but just the same I want to be over here for this war."

Lieut. C. Burke, R.C.N.V.R., of Vancouver, B.C., who had been home on leave, was looking forward to commanding a motor gunboat or torpedo boat in the North Sea and the Channel again. A youthful-looking officer, he has been in command of his own ship for two and a half years. "I like the work," he said when asked about his return overseas, "and I am glad to go back to it."

One German prisoner of war and twenty-five internees and refugees were brought back to England. Their future disposition was not disclosed.

Also on the passenger list were a number of British merchant marine officers and ratings who are returning to the Netherlands after a period in Eastern Canada where they were landed when a freighter was torpedoed last September.

An army intelligence officer now posted overseas for special duty is Lieut. G. T. DeHueck. He is the son of Baroness Catherine DeHueck, well-known European correspondent for American newspapers.

The discipline of the troops was stated to be excellent.

"We had a good voyage, free of interference from the enemy," said Col. Timmis.

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NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES  
BEFORE 00.30 B.S.T. (i.e. FOR MORNING PAPERS) ON  
WEDNESDAY, 13th JANUARY, 1943

THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING  
ANY MESSAGES FILED WITH THE EMBARGO

POST OFFICE PROPOSES TO RATION TRUNK CALL TIME

The G.P.O. is about to begin a campaign asking trunk telephone users to keep their talks short. The heavily increasing demands upon the telephone service make it essential to enlist public co-operation in this campaign.

Trunk calls have steadily increased from 117,000,000 in 1939 to 149,000,000 in 1942. And the rise continues.

The Fighting Services require telephone material just as much as the Post Office telephone service. Microphones, cables, cords, valves, switches, etc. are needed for communication in aeroplanes, tanks, submarines and surface vessels, and in many other indispensable engines of war. All these requirements are absolutely essential and must be supplied.

In addition to these demands for the fighting services in the field, on the sea and in the air, the G.P.O. has had to set up a National Defence network practically equal in size to the public network, involving huge supplies of cables and telephone equipment in every part of the country.

These heavy demands for telephone materials for operational use impose a serious restriction on the rate of expansion of the public trunk network. There is a similar problem on the manpower side which introduces further difficulty by limiting the number of suitable personnel available to handle the growing traffic.

It is essential therefore that the public should co-operate in ensuring that the resources of the public trunk service are utilized to the best advantage in the national interest. With this object in view it is the intention of the G.P.O. very shortly to limit trunk calls to a maximum of six minutes. But the public can assist by cutting their calls as short as possible.

GENERAL POST OFFICE

12/1/43 - No. 21

Air Ministry News Service

Air Ministry Bulletin No. 8951

MORE 4,000 LB BOMBS ON THE RUHR

Flying most of the way over thick cloud, a force of four-engined bombers attacked the Ruhr last night, the sixth attack on this district in eight days.

Many 4,000 lb bombs were dropped, and the glow of considerable fires was seen. Flak was incessant, but searchlights were ineffective against the clouds.

Night fighters were out and some shots were exchanged, but no serious encounter developed.

A Lancaster pilot circling the target area banked very steeply and suddenly found that his aircraft was upside down. "Apparently I had done a half roll," he said. "The whole action was remarkably smooth. I should hardly have thought it possible in a Lancaster if it hadn't happened. One engine cut out in the process but it picked up again once we were straight and level."

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12/1/43 No. 23.

ARMY CADET FORCE FOR N. IRELAND

Maj. Gen. V.H.B. Majendie, General Officer commanding the Northern Ireland District, announced in Belfast to-day the introduction in Northern Ireland of an Army Cadet Force. He stated that a Cadet Committee has been set up with the Governor of Northern Ireland as President, Brig. M. Kemp-Welch as Chairman, and Col. W.D. Gibbon, as Colonel Commandant.

In Great Britain Army Cadet Force units are affiliated to the nearest Territorial Army Unit but as there are no Territorial Units in Northern Ireland the War Office has given permission for the new force to be affiliated to the three regular Ulster Army Units, namely, Royal Eniskilling Fusiliers, the Royal Ulster Rifles and the Royal Irish Fusiliers.

Boys who can join at the age of twelve will be allowed to wear the regimental badges of these regiments and will be issued with battle dress and anklets. The new force will be administered on the same lines as that in Great Britain.

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NORTHERN IRELAND GOVERNMENT

12/1/43 No. 23.

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NORTHERN IRELAND GOVERNMENT

SOLDIERS' PROBLEMS

The Army introduces "Request Hours" for men to consult  
officers privately

Soldiers and members of the A.T.S. are to have the benefit of a system in which they will be able to consult an officer at a stated place on any matter other than a formal complaint.

Other ranks, whether N.C.Os., or private soldiers, with a personal problem or grievance may always approach an officer privately without going to a Warrant Officer or N.C.O.

In units where officers and men have served together for some time and know each other well, the men find no difficulty in approaching their officers on a personal matter. But there are units in which frequent changes make this approach less easy, and to meet such cases a system of "Request Hours" is being instituted in the Army.

An hour and place will be set aside each week for the purpose of interviews which will be entirely private. Usually, the officer will be able to deal with the matter himself or he may refer the soldier to the Units Legal Advice Bureau, etc. If the soldier should raise a formal complaint (for instance against another soldier, N.C.O., or other superior) the officer will tell the soldier how to do so and if necessary instruct him.

Soldiers are encouraged, whenever they wish for advice or help in a matter which is not in the nature of a formal complaint, to approach their officers direct, either at a "Request Hour" or at any other time.

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12/1/43. No. 25

SURGICAL RUBBER GLOVES

The Board of Trade will consider applications from traders for licences to dispose of stocks of surgical rubber gloves, not of their own manufacture, to Voluntary Hospitals.

Traders will be unable to obtain replacement of rubber gloves supplied under the authority of any such licence, and they should therefore maintain an adequate working stock for their normal trade.

Applications for licences should be addressed to the Board of Trade, Hawkins House, Dolphin Square, London, S.W.1., and should state the quantity of gloves involved.

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BOARD OF TRADE

BRITISH FILM OF U.S. FORCES IN IRELAND

Using U.S. troops as their actors, Crown Films have just completed a film entitled "A Letter From Ulster", as a tribute to the members of the U.S. Forces, who are our guests in Great Britain.

Directed by Brian Desmond Hurst, from a story by Shaun Terence Young, "A Letter from Ulster" (which will be seen at the Empire, Leicester Square on Friday, 15th January) shows how the U.S. troops have been settling down in Northern Ireland since their arrival there.

The two principal actors are Private Wally Newffield, and Sergeant Donald Prill, both of Minneapolis, now in an U.S. Artillery Regiment stationed in Ulster. They play the part of brothers in the film, and are writing a letter home. It is this letter, which is the basis of the film, which shows their arrival, how they moved in, their strenuous training, manoeuvres, and how they spend their leisure.

Several interesting local landmarks of interest to both British and U.S. members of the audience are shown. The two boys visit Londonderry and Strabane, where there is an old printing shop (Thomas Gray & Son) from which the two apprentices emigrated years ago, and started the firm in the U.S., that eventually printed the Declaration of Independence; they also visit Carrickfergus Castle, in the waters off which the only engagement took place between U.S. and British Warships during the War of Independence - won, incidentally by the U.S.

Also appearing in the film in one scene is Captain Bruce Baimsfather, who meets a U.S. sergeant, and discovers that they were very near each other in the trenches of the last war. Baimsfather is now an official photographer attached to the U.S. Forces.

Following its pre-release run at the Empire, Leicester Square, the film will be released to cinemas throughout the country by M.G.M.

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ROOSEVELT CALLS FOR U.S. FOOD MOBILISATION

Washington,  
Tuesday.

President Roosevelt to-night told American farmers of their "vital place" in the "global war strategy" of the United Nations and, in a nation-wide broadcast to mark the first U.S. Farm Mobilisation Day, called on them to aid in making America and the United Nations the "greatest arsenal for food."

The President, whose speech was read for him by Economic Stabilisation Director, James F. Byrnes, had appointed January 12 as Farm Mobilisation Day in a proclamation on December 18, stating in part: "Food is no less a weapon than tanks, guns and planes. As the power of our enemies decreases the importance of the food resources of the United Nations increases ... I should like Farm Mobilisation Day to be a symbol of free America; a symbol of the might and productivity of our nation; a symbol of our unalterable determination to put to full use our agricultural resources as well as our other resources in the achievement of complete victory."

Meetings between farmers and Federal and State agricultural officials were held throughout the country to discuss ways and means of insuring maximum food production on every U.S. farm in 1943 to aid the war effort of the United Nations.

The President's statement to-night declared:

All over the world, food from our country's farms is helping the United Nations win this war. From the South Pacific to the winter front in Russia, from North Africa to India, American food is giving strength to men on the battlelines and sometimes also to men and women working behind the lines. Somewhere on every continent, foodships from this country are the life line of forces that fight for freedom. This afternoon we have heard from some of the military and civilian fighters who look to us for food. No words of mine can add to what they have said.

But on this Mobilisation Day, I want to round out the picture and tell you a little more about the vital place that American farmers hold in the entire war strategy of the United Nations. Food is a weapon in total war - fully as important in its way as guns, planes or tanks. So are other products of the farm. Longstaple cotton that goes into parachutes for example, oils that go into paints for ships and planes and guns, grains that go into alcohol to make explosives also are weapons. Our enemies know the use of food in war. They employ it cold-bloodedly to strengthen their own fighters and workers and to weaken or exterminate peoples of conquered countries. We of the United Nations are also using food as a weapon to keep our fighting men fit and to maintain the health of all our civilian families. We are using food to earn the friendship of the people in liberated areas and to serve as a promise and an encouragement to the peoples who are not yet free. Already in North Africa the food we are sending to the inhabitants is saving the energies and lives of our troops there. In short, we are using food both in this country and in allied countries with the single aim of helping to win this war.

Already it is taking a lot of food to fight this war. It is going to take a lot more to win final victory and win the peace that will follow. In terms of total food supply the United Nations are far stronger than their enemies. But our great food resources are scattered to the ends of the earth, from Australia and New Zealand to South Africa and the Americas, and we no longer have food to waste. Food is precious, just as oil and steel are precious. As part of our global strategy we must produce all we can of every essential farm product. We must divide our supplies wisely and use them carefully. We cannot afford to waste any of them. Therefore the United Nations are pooling their food resources and using them where they will do the most good. Canada is sending large shipments of cheese, meats and other goods on the short North Atlantic run to Britain. Australia and New Zealand are providing a great deal of food for American soldiers stationed in that part of the world. Food from Latin America is going to Britain. Every food producing country among the United Nations is doing its share. Our own share in food strategy, especially at this state of the war, is large because we have such great resources for production: and we are on the direct ocean lanes to North Africa, to Britain and to the Northern

ports of Russia. American farmers must feed our own growing army and navy. They must feed the civilian families of this country and feed them well. They must help feed the fighting men and some of the war workers of Britain, Russia and, to a lesser degree, those of the other Allied countries.

So this year, as never before, the entire nation is looking to its farmers. Many quarters of the free world are looking to them too. American farmers are a small group with a great task. Although 60 per cent of the world's population are farm people, only two per cent of that population are American farmers. But that two per cent have the skill and energy to make this country and the United Nations the greatest arsenal for food and fibre.

In spite of handicaps under which American farmers worked last year the production victory they won was among the major victories of the United Nations in 1942. Free people everywhere can be grateful to the farm families who made that victory possible.

This year the American farmers task is greater and the obstacles more formidable. But I know that once more our farmers will rise to their responsibility.

This farm mobilisation is the first day ever dedicated by a President to the farm people of the nation. I know the whole country joins with me in tribute to the work the farmers have already done; in the pledge of full support in the difficult task which lies ahead for farmers, and in the prayer for good weather to make the farmers' efforts more fruitful.

Our fighting men and Allies and our families here at home can rely on the farmers for the food and other farm products that will help to bring victory.

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U.S. OFFICE OF WAR INFORMATION

121.43 No. 33.

Air Ministry No. 8953

AIR MINISTRY COMMUNIQUE

In the course of offensive patrols over the Low countries this afternoon aircraft of Fighter Command and Army Co-operation Command attacked and damaged water transport and railway targets.

None of our aircraft is missing.

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Following is broadcast in 9 o'clock news tonight of a Chief Yeoman of Signals on the flagship of the convoy which recently got through to Russia in spite of attempts by large units of the enemy fleet to stop it.

RUSSIAN CONVOY

It had been stormy and there was so much ice on our big guns that they looked even bigger than they were. But we on the bridge were comfortable enough with plenty of clothes on and special heating. About an hour after we'd had our action breakfast we suddenly got a Stand-to. We'd sighted a dark shape to the northward and immediately turned towards it with everyone keyed up to see what it was. There's only twilight up there, no daylight.

We'd just got near enough to find out that the ship was one of our own when we received an alarm from H.M.S. ONSLOW, reporting enemy in sight. At the same time we sighted gun flashes on the starboard beam; they were big white flashes rather like those you see from anti-aircraft guns on shore. This was a real tonic.

Full speed ahead was ordered, and we heeled over as we turned towards them. We kept getting reports; "Firing ahead. Firing on the port bow. Firing on the starboard bow." Then we got the signal from Captain Sherbrooke in the ONSLOW: "Destroyers join me," followed immediately by "An attacking the enemy."

These ships were faced with an immensely superior force, but they charged at the enemy without any hesitation. They were like terriers. They held him off the convoy long enough for us to arrive in support.

We were getting near now and the job of sorting out who was who was a real teaser. There were gun flashes, smoke and fires over an arc of about seventy degrees. All eyes and glasses were peering at this muddle when I suddenly spotted a big ship, at the right-hand edge of the firing. It was a heavy enemy cruiser firing at the merchant ships. We still had to wait a while till we got within range, and then the captain gave the order "Open Fire." It made you feel like shouting out aloud.

The enemy was so busy with the merchant ships, and our force was handled so skilfully, that I don't think he knew we were there until our shells were straddling him. Before he could make up his mind what was happening we saw a salvo hit him, and everybody yelled "Oh a beauty." It was a real thrill to watch the tracer shells soaring through the air and see the terrific flash when they landed. We could see his tracers coming over too. That was also a thrill wondering where they were going to land, but apart from one or two good shots he seemed rattled. He turned away and we turned after him.

At this point we sighted a destroyer sneaking up on us from the opposite bow, and whilst our rear guns and those of our force astern went on hammering the cruiser, our foremost guns swung round to the destroyer. They blazed out with a terrific roar and the first salvo caught him a smasher. Several more quick salvos set him on fire forward and aft, with smoke pouring from him. We were getting very close to him indeed. I remember the Captain saying "Shall we ram him sir?" The Admiral said, "Yes ram." When the pipe went "Stand by to ram" you could almost feel a thrill going through the whole ship's company.

However the destroyer was in such a mess that we didn't have to ram him, we passed him very closely and our smaller guns finished him off. As we hauled out to port to regain touch with the larger enemy ships we could see him sinking by the stern, blazing furiously. The fire must have got hold of his box of pyrotechnics, and for a few minutes the sky was lit by red, white and green flares. Someone suggested he was signalling for help, and someone else from the back of the bridge, said: "I should think he damn well is."

At this point we sighted a second large ship about 70 degrees on the port bow with two smaller ones near him. Again the Captain ordered "Open Fire", and again the enemy seemed to be taken by surprise. He returned the fire, but immediately turned away at high speed.

The first large ship we had engaged was by this time almost out of sight making for his base. We chased them for some time to make quite certain the enemy would not creep round to attack our convoy from other directions. We then positioned ourselves between the enemy's base and the convoy ready for any further attacks they might make, but they'd had enough.

12.1.43 No. 35.

Air Ministry News Service

Air Ministry Bulletin No. 8954

TUGS IN HOLLAND AS TARGETS

Three tugs were left sinking on a Dutch canal this afternoon after an attack by a Norwegian Flight Lieutenant of Fighter Command.

The Flight Lieutenant was flying with two other members of one of the Punjab Squadrons in an attack on enemy communications. The weather was poor, but the fighters pressed home the attack from low level.

The Flight Lieutenant also shot up a group of barges laden with barrels, and saw hits on the craft.

"On the way to the canal I had a shot at a gun post and a camouflaged hut with soldiers outside", said the Flight Lieutenant later.

"But my best shots came soon afterwards. On the canal I saw three tugs towing barges. I raked two of the tugs from 50 feet and their bows went under water. I hit the third near the stern and then beat up the barges.

"As I circled above, all three tugs had heavy lists and seemed to be going down.

Another pilot attacked a goods engine.

Army Co-operation Command aircraft were out over Belgium this afternoon when, in spite of areas of adverse weather, they made a number of successful attacks. One pilot damaged a locomotive and several trucks. Other military targets attacked were three barges, and a flak position was hit.

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