

9/12/39 - NO.1.

(Not to be quoted as an Air Ministry announcement).

R.A.F. BOMBS SECOND U-BOAT.

Today another U-boat was attacked by an aircraft of the Coastal Command which dropped nearly a ton of bombs on the submarine while it was only a few feet below the surface. Destroyers were then called up to drop depth charges.

The U-boat was patrolling with conning tower awash in the Atlantic when it was spotted by a Coastal Command flying boat which was patrolling 900 feet above the water because of low cloud. Swooping, the pilot let go a salvo of several bombs. The U-boat commenced to submerge but it only reached periscope depth when the rain of high explosives began. Large, spreading patches of oil immediately appeared on the surface of the sea.

Note for the guidance of the press.

This is an amplification of Air Ministry Bulletin No. 223 released at 11.40 p.m. on 8.12.39.

9/12/39. - NO.2.

For 6 a.m. release. Not for publication before
the evening newspapers of 9/12/39.

"PASSING OUT" OF R.A.F. APPRENTICES.

(Not to be quoted as an Air Ministry Announcement)

"Upon your work the lives of the pilots and crews of the R.A.F. to a very large extent depend. Never, therefore, be tempted for any reason to be anything but thorough in your work. A little carelessness or a little scamping might lead to an accident with disastrous results".

With these words yesterday, Air Commodore L.D.D. McKean bade God-speed and good luck to several hundred apprentices who are "passed out" and will now begin their effective life in the R.A.F.

These young men, the second batch in two days, had just finished their long course at an R.A.F. School of Technical Training.

They now join the highly skilled and highly trained mechanics and armourers upon whom the great responsibility of the maintenance of aircraft and aircraft armaments depends. Nine of them will be Leading Aircraftmen, 181 Aircraftmen Grade 1, and 158 Aircraftmen Grade 11

It was a good day for Australia. C.W. Beasley, who comes from the Dominion, took first prize with the highest aggregate of marks. The second prize went to D.C. Byrne, whose home is at Harrow. The prize winner in educational subjects was S.F. Sellers, from Brighton, and the best fitter for engines was D.J.O. Loudon, a young Scot from Edinburgh. Beasley has the added distinction of being the best fitter armourer.

The Commanding Officer of the Station, Group Captain Budgen, in submitting his report of the work of the apprentices since they joined the School, said that the war had acted as a great stimulant to the boys. Although they had had to complete their training under trying conditions, they had returned excellent results and had maintained the high standard of efficiency of pre-war apprentices.

FROM AIR AFFAIRS.

9.12.39 - No. 3.

FRENCH OFFICIAL COMMUNIQUE (Morning)

The following communique was issued this morning
from the French G.H.Q. :-

Infantry and artillery activity at various points
of the Front.

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MINISTRY OF PENSIONS ANNOUNCEMENT.

The War Service Grants Advisory Committee, formerly
known as the Military Service (Special Allowances)
Advisory Committee.

This Committee is advisory to the Minister of Pensions, who is now responsible for the award and payment of special grants to the families and dependants of sailors, soldiers and airmen in cases where assistance is necessary, over and above any allowances payable by the Service Departments, in order that serious financial hardship may not arise from the men's absence on service. The cases dealt with by the Committee are those in which it is claimed that hardship would arise on account of liabilities for rent, insurance premiums, hire purchase, school fees, and similar commitments.

Special attention is directed to the method of making an application to the Committee. The application has to be made on form M.S.A.C.21. In all cases where the man is serving in this country the form of application should be obtained through his Commanding Officer and should be completed by the man himself.

In cases where the man is serving afloat or overseas the form can be obtained by the wife or other dependant by application on a postcard to the nearest office of the Unemployment Assistance Board. The form should then be filled in by the wife or dependant and returned to the same office from which it was obtained. That office will afford any assistance which may be needed by the wife or dependant in completing the form.

Officers and their families or dependants are also eligible for grants from the Committee and may obtain forms either as indicated for other ranks or by written application

to

to the Committee at 18, Great Smith Street, S.W.1.

The War Service Grants Advisory Committee does not deal in any way with allowances for which wives, children and dependants may be eligible under the ordinary regulations of the Service Departments.

The attached article, "Germany and the Law at Sea" is issued to the Press for such use as they may desire to make of it. It must not be quoted as an official Admiralty statement.

Germany and the Law at Sea.

The German habit of ignoring all international obligations and the dictates of humanity when she realises that she is fighting a losing battle was clearly demonstrated in the war of 1914-1918. It is again being demonstrated in the present struggle. Not only is Germany flouting all international law and the customs which civilisation has built up in the interests of humanity. Moreover, Germany is carrying on the war at sea more effectively against neutral shipping than against the shipping of the Allies. That this is done intentionally, in order to seek to force neutral nations to act only in accordance with the German will, is patent from the admissions of the German propaganda organisation.

The two main ways in which Germany is flouting International law and the dictates of humanity in her war at sea are in the operations of the U-boats and in the indiscriminate and unannounced laying of mines in commercial shipping channels. The actual obligations which Germany is ignoring are the following:-

(1) The Submarine Protocol

This was voluntarily acceded to by Germany on November 23rd 1936. It read as follows:-

"The following are accepted as established rules of International Law:-

- (1) In their action with regard to merchant ships, submarines must conform to the rules of International Law to which surface vessels are subject.
- (2) In particular, except in the case of persistent refusal to stop ~~cn~~ being duly summoned, or of active resistance to visit and search, a warship, whether surface vessel or submarine, may not sink or render incapable of navigation a merchant vessel without having first placed passengers, crew, and ship's papers in a place of safety. For this purpose the ship's boats are not regarded as a place of safety unless the safety of the passengers and crew is assured, in the existing sea and weather conditions, by the proximity of land, or the presence of another vessel which is in a position to take them on board".

The number of cases in which the German U-boats have flouted this engagement of the German Government during the present war, both by sinking merchant ships without warning by torpedo or gunfire, and failing to make even the slightest attempt to assure the safety of the passengers or crew, are too numerous to detail. Moreover, both the extent and the heinousness of the illegal actions of the U-boats have shown a progressive tendency to increase. It may be recalled, however, that within a few hours of the declaration of war, the passenger liner ATHENIA was torpedoed without warning by a German submarine, and sank with the loss of many lives. There was also the case of the steamer ARLINGTON COURT. The testimony of the captain of that ship is eloquent of the German methods.

"There was a big explosion. A torpedo had struck us under the bridge on the port side. There was a very heavy sea and a west-south-westerly gale blowing. I estimated the waves to be about 30 feet high. We pulled away from the ship and, about 11 minutes later, a second torpedo hit the ship on the port side. In about 15 minutes the ship sank. On the third day in an open boat the Chief Engineer died. It was very cold and raining like sleet, most of the time, which cut through us. By the next morning I was expecting three more men to die from the exposure, but a Dutch motor vessel hove in sight and we were picked up".

Not only was the ARLINGTON COURT sunk without warning, but the submarine did not even come to the surface to make any attempt to ensure the safety of the crew. They were left to fend for themselves in open boats in exceptionally bad weather over a hundred miles from land and with no other ship in sight.

One of the three boats belonging to that ship was never seen again. To cast non-combatants adrift under conditions in which **men** suffer agonies and die from cold and exposure is an action which no civilised man can contemplate without horror.

There is plenty of evidence that Germany is **herself** on occasions ashamed of such conduct. When the Norwegian tanker ARNE KJODE was torpedoed without warning by a German U-boat, Germany could think of no excuse, but when the Dutch steamer SLIEDRECHT was sunk without warning by a U-boat the German Propaganda Ministry tried very hard to persuade the world that the ship **that had been** sunk was a British anti-submarine decoy ship disguised and sailing under Dutch colours. Unfortunately for Germany, some survivors of the SLIEDRECHT were picked up and were able to tell the tale of the loss of their fine ship.

Some German submarine commanders, moreover, seem to try to obscure their wanton disregard for the obligations of International Law and humanity by the subsequent friendly, and sometimes almost gushing, treatment meted out to survivors who have been taken on board submarines. To take an instance, after firing at the fishing trawler CRESSWELL in callous indifference to the recognised rules of civilised warfare, even going to the lengths of firing a shell just below one of the trawler's small boats as it was being lowered with men in it, and afterwards leaving men to drown in the water while the submarine went on its way, the submarine commander afterwards returned to the scene and took the survivors on board. The survivors were taken below, stripped of their wet clothing, given hot drinks and blankets, and put into bunks belonging to the submarine's crew, whilst one survivor was brought round by artificial respiration applied by one of the enemy.

This sort of thing makes it clear that the German submarine commanders, while acting with true German ruthlessness, are often acting in accordance with a carefully prepared plan designed to impress upon the world that Germany is, in fact, employing chivalrous and humane methods, despite the well-established and widely known facts to the direct contrary.

The German propaganda organisation has also sought to prove that all British merchant ships are fair game and may legally be sunk without warning because many of them are armed. Here there is deliberate confusion between the armed merchant cruiser and the defensively armed merchant ship. An armed merchant cruiser carries a considerable and offensive armament; she is manned by naval personnel and figures in the list of commissioned ships of the Royal Navy; she flies the White Ensign, and is essentially a naval unit which carries out naval duties and takes no part in commerce. Defensively armed merchant ships are very different. They are, as their name implies, merchant ships engaged upon their ordinary mercantile occupations, but given a small defensive armament, purely in order to allow their crews to defend themselves and their ships against attack or attempt at capture. The arming of merchant vessels for defensive purposes is one of the oldest established rights of international law of the sea, and dates from the days in which all ships went armed against pirates and no warships, as such, existed beyond galleys. The German contention that the provision of defensive armaments to merchant ships has again brought about a situation in which there is no difference between a warship and a merchant ship, is, of course, utterly untenable. Every new development in the technique of war at sea widens the already great gap between the warship and the merchant ship - a gap which even the special arming of ships as armed merchant cruisers cannot effectively bridge in the

technical/

technical sense. So much was proved by the gallant but hopeless fight of the armed merchant cruiser H.M.S. RAWALPINDI.

Apart from the conduct of the U-boat warfare, the other important way in which Germany is flouting her freely undertaken commitments under International Law, and the requirements of humanity, is in her ^{new} minelaying campaign. As Mr. Winston Churchill said in his statement in the House of Commons on December 6th, "This is about the lowest form of warfare that can be imagined." The whole world will agree with that statement. The mine, when it is laid in shipping channels habitually used by merchant ships without notification of the danger area does not only constitute a clear infringement of International Law, but is additionally indefensible as wantonly disregarding traditional difference between belligerent and neutral. Proof of this is to be found in the very heavy losses which have been inflicted upon neutral shipping by this ruthless and abominable form of German warfare.

The requirements of International Law with regard to the laying of mines are defined in the Hague Convention of 1907, to which Germany freely subscribed. This makes it quite clear that if a belligerent lays mines, he must take every possible precaution to ensure the safety of commercial navigation, and must, for this reason, duly notify the areas made dangerous for shipping.

The Hague Convention was drafted and signed many years ago - before the mine had developed into the engine of frightfulness which it is to-day. But that does not provide an excuse for its deliberate flouting by Germany. Indeed, no less a person than Admiral Raeder the head of the German navy reiterated Germany's obligations with regard to both submarine and mine warfare after the outbreak of the present war, and gave an undertaking that Germany intended to honour these obligations

Admiral

Admiral Raeder stated definitely that German submarine warfare was based upon a "Prisenordnung", that is, an order relative to the taking of prizes at sea - dated August 28th. He said that this order complied with existing conventions and that strict orders had been given to U-boats to obey these regulations. On the subject of minelaying, Admiral Raeder stated positively that the laying of minefields was announced according to the Hague Convention of 1907.

It is ironical that Admiral Raeder should have made these statements to the Berlin correspondent of the Dutch newspaper "Handelsblad", since it is Dutch shipping which has suffered so severely from the illegal and ruthless methods of Germany in conducting the war at sea.

NAVIGATION ORDER NO.4, 1939

By Command of the Lords
Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence Regulations 1939, the Commissioners for executing the office of Lord High Admiral hereby make the following Order:

1. This Order shall apply to all ships within the territorial waters of the United Kingdom.
2. A person authorised under this Order may give directions to prohibit or restrict the entrance or departure of ships or of any ship to or from any port in his command or to restrict the movements of ships or of any ship within the area of, or the approaches to, such a port.
3. The following persons are authorised to act under this Order:-

The Naval Commander in Chief, Nore

The Naval Commander in Chief, Portsmouth

The Naval Commander in Chief, Western Approaches

The Naval Commander in Chief, Rosyth

The Admiral Commanding, Orkneys and Shetlands,

4. Any directions given under this Order shall cease to have effect seven days after the time at which they are given unless in the meantime they have been confirmed by the Admiralty.
5. This Order shall come into effect forthwith and may be cited as Navigation Order No.4, 1939.

BY COMMAND OF THEIR LORDSHIPS.

(sgd) R.H.A. Carter.

9.12.39 - No 7

MILITARY AFFAIRS

Please do not quote War
Office as official source

GERMANY CHANGES FINN TOPOGRAPHY

"Deutsche Allgemeine Zeitung" has published a map in order to show its readers the course of operations in Finland. In order to show Russian successes, several places have been moved further into Finland on this map; some places 150 to 200 Km. farther in.

WAR OFFICE

9.12.39 - No. 8.

TRINITY HOUSE PILOTAGE DISTRICTS (EMERGENCY)

ORDER NO.2. 1939.

By Command of the Lords
Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulation No.43 of the Defence Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order

1. This Order shall relate to all Pilotage Districts under the jurisdiction of the Corporation of the Trinity House of Deptford Strond.
2. The Trinity House may appoint Pilotage Committees consisting of such persons as it may think fit, whether Elder Brethren of the Trinity House or not, and may delegate to such Pilotage Committees any of the powers or duties of the Trinity House under the Pilotage Act 1913 or the Defence Regulations 1939 or any Orders made thereunder, relating to pilotage matters.
3. This Order shall come into force forthwith and may be cited as the Trinity House Pilotage Districts (Emergency) Order No.2, 1939.

BY COMMAND OF THEIR LORDSHIPS
(Sgd) R.H.A. Carter.

ADMIRALTY, S.W.1.

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Please do not quote War
Office as official source.

GERMANY FEELS THE PINCH.

Each day brings news of fresh German devices and decrees to cut down the consumption of raw materials, now increasingly hard to get, or of commodities or of rolling stock.

Passenger trains are being curtailed, and there is evidently great anxiety to use trucks sparingly. Goods for transport between Ludwigshafen and Emmerich, for instance, must be forwarded by river and not by railway except in cases of extreme urgency. To speed up the circulation of trucks, Sundays and holidays are to be reckoned as working days in computing time and demurrage. Travelling during the Christmas holidays, which for Germans, even more than for other peoples, has always been the time for family reunions, while it is not entirely forbidden, must be restricted to a minimum.

The lack of materials shows itself in many unexpected ways. A German cannot buy new gramophone records unless he hands in an equivalent number of old ones. He cannot get Beethoven's Seventh Symphony, for example, unless he sacrifices the Second. Luminous paints are now reserved for scientific or military purposes in the manufacture of watches and compasses.

Many firms are going to the wall or threatening to do so. And so the courts have now been ordered to make special arrangements to meet the cases of firms who cannot meet their liabilities as a result of war conditions.

WAR OFFICE.

Please do not quote War
Office as official source.

SOVIET WOMEN COMMANDERS

Reports still come in that women are flying Soviet bombers and fighters in Finland. Certainly at the other side of the Baltic, in Estonia, several Red Army units and batteries are led by women, who are also in some cases battalion commanders.

It is only two or three years since Soviet women of the Osoviakhim (Home Defence League) asked to be allowed to form women's units in the Red Army. This was refused; but in September 1936, Marshal Voroshilov declared that if Soviet Russia were to be attacked - as now she declares herself attacked by Finland - Soviet citizens, both men and women, would fight under the Red Flag.

WAR OFFICE.

DEFENCE OF AFRICAUNION READY TO USE ITS FORCES IN THE NORTH

General Smut's recent statement on the scope of the Union's defence policy has, in the words of a leading Cape newspaper, "been accepted with relief by South Africans of military prudence and common sense." The statement emphasised the South African Government's determination to hasten to the help of the British territories to the north of the Union should any of them be threatened by armed forces.

It is being pointed out that, quite apart from the community of blood between both the English- and Afrikaans-speaking people of the Union with the colonists of the northern territories, which makes their fate a matter of intimate interest to South African citizens, this policy is dictated by the most elementary prudence.

Invasion of the northern colonies would also be an immediate and direct threat to the gold mines of the Rand and with them the rich farms of the Union, its factories and strategically invaluable harbours.

Legally, the defence forces of the Union can be used "in any part of South Africa whether within or outside the Union". The strategic position in Africa has been drastically altered by the introduction of long-range bombing and strategically the Union's frontier is now the Equator.

The Prime Minister's statement has made it clear that it is straining neither the language nor the intention of the Defence Act to suggest that "in any part of South Africa whether within or outside the Union" can be very widely interpreted.

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9/12/39 - No. 12

PRESS NOTICE

The Admiralty have decided that, so long as hostilities last, the use of the White Ensign, the plain or defaced Blue Ensign and the defaced Red Ensign by merchant and other private vessels is to be discontinued.

This does not apply to Dominion vessels (other than yachts holding Admiralty Warrants), to vessels in the service of public departments and boards or to stationary training ships holding an Admiralty Warrant.

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ADMIRALTY, S.W.1.

PRESS NOTICE

The Secretary of the Admiralty makes the following announcement:-

Applications for entry into the Royal Navy or Royal Marines, "for service until the end of the period of the present emergency", from men who have previously served in the Royal Navy or Royal Marines or the Naval Reserve Forces, will be considered, if the applicants satisfy the following conditions:-

- (a) They must not have reached the age of 46;
- (b) Their previous character shall have been satisfactory;
- (c) They shall have been honourably discharged;
- (d) They shall, in the case of men who have not served in the Reserve Forces, have been discharged from the Active Service not more than 10 years ago;
- (e) They shall, in the case of men whose last, or only, service was in a Naval Reserve Force, have been discharged from the Reserve not more than 5 years ago;
- (f) They shall have served for not less than 4 years in a man's rating in the Active Service; or in a Naval Reserve Force;
- (g) They shall, in the case of Artificer ratings, have attained the 3rd class rating at least.

Entry is open, under the above conditions to men with former service in any branch of the Royal Navy, or Royal Marines; but is restricted, in the case of men who have never served in the Royal Navy under a regular engagement, to men who have served in a Reserve Force as Seamen, Stokers, Writers or Sick Berth ratings. Pay will be on the 1925 Continuous Service scale, and men with former service in the Royal Navy or Royal Marines will be allowed to reckon such former service towards progressive pay and good conduct badges even though they may have been discharged more than 5 years ago.

Applications should be made, by letter, to the nearest Royal Navy and Royal Marine Headquarter Recruiting Office, the address of which can be obtained from the nearest post office; or to the Director of Naval Recruiting, 85 Whitehall, London, S.W.1. The Service Certificate, or other discharge document, should accompany the application.

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ULSTER'S LINEN.

ENOUGH FLAX FOR NORMAL EXPORT TRADE.

There is good news for the Ulster Linen industry in assurances given that there will be sufficient flax supplies to enable it to carry on the whole of its normal export trade of linen.

By agreement with the Department of Overseas Trade, the industry has decided to concentrate, as far as possible, on exports of linen to "dollar" countries like the U.S.A. and Canada, though this means a slowing down of the home market trade and a pruning of what the industry could do for the various Services.

Flax supplies have caused some anxiety, but the Department of Overseas Trade has been able to plan ahead so that Belfast Linen manufacturers need fear no frustrations or difficulties with controllers, as flax is available and they will be able to get delivery.

Ulster's linen exports constitute the second largest single item of trade of the United Kingdom with the U.S.A., and they average about £2,750,000 annually.

PRESS NOTICE.Copy of Admiralty Fleet Order dated 28th November, 1939.UNIFORM OF MEN OF THE MERCANTILE MARINE ENGAGED ONAGREEMENT FORM T.124.

Men of the Mercantile Marine engaged on Agreement Form T.124 who are of grades equivalent to C.P.O. and P.O. in the Royal Navy are, when in uniform, to wear the regulation cap badge of their corresponding rating in the R.N. (pattern 48 for C.P.O.'s and pattern 49 for P.O.'s). They are also to wear gilt buttons on their uniform jackets and tunics as prescribed for their corresponding rating R.N. An initial free issue of the necessary cap badges and gilt buttons may be made to any of the men concerned who have already been given pattern 52 cap badge and suits with horn buttons, and when this is done the pattern 52 cap badges given them with their first outfit in accordance with the instructions on Form T.697 should be withdrawn for re-issue. Men signed on in future are to be given the appropriate type of uniform suits and cap badges.

2. The mercantile marine grades corresponding with the naval ratings of Chief Petty Officer and Petty Officer are as follows :-

(a) Chief Petty Officers.

Boatswain,
Carpenter,
Plumber,
Sanitary Engineer,
Chief Steward (in Vessels under 10,000 tons.)
Chief Cook,

(b) Petty Officers.

Boatswain's Mate,
Carpenter's Mate,
Donkeyman,
Pumpman,
Engineroom Storekeeper,
Winchman,
Baker,
Butcher,
Head Waiter,
Hospital Attendant,
Saloon Steward,
2nd Steward,
Ship's Cook,
First Writer,
First Purser's Clerk.

3. Form T.697 will be amended accordingly on the next reprint.

PRESS NOTICE.SEAFARERS' EDUCATION SERVICE - COLLEGE OF THE
SEA - CORRESPONDENCE COURSES.

Their Lordships desire to draw attention to the opportunities provided by the College of the Sea which is conducted by the Seafarers' Education Service, to enable men and boys at sea to develop their education and interests by means of correspondence courses.

2. The College of the Sea is ready to give advice and instruction in any reasonable subject required. The curriculum includes the usual school and college subjects, such as English, geography, history and languages, also the study of marine life, birds, stars, and physical fitness. If desired, two or three subjects may be taken together to form a course, either elementary or advanced. In addition, the College of the Sea is prepared to advise on problems connected with the education and careers of the children of seafarers, and to give guidance and advice on handicrafts model making, etc., and to provide the necessary literature.

3. Correspondence courses are at present being conducted in the following subjects:-

English language of various kinds, from the simplest spelling and grammar to advanced essay work.
English literature.
French, both elementary and advanced.
Spanish.
German.
Latin.
Greek.
Oil Painting.
Philosophy.
Other courses are being prepared.

4. Advice has been given and books recommended and lent to enquiries for information on the following subjects:

Geology
Rug making.
Boot repairing
Afrikaans
Malay
Physical fitness.
Marine life.
Astronomy.
Short story writing.
Art of different kinds.
Model making.
Zoology.
Education and training of children.

5. A nominal charge of 10/6 is made for a course, which may well cover a period of two years.

6. Any man or boy desiring further information should communicate with the Honorary Director, College of the Sea, Selwyn House, Endsleigh Street, London, W.C.1.

ADMIRALTY, S.W.1.

PROSPERITY IN SOUTH AFRICA

RECORD GOLD MINE REVENUE

An authoritative review of conditions in South Africa states that evidence from various sources suggests that the country may look forward to a period of continued prosperity. Several trades report a minor boom. In the engineering trades especially prospects are very good and the employment position generally is very satisfactory. The building and motor trades have been hardest hit by the war.

The Public Works Department has given the public a lead by announcing that it is going to proceed with its development programme. The Government has a building programme of £6,000,000, of which £1,800,000 is to be spent during the current financial year. Cabinet ministers have urged the public to retain the ordinary momentum of their business lives and the Administrator of the Transvaal has announced that there will be no restriction in the Province's extensive programme of capital expenditure.

Working revenue of the Gold mines for October reached the record figure of £7,968,591, as compared with the former record of £7,869,152. Employees are gaining from this prosperity and important benefits for miners have been announced.

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PRESS NOTICE.

The Minister of Transport received applications from certain bodies for variation of the provisions of Section 19 of the Road Traffic Act 1930 as amended, which would relax the restrictions on the hours of drivers of "C" vehicles during the Christmas period.

In accordance with the Statute, the Minister referred the applications to the Industrial Court, who, having heard the parties, advised that in view of the increased strain of driving and the degree of fatigue suffered by drivers at night owing to "black-out" conditions, an Order varying the requirements of the Section should not be made this Christmas.

The Minister has accepted this advice and rejected the applications accordingly.

9.12.39. - No. 19.

FOR PRESS AND BROADCAST.

VEHICLE LIGHTING DURING THICK FOG.

Motorists are to be permitted to use their nearside headlamps, unmasked, during thick fog.

Under present conditions it is permissible to use an unscreened foglamp in foggy weather. As an alternative to this, Sir John Anderson, the Minister of Home Security, has now decided to allow the use, on a vehicle not fitted with a foglamp, of an unmasked nearside headlamp, provided the following conditions are complied with :-

- (a) the lamp is operated by a separate switch;
- (b) the beam from the lamp is directed downwards and towards the nearside;
- (c) Its use is restricted to occasions when the fog is so thick that progress is impracticable without it;
- (d) it is immediately extinguished on an air raid warning.

As in the case of a foglamp, a constable will be entitled to direct that the headlamp shall be extinguished at any time when it appears to him that conditions do not make its use imperative.

MINISTRY OF HOME SECURITY.

Not to be quoted as an Air Ministry
announcement.

9.12.39

- No.20.

NOT TO BE PUBLISHED BEFORE THE MORNING
NEWSPAPERS OF SUNDAY 10TH DECEMBER 1939.

THIS IS A MAN'S JOB.

Women Have Given R.A.F. Comforts a Lead.

Two thousand woollen articles - scarves, mittens, oversocks and Balaclava helmets - are being received daily by the Royal Air Force Comforts Fund.

Since the fund was opened only a few weeks ago, there has been a steadily increasing flow of gifts, including 550 portable wireless sets, 10,000 books, two-and-a-quarter million cigarettes, dart boards and other games, musical instruments, sweets and chocolates. Hundred of pounds worth of supplies are being received through well-known firms who have placed their services at the disposal of the fund.

Receiving, sorting and distributing this vast amount of material involves an enormous amount of work. Most of the receiving and sorting is being done by women volunteers. They work long hours with the keenness and enthusiasm born of doing something so essentially worth while, but they are unable to handle the whole of the work involved. The gifts have to be assembled in packing cases and sent to the various R.A.F. commands at home or to a Comforts Pool in France for distribution.

This is a man's job, and the Officer-in-Charge of the fund is looking for someone who, under his direction, will handle it. A full-time volunteer is needed who has had experience of staff supervision, and distribution of stores. Some men volunteers also are required as packers, though they need not give their whole time.

To/

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To enable the scheme, so admirably supported by the public, to be developed on a voluntary basis, offers of service from men who are not expected to be called to the Colours in the near future should be made in writing:

The Officer-in-Charge,
R.A.F. Comforts,
Berkeley Square House,
Berkeley Square,
London, W.1.

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AIR MINISTRY,
WHITEHALL, S.W.1.

AIR MINISTRY BULLETIN.(NOT TO BE QUOTED AS AN AIR MINISTRY ANNOUNCEMENT)R. A. F. COASTAL PATROL IN A GALE.

The difficulties of winter flying round the coasts of the British Isles are exemplified by the following account of a patrol by a Royal Air Force Coastal Command aircraft.

Two junior officers at a station in the far North were detailed for a reconnaissance flight, one to pilot, the other to navigate. They were up before dawn and were driven to the aircraft through sleet and a driving wind. Their lorry became bogged in the mud, but they pushed it out and went on.

Joined by a wireless operator, they climbed into their aircraft and took off in the grey light against the gale.

Out at sea weather conditions were worse. The aircraft was alternately pushed up from below, like a ping pong ball on a fountain and forced downwards so suddenly that the navigator would rise from his seat into the air, hang poised for a moment, and then drop back with a crash.

His instruments on the table before him were leaping up as if they were the subjects of levitation.

The pilot was held in his seat only by his safety strap, but he was sometimes jerked against it so violently that he was almost "winded". The wireless operator was also suffering from the further handicap of air sickness.

One enormous gust threw the aircraft almost on its back. Salt from the white foam rising from the sea was whipped 1000 ft into the air, and crusted the windows of the aircraft until it was difficult to see through them.

The fierceness of the gale can be estimated by the fact that on the first "leg" of the patrol, against the wind, the aircraft made a ground speed of only 60 knots. But on the last part, with the wind, the aircraft came home at more than 200 knots.

Such flights are the daily duty of Coastal Command. In spite of wind, sleet and snow, the aircraft of this Command must patrol the seas around our shores and far out over the North Sea and Atlantic, to guard British and Neutral shipping from submarines and mines. Flights have recently been carried out hundreds of miles from land in winds of gale force.

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NEWSPAPERS BY AIR FOR LIGHTHOUSE-KEEPERS

NOT TO BE QUOTED AS AN AIR MINISTRY ANNOUNCEMENT

Lighthouse-keepers in storm-bound and remote districts have to thank war conditions for regular deliveries by air of newspapers, magazines and books.

The idea originated among Royal Air Force coastal command aircraft crews, who fly daily over the sea on reconnaissance. Lighthouse-keepers never fail to give the crews a cheery wave as the aircraft fly over. The airmen thought they would like to leave behind something tangible to relieve the monotony of the lighthousemen's vigil.

Before dropping his package of newspapers, the pilot flies low over his targets, with engine throttled back, while the navigator waits at the open window with the gifts. When the pilot shouts "now" the navigator drops a package.

Sometimes the parcels slip off the precipitous rock into the sea, whence the lighthouse men fish them out. Usually however, there is sufficient flat ground at the base of the lighthouse to ensure a safe drop. One lighthouse-keeper has a minute garden on which the pilots take pride in scoring a "direct hit".

The lighthouse occupants acknowledge the gifts with excited waves, one of them during the last "paper raid" on his post, ran out and spread on the ground a sheet with the words;- "we thank you, R.A.F."

9/12/39 - No.23.

BOARD OF TRADE ANNOUNCEMENT

Import Licences for Goods for Export.

The Board of Trade announce that the existing facilities for the grant of licences for the importation of goods for re-export under bond or on recovery of the duty are being extended, and the Import Licensing Department are now prepared to consider applications for licences to import any goods required for use in the re-export trade. In addition, where a merchant wishes to export goods from stock, the Department are prepared to consider an application for a licence to import goods for stock replacement. Applications will also be entertained for licences to import articles to be incorporated as parts or components in goods for export.

The Department also announce that they are now prepared to consider applications for licences to import United Kingdom tissues returned after embroidery abroad, provided that the process of embroidery to which the tissues have been subjected does not otherwise change their form or character.

Import Licensing Department,
Board of Trade;
25, Southampton Buildings,
Chancery Lane,
W.C.2.

9th December, 1939.

Speaking at Uxbridge to-day, (Saturday), Colonel J.J. Llewellyn, M.P., Parliamentary Secretary, Ministry of Supply, said:

As everyone is well aware there is to be a secret session of the House of Commons next week to investigate the general supply position. I believe the account that the Government - because it is not by any means a question merely for the Ministry of Supply - will be able to give will fully satisfy any of those who, through lack of information may now be doubting. For myself I have no doubt that the officers and men of our Navy, our Army and our Air Force will throughout the war maintain in action, as a number of them have already done, the proud traditions of the services to which they belong.

It is equally certain that in general they will be provided with better weapons than our enemies and so far as can be foreseen they will have ammunition for such weapons in far greater quantities than we had in the last war.

In short, although it is never good to boast in time of war, the supply position should be fully assured. It will certainly be through no lack of work and effort of any of us at the Ministry of Supply if that position is not achieved. The quantities of various articles that are now being produced for the Armed Forces of the Crown are in many cases so great that the figures begin to lose any meaning until one asks oneself how long it would take for one man to count their number. There is, in fact, only one aspect of our war effort which may at the moment give any thinking man any concern. I refer to the home front.

The soldier has always been prone to "grouse". He grumbles when he goes into the line, he grumbles when he comes out; he grumbles when he comes home on leave, he does not grumble any more when he goes back. But, despite all his grumbling he carries on with his job, cheerful of heart and steadfast in courage.

If our present grumbles on the home front mean no more than those of the soldier, we shall be all right.

If they mean a weakening of our resolve then it means that those at home are not only going to let our sailors, soldiers and airmen down but that they are doing just what Hitler would wish them to do. Therefore, the motto for all of us must be to face the necessary deprivations without complaint, to go through this war with a smile and to ensure that nothing that we do or say will cause any weakening in the carrying out of the righteous task which we as a Nation have unitedly undertaken.

URGENT.

9/12/39 - No. 25.

SHOP WINDOW LIGHTING.

Sir John Anderson, Minister of Home Security, made a tour of shopping thoroughfares in London last night to see the results of the recently authorised methods of shop window lighting. He desires it to be known that in many instances far too much light is being shown, and he therefore finds it necessary to call the immediate attention of shopkeepers to the need for observing the conditions about shop lighting.

Details of these requirements, with particulars of standard fittings, have been published both in the general Press and in Trade Newspapers. They are also contained in a Stationery Office pamphlet entitled "War-Time Lighting Restrictions: Shops - Window Displays and Illuminated Signs" just published and obtainable through any bookseller price 2d.

The device suggested to shopkeepers can be easily and quickly made, and if the conditions are observed will not produce light that spills out on to the pavement.

The present disregard of the Lighting Order in some shopping thoroughfares is producing a total volume of light which might make it possible for hostile aircraft to identify the road at a long distance.

Sir John Anderson therefore appeals to shopkeepers to co-operate fully in keeping shop lighting down to the level which has been prescribed in agreement with the Air Staff, after careful tests made by the Royal Air Force.

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MINISTRY OF HOME SECURITY.
9th December, 1939.

9/12/39 - No.26.

ADMIRALTY COMMUNIQUE.

The Secretary of the Admiralty regrets to announce that the following crew of H.M. Trawler WASHINGTON are presumed to have lost their lives:-

F.H. Casey	.....	3rd hand
H.E. Colby	.....	Cook
W.H.S. Craig	.....	2nd hand
H.V. Greatwood	.....	2nd Engineman
J.A. Jennison	.....	Skipper
J. Lyon	.....	1st Engineman
L. Nicholson	.....	Fireman and trimmer

It was originally announced that 8 lives had been lost but it has since been discovered that 1 member of the crew was not on board.

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NOT TO BE RELEASED IN ALL COUNTRIES
BEFORE 6 p.m. GMT. 9th DECEMBER, 1939.

TIN PRICE RESTRICTIONS REMOVED

The Colonial Office announces that the Governor of the Straits Settlements has cancelled the Order made on 18th September last, prescribing a maximum price for tin in that Colony. The cancellation takes effect forthwith.

In pursuance of Regulations 55 and 98 of the Defence Regulations, 1939, the Ministry of Supply has issued the Control of Tin (No.2) Order, 1939, dated 8th December, 1939, revoking with effect from the 11th December, 1939, the Control of Tin (No.1) Order of September 17th, 1939.

The latter order fixed the maximum prices for tin on the basis of £230 per ton for standard tin, and the new Order removes this restriction.

Copies of the new Order may be purchased directly from His Majesty's Stationery Office, York House, Kingsway, London, W.C.2., or through any bookseller.

9/12/39 - No. 28.

FRENCH OFFICIAL COMMUNIQUE (EVENING).

A quiet day on the whole. Patrols on either side. An enemy raid without result.

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The Ministry of Labour and National Service makes the following announcement:-

The provisional figures of those who registered under the National Service (Armed Forces) Act to-day, Saturday, at local offices of the Ministry of Labour and National Service were as follows :-

ENGLAND.....	200,208.
SCOTLAND	25,188.
WALES	13,189.
TOTAL	238,585.

Of these the numbers provisionally registered as conscientious objectors were :-

ENGLAND	3,999.
SCOTLAND	485.
WALES.....	473.
TOTAL	4,957.

This is 2.1 per cent of the total registered.

The men required to register were those who had reached the age of 22 on December 1, and also those who since October 1 had reached the age of 20. The figures do not include those who because of the distance of their homes from the local offices will be registered by post, or seamen and fishermen, who may be registered at Mercantile Marine offices, and persons unavoidably prevented from registering, owing, for example, to sickness or being at sea.

The reports from all the divisions of the Ministry of Labour and National Service show that the registration of the 238,000 men was effected without any difficulty.