

22/7/41 - No.1

Air Ministry No.4561

AIR MINISTRY COMMUNIQUE

One enemy fighter was destroyed during an offensive sweep over the Channel and Northern France by our fighters late yesterday evening. Three of our fighters are missing.

22.7.41 - No. 2.

Air Ministry No. 4562

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

A few enemy aircraft flew overland during the night, chiefly in coastal areas.

Bombs were dropped at points in East Anglia demolishing some houses in a town and causing a small number of casualties, including some people killed.

A few bombs dropped elsewhere caused only minor damage and no casualties have been reported.

The following is issued by Naval Affairs to the Press for such use as they may wish to make of it.

JUTLAND MEN FIGHT AGAIN

He came to the door of the corvette's wardroom to report on some detail of the ship's routine. He was a fine figure of a man, grey-haired but looking many years less than his age.

Here was the typical corvette coxswain, a man of 54 serving again in the Navy for his third war.

"Yes, sir," he said, "I first joined the Navy in 1902; got out to the Cape about the time the South African war ended."

He was shy about talking of his career, but admitted that he had fought in the Battles of Heligoland and of Jutland, and had been badly wounded at Zeebrugge on that St. George's Day which will ever be glorious in naval history.

He has a son in the Service now, and had just heard that the boy was in hospital after being wounded in action.

This coxswain had retired from the Navy on pension in 1930, after 28 years of service, and had gone into the Post Office as a sorter. But this war had brought him hurrying back to the Navy.

He is just one of a group of hardy men in their late forties and fifties, men of Zeebrugge and Jutland, who are back at sea in the Battle of the Atlantic.

These key men of the corvettes, the famous little ships which do so much of the Atlantic convoy work, have no easy life. They have a job which would often test the stamina of men half their ages. But they were brought up in the Navy, and they can "take it".

Another of this sturdy group flew with Bleriot, the Frenchman who made the first crossing of the Channel by air.

He recalls how, as a young rating back in 1911, he volunteered for the newly founded Royal Naval Flying Service.

It was the delight of this band of aviation pioneers to be taken up for short "hops" by Bleriot in the weird machine which was the aeroplane of those days.

This coxswain, however, is a comparative youngster being not yet 50. The oldest of the group of corvette coxswains whom he knew was a man of 56, a true veteran fighting in the front line of the Battle of the Atlantic.

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NOT FOR RELEASE BEFORE THE PUBLICATION OF THE LONDON GAZETTE,

JULY 22, 1941

THE MOST EXCELLENT ORDER OF THE BRITISH EMPIRE

To be an Additional Officer of the Military Division of the said
Most Excellent Order :-

Major Arthur William RICHARDS, M.M.,
Home Guard,

During a phase of intensive air attack, Major Richards, commanding a Home Guard Company in Barking displayed consistent devotion to duty and complete disregard of his own safety, by rendering assistance on several occasions to victims of enemy bombs.

On one occasion he organised a party of Volunteers from his Company to render succour to inmates of a hospital that had suffered direct hits. By skilful direction of the operations and his own participation in the work of clearing debris, though the whole district was under intense bombardment from the air, he was instrumental in saving a number of lives. He worked continuously throughout the night and only gave up when he was on the point of collapse from physical exhaustion.

On another occasion when large numbers of high explosive bombs and incendiaries were dropped in the area covered by his Company he formed a patrol to help to extinguish the fires. At great personal risk he climbed to the top of one house - as there were no ladders available he had to scale up the pipes of the house with high explosive bombs and shrapnel falling all round him - and gaining the roof, managed to extinguish the incendiaries. Afterwards he helped to extinguish several more fires, going from one to another, helping in rescue work, and organising the best possible assistance.

His ability, leadership, and total disregard of all peril, cannot be too highly recommended.

THE GEORGE MEDAL

Second-Lieutenant Fred MILNES (147283),
Royal Engineers.

Second-Lieutenant Milnes went to the rescue of a trapped man in the debris of bombed property in Castle Street, Clydebank, on 14th March, 1941. The condition of the wreckage was extremely dangerous, and great care and skill had to be exercised throughout. After tunnelling for four and a half hours, the man was extricated alive.

Among the ten men engaged in this work Second-Lieutenant Milnes showed great initiative and complete disregard of personal safety continuously.

Lieutenant (acting Captain) Francis Vittery PLATEL (103615),
Royal Army Ordnance Corps.

At Masara in 1941, an explosion occurred in a cave gallery ammunition depot, killing and wounding about ten of the staff and igniting a stack of gun cartridges.

Captain Platel organised and led a rescue and fire-fighting party into the gallery where cartridges were exploding in all directions; they fought and extinguished the fire.

(Contd.)

The cave was full of ammunition of all calibres, and, but for this officer's prompt action, example and disregard of danger, the fire must have spread irrevocably, caused a major explosion, and the loss of much ammunition.

No. 7586994 Staff-Sergeant Eric Percival THORNER,

Royal Army Ordnance Corps,

<u>Place of Birth</u>	-	Lymington, Hants.
<u>Home address</u>	-	Farnborough, Hants.

and

No. 6399116 Acting Sergeant Leonard TELFORD,

Royal Army Ordnance Corps

<u>Place of Birth</u>	-	Shoreham by Sea.
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At Masara in 1941, Staff-Sergeant Thorner and Sergeant Telford displayed gallantry, disregard of danger, and cool courage in dealing with a fire resulting from an explosion in an ammunition depot.

They fought the fire, broke down stacks of ammunition whilst cartridges were still igniting and exploding. The action was carried out under extremely difficult conditions owing to the fumes which filled the gallery; there was constant danger of the fire spreading beyond control, and it was largely due to their gallant efforts that the explosive fire was isolated and extinguished.

Second-Lieutenant Andrew Page WATSON (129474),
The Lancashire Fusiliers.

On the 28th April, 1941, a Battle aircraft fell into the sea some three hundred yards from the shore off Hengistbury, near Christchurch. The pilot of the aircraft attempted to escape by parachute shortly before the aircraft touched the water. His action was noticed by Second-Lieutenant Watson who was at the time at the top of Hengistbury Road, a steep promontory near Christchurch. Second-Lieutenant Watson immediately scrambled down the cliff, and swam out to sea, although the currents are notoriously strong and dangerous in this locality, and reached the pilot. He endeavoured to hold the pilot up and to extricate him from his parachute harness in which he was entangled. His efforts, however, were unavailing, and he was compelled ultimately to release his hold through exhaustion.

In attempting to regain the shore, Second-Lieutenant Watson was himself nearly drowned, and was only rescued by a Lance-Corporal and an officer, also in his Regiment, who brought him to shore. The sea was rough and bitterly cold. Unfortunately the pilot died as the result of the accident.

The undermentioned officers displayed conspicuous gallantry in carrying out hazardous work in a very brave manner:-

War Substantive Lieutenant (Temporary Captain) Clifford Percy SHELBOURNE,
Royal Engineers. (120604)

War Substantive Lieutenant Louis Norwell TAYLOR (102894),
Royal Engineers.

Second Lieutenant (acting Lieutenant) Frederick RADFORD (135034)
Royal Engineers.

(Contd.)

THE BRITISH EMPIRE MEDAL (MILITARY DIVISION).

No.D/33582 Sergeant John William JOYCE,
The Cheshire Regiment.

Place of Birth - Warrington.
Home Address - Oldham.

On a night in March, 1941, at Wallasey, a building for which Sergeant Joyce was responsible, was subject to heavy aerial attack, which caused the building to become ignited, all of which was eventually completely destroyed.

Sergeant Joyce showed great courage and initiative in organizing rescue parties, and despite flames and falling bombs, entered the building three times and effected the rescue of three men, who, owing to their injuries would undoubtedly have perished in the flames but for his prompt action.

Later he continued to carry on and was instrumental in effecting the salvage of much valuable material. His action was an inspiration to all.

No. 1913950 Sergeant Glen MOODY,
Royal Engineers.

Place of Birth - Pontypridd.
Home Address - Fishguard.

and

No. 1913949 Corporal Michael BRYANT,
Royal Engineers.

Place of Birth - Cork.
Home Address - Rosneath.

Sergeant Moody and Corporal Bryant went to the rescue of a trapped man in debris of bombed property in Castle Street, Clydebank, on 14th March, 1941. The condition of the wreckage was extremely dangerous, and great care and skill had to be exercised throughout. After tunnelling for four and a half hours, the man was extricated alive.

Among the ten men engaged in this work, Sergeant Moody and Corporal Bryant performed very dangerous and continuous work, taking risks without regard to their own safety, and upheld the best traditions of their Corps.

22.7.41 - No. 9.

COMPENSATION AND WAR DAMAGE TO POSTAL
PACKETS

The Postmaster General reminds the public that compensation cannot be paid for any loss or damage of postal packets which may be caused directly or indirectly by the act of the King's enemies. The Post Office is therefore unable to meet any claim in respect of the loss of notes or of coin even if they are sent by registered letter post, and persons who send remittances by post and who wish to cover the risk of loss through enemy action are advised to send Postal Orders or Money Orders and to preserve the counterfoils. Provided that the counterfoils or full particulars of the Orders are forthcoming, and that the Orders have not been paid, the question of issuing duplicate documents would be favourably considered. Persons with banking accounts may attain the same object by the use of cheques for remittances.

END OF THE LINE AND PROCEED TO THE NEXT LINE

GENERAL POST OFFICE

22/7/41 - No. 11

Air Ministry News Service

Air Ministry Bulletin No.4563

R.A.F. PILOT'S VICTORY "V"

'V' for victory was flashed from the sky over France last night by a pilot of the Royal Air Force.

Using an American built Havoc he had spent two hours over aerodromes used by German night raiders, awaiting the chance of shooting down Luftwaffe bombers.

But he had a disappointing night, for he met none.

Ground defences knew he was there and probed the sky with search-lights, but did not locate him.

When the time came to leave for home, the Fighter Command aircraft flew to the French coast. As he neared it at 6,000 feet he switched on his powerful signalling lamp and retreated towards the Channel flashing the dot dot dot dash 'V' sign in morse. It was a fine night and the signal must have been visible for miles around.

WAR ORPHANS

The Minister of Pensions has undertaken special responsibility for the welfare of children who become orphans as a result of enemy action, whether they are children of members of the Forces, Mercantile Marine, or Civil Defence Forces, or of civilians.

This responsibility will involve the exercise of a general oversight over all pensioned orphans who have been bereaved of both parents to ensure that they are receiving proper care and that their pensions are being used for their benefit. It will also involve more direct provision for children found to be suffering from neglect or want of proper care.

Sir Walter Womersley is appointing specially selected women officers to the Regional Offices of his Ministry and their duty will be to ensure that the responsibilities which he has undertaken are sympathetically fulfilled.

The duties of the local authorities in regard to children generally cover some of the ground, and much of the supervision necessary is already carried out by them, particularly in the case of children billeted in reception areas under the Government Evacuation Scheme. Following consultations with the Ministry of Health, the Board of Education and the relevant Scottish Departments, Local Education and Health Authorities are being informed of the steps which the Minister proposes to take to secure the welfare of these orphans and are being asked to co-operate with his local officers in this important piece of human work. He is confident that such co-operation will be readily forthcoming.

The number of total orphans is at present comparatively small, partly for the tragic reason that often children who have not been evacuated die with their parents. In the majority of cases in which this has not happened relatives have readily come forward and undertaken the duties of guardianship, and the Minister has therefore had little occasion as yet to accept the offers of the many kindly people who are anxious to open their homes to these orphans of the war.

Sir Walter Womersley will not regard the duty of the State as being satisfied merely by the payment of the pension which it has provided, and he intends to do all in his power to ensure that the tragedies from which these children have suffered shall not, so far as this is humanly preventable, injure their welfare and prospects. He feels sure that, as in the past, Services' and other voluntary funds will be prepared to co-operate with him in matters which cannot be covered by any State provision.

MINISTRY OF PENSIONS

22/7/41 - No. 13

ROYAL SYMPATHY WITH QUEEN OF TONGA

The King and Queen have sent a message of condolence to the Queen of Tonga on the death of the Prince Consort and Premier of Tonga who died suddenly on Sunday.

Lord Moyne, Secretary of State for the Colonies, in a telegram to the Assistant High Commissioner of the Western Pacific today says: "I have it in command from His Majesty the King to request you to convey the following message to Her Majesty the Queen of Tonga: 'The Queen and I have heard with deep regret of the grievous loss which Your Majesty and the people of Tonga have sustained through the death of the Prince Consort and Premier and we send to you our heartfelt sympathy.'"

In a personal message, Lord Moyne expresses his deep regret at the death of the Prince Consort and Premier and his "sincere sympathy with the Queen in the loss of her distinguished husband who has worked so devotedly for the welfare of his country."

COLONIAL OFFICE

Air Ministry News Service

Air Ministry Bulletin No. 4564

GERMAN MILITARY CAMP BOMBED

A camouflaged German military camp, on the west coast of Denmark, was enveloped in smoke and flames after it had been bombed before breakfast this morning by Beaufort aircraft of the Coastal Command.

"The countryside over which we were patrolling," said a sergeant pilot, "seemed perfectly innocent, but in the growing light I saw what seemed to be the outline of a building. I went down low to investigate and then I saw I had come across a skilfully concealed camp.

"It was a peach of a target in the rays of the rising sun. I let go a stick of bombs and saw them burst. Debris shot up all over the place.

"Then flames appeared and spread until there was a large fire blazing. When we were several miles on our way home I looked back. The fire was still burning brightly."

Other aircraft successfully bombed a railway and a pier on the Danish coast.

22/7/41 - No.20.

Air Ministry No. 4565

AIR MINISTRY COMMUNIQUE

Last night the R.A.F. offensive against Western Germany was centred on Frankfurt and Mannheim. Industrial targets and communications in both these cities were heavily bombed.

Smaller forces of aircraft of Bomber Command attacked the docks at Cherbourg and Ostend.

Aircraft of Fighter Command on night offensive patrol attacked aerodromes in Northern France.

Early this morning Coastal Command aircraft bombed a German military camp and other objectives on the west coast of Denmark.

From all these operations one aircraft of Bomber Command is missing.

COST OF LIVING FIGURE FOR JULY 1, 1941

The Ministry of Labour and National Service announces that on July 1, 1941, the official cost-of-living index figure was 99 points above the level of July, 1914, as compared with 100 points on May 31, 1941.

For food alone the index figure on July 1 was 67 points above the level of July, 1914, as compared with 70 points on May 31, 1941, the decline being due to decreases in the price of fish and eggs.

Among items other than food, there were slight increases in the prices of clothing and clothing materials, partly owing to the effect of Purchase Tax and there was a general increase of 10d a ton in the price of coal at the beginning of June. Since the Purchase Tax came into operation in October, 1940, the resulting increases in prices have raised the cost of living index figure by approximately $5\frac{1}{4}$ points.

MINISTRY OF LABOUR AND NATIONAL SERVICE

22/7/41 - No. 28

CAPTAIN J.B. BLACK'S APPOINTMENT.

The Minister of Aircraft Production announces the appointment of Captain J.B. Black, Managing Director of Standard Motors, Co., Ltd., as Chairman of the Joint Aero-Engine Shadow Committee of the Ministry of Aircraft Production in succession to Mr. W.E. Rootes.

The appointment is a tribute to the work which Captain Black has performed on the Shadow Committee and was unanimously recommended to the Minister of Aircraft Production by the members of that Committee.

MINISTRY OF AIRCRAFT PRODUCTION

22/7/41 - No.24.

Air Ministry No. 4566

AIR MINISTRY COMMUNIQUE

An enemy bomber collided with an R.A.F. aircraft over the Home Counties during last night. Both aircraft were destroyed and the crews were killed.

Another R.A.F. aircraft crashed in the City of Lincoln. The occupants of the aircraft and one civilian were killed.

REGISTRATION FOR EMPLOYMENT ORDER, 1941

REGISTRATION OF WOMEN ON AUGUST 2, 1941

The Ministry of Labour and National Service announces:-

On Saturday, August 2, 1941, all women born in the year 1916 will be required to register at a local office of the Ministry of Labour and National Service unless they are of the classes exempted from the Order.

The exempted classes are as announced in previous registration notices.

The women required to register under this arrangement should attend for registration at the local offices of the Ministry of Labour and National Service taking their National Registration Identity Cards with them. They should keep strictly to the time of attendance allocated to them according to the initial of their surname as follows:

A to B	between	12.30 p.m.	and	1.30 p.m.
C	"	1.30 p.m.	"	2. p.m.
D to G	"	2. p.m.	"	3. p.m.
H to L	"	3. p.m.	"	4. p.m.
M to P	"	4. p.m.	"	5. p.m.
Q to S	"	5. p.m.	"	6. p.m.
T to Z	"	6. p.m.	"	7. p.m.

It is important that registration should be effected on the prescribed day, and women who cannot possibly attend in the afternoon may attend between 9 a.m. and 11 a.m.

22/7/41 - No. 25

MIDDLE EAST WAR COMMUNIQUE

The following official communique has been issued today from
G.H.Q., Cairo:-

All fronts no change in the situation.

MINISTRY OF INFORMATION (MILITARY AFFAIRS)

22/7/41 - No. 33.

Air Ministry No. 4567

MIDDLE EAST COMMUNIQUE

H.Q., R.A.F.,
Middle East,
July 22.

Heavy bombers of the Royal Air Force carried out an attack on the harbour at Naples and railway sidings in the vicinity, during the night of July 20/21. The first bombs dropped on the target caused large fires and these were subsequently enlarged by bombs from the remaining aircraft. The fires were accompanied by explosions.

During the same night, heavy bombers again attacked dock installations at Benghazi causing fires and explosions on the moles.

All our aircraft returned safely.

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22/7/41- No.30.

SULPHATE OF AMMONIA

The Government Distribution Allowance of 28/- per ton which was made with the object of encouraging farmers to place early orders for sulphate of ammonia has now been withdrawn, applications having been received for the total tonnage available for early delivery under this arrangement.

With the approval of the Ministry of Supply, limited quantities have been sold under the Scheme to agricultural merchants willing to provide storage on condition that in reselling such quantities to farmers they will make the following allowances:-

For delivery in:- August 22/-, September 16/-, October 10/-
November 6/-, December 2/- per ton.

MINISTRY OF SUPPLY AND THE
AGRICULTURAL DEPARTMENTS.

22/7/41 - No. 34

MAJOR EDMUND HOWARD'S APPOINTMENT

The Minister of Supply, Lord Beaverbrook, has appointed Major Edmund Howard to be Controller of Building Construction in the Ministry of Supply in place of Mr. J.W. Gibson, who has resigned.

MINISTRY OF SUPPLY

22/7/41 - No.35.

SUPPLIES OF EGG PRODUCTS FOR MANUFACTURING PURPOSES

Since eggs in shell will not in future be available for manufacturing purposes, previous users of eggs have been advised through their Associations to apply for various forms of egg products in place of shell eggs.

Nomination forms for supplies of egg products must be lodged with wholesalers, who may be either wholesalers of shell eggs or suppliers of egg products, by July 26, 1941. No consideration will be given to nominations lodged after this date.

Any baker, confectioner or manufacturer, who previously used shell eggs and who has not received a nomination form, should apply immediately to his local organisation or to his normal supplier or to the Ministry of Food, Egg Products Section, The Nook, Llannerch Road, Colwyn Bay, North Wales.

Attention is drawn to the fact that returns of eggs in shell used for the preparation of dishes or served as part of a meal must not be included.

Wholesalers, who have received nominations from shell egg users as above, must complete the Summary Forms relating to such nominations and return them to the Ministry of Food, Egg Products Section, The Nook, Llannerch Road, Colwyn Bay, North Wales, by August 2, 1941. Wholesalers who have not received this summary form should apply immediately to the Ministry of Food at the above address.

MINISTRY OF FOOD.

Air Ministry News Service

Air Ministry Bulletin No. 4568

AN ATTACK ON FRANKFURT AND MANNHEIM

Last night was very dark, but otherwise it was good weather for bombing and a strong force of aircraft of Bomber Command did great execution among industrial buildings in Frankfurt-am-Main and Mannheim.

An important railway yard was a focus of attack at Frankfurt, a city which is one of the chief commercial centres of Germany and lies at a strategic point on the great trade routes between north and south. The crew of one aircraft said that they saw their bombs burst along the railway yard and then saw an explosion which destroyed a large building. Many fires in the yard were reported as well.

Elsewhere in the town, and especially in the neighbourhood of the main railway station, there were large and well-established fires, burning among clouds of smoke.

At Mannheim, glimpses of the river led the first few of our crews to the attack and soon there were good fires burning to guide their successors. Industrial areas both at Mannheim and in its suburb of Ludwigshaven across the Rhine were vigorously bombed. The flash of one of our most powerful bombs lit up an aircraft flying at well above 12,000 feet.

One of our crews reported lights in France arranged in the shape of a "V", and the report was at first received with a sceptical smile by their interrogating officer. But other crews had also seen this and other "V"s. Both in France and in the Low Countries. They were not, the crews said, anything like the lights of an aerodrome. One "V" was made by white lights enclosed in a circle of red lights, and another by five yellow lights in each arm. They varied between 12 and 50 feet in length, but a "V" in Belgium seemed to be about 100 yards long and made of continuous lines of light, "like a neon sign" as the pilot said who reported it.

22/7/41 - No. 40

MINISTRY OF SUPPLY APPOINTMENT

The Minister of Supply, Lord Beaverbrook, has appointed Mr. James Edward MacLaren to be Regional Representative of the Ministry in the Midland area.

Mr. MacLaren is a Nova Scotia born machine-tool specialist, forty-four years old. He was responsible for the salvage of machine tools damaged during air raids on the Midlands last year.

MINISTRY OF SUPPLY

22/7/41 - No. 38.

CHARLES CHAPLIN AND THE TROOPS

In response to a personal request from Brigadier-General the Lord Croft, C.M.G., T.D., Under-Secretary of State for War, Mr. Charles Chaplin has cabled giving permission for the exhibition to the troops of his latest film, "The Great Dictator", on Army mobile cinemas.

In order that the film can be shown to small, isolated posts, a number of copies will be specially reduced to sub-standard size for showing in small machines.

WAR OFFICE

22/7/41 - No. 39.

Air Ministry No. 4569.

AIR MINISTRY COMMUNIQUE.

Early this afternoon Blenheim aircraft of Bomber Command escorted by fighters, attacked the shipbuilding yards at Le Trait, on the Seine to the west of Rouen.

Bursts were seen on the sheds and slipways and the target was left hidden in smoke.

Our fighters have also carried out extensive sweeps over Northern France.

In the course of these operations four enemy fighters were destroyed. Our losses were three fighters.

22.7.41. - No. 41

Air Ministry News Service

Air Ministry Bulletin No. 4570

BLenheim CREW RESCUED

In the face of rifle-fire from a large crowd of Arabs, the crew of a Blenheim were rescued yesterday by a Coastal Command Swordfish which landed near their wrecked aircraft in French Morocco and picked them up.

The Blenheim was overdue and aircraft were sent out to search for it. The burnt-out wreck of the Blenheim was found by a Sunderland flying boat.

The crew of three were near, apparently uninjured. The Swordfish, which was assisting in the search, arrived and landed near the Blenheim.

The stranded crew ran to it and climbed in, while Arabs who had been watching and sniping, loosed off a fusilade of shots at them.

The Swordfish took off without mishap in spite of its load of five people instead of the normal two, and made a safe return to base. No one was injured by the Arabs' rifle fire, and the Swordfish had only two bullet holes in the fuselage.

NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES

BEFORE 00.30 ON FRIDAY, JULY 25, 1941

THE NAVY AND SYRIA

ACCURATE SHOOTING

Shadowing the Coast

The advance into Syria meant that there was little rest for the light forces of the Navy after their recent exertions in Crete. Units of our Mediterranean Fleet once again acted as mobile artillery on the flank of our columns which were advancing up the coast road. They carried out this function during our advance against the Italians in Libya, but during that campaign there was no interference by enemy surface craft.

In Syria, however, besides having to carry out almost daily bombardments of Vichy positions out of reach of our own field guns ashore, our forces had so to guard the coast that Vichy destroyers could not in their turn bombard our troops.

On one or two occasions these destroyers slipped out of Beirut and engaged our land forces from very close range. In fact, the soldiers ashore could see the officers on the bridge of these Vichy men-of-war with glasses to their eyes. The guns ashore replied to the Vichy fire from the sea and claimed a hit, but before any damage had been done British cruisers and destroyers arrived on the scene and the Vichy naval force retired behind a smoke screen.

Three-Power Action

Co-operation between the Navy, the Army and the Air Force was once again the feature of this short campaign, and the Australian and British forces on the coastal road have said how comforting it was to look out to sea day after day and find there five or six - sometimes more - ships of the Royal Navy steaming a few miles off shore. The Australians always cheered whenever our destroyers turned up off the coast, and after one of these bombardments when our destroyers knocked out a battery of twelve French 75's harassing our columns the Bridadier commanding the coastal columns sent to the squadron off the coast this signal: "Thank you very much. Navy saved our bacon today." Whenever necessary they moved up the coast and bombarded strong points where the French troops were unduly delaying the advance. There is no doubt about it that our casualties were very sensibly reduced by the help of these ships.

Deadly Gunnery

The naval gunnery was extremely accurate. In fact, at one position where an ammunition dump was hit and blown up the artillery spotting officer ashore said that the fall of shot was so accurate that he had no need to give any corrections. This gunnery was from a ship whose main function is not necessarily bombardment but is ship to ship action, which presents quite different problems for the gunnery officer.

A "Shooting Gallery"

There were also times when our destroyers came very close in and then could thoroughly enjoy themselves. A destroyer was watching one part of this coastal road and within a few minutes it engaged the following targets and destroyed them: a saloon car, two armoured fighting vehicles and three supply lorries. Someone who was there at the time described it as being rather like a shooting gallery at moving targets. Tanks and armoured cars were picked off as if it was a rifle range. If no moving targets presented themselves then our ships searched out and destroyed bridges and artillery positions behind the Vichy lines.

This continual bombardment from the sea, which went on day after day, had a very bad effect on the morale of the Vichy troops: in fact the Vichy authorities in Beirut themselves acknowledged that the end of the campaign was much hastened by this withering shellfire from the sea.

Destroyer Torpedoed

During these operations our ships were subject to air attack and they had always to be ready night or day for sudden sorties by the Vichy destroyers from Beirut. One Vichy destroyer which was on her way to reinforce the small squadron in Beirut was spotted by the reconnaissance planes of the Fleet Air Arm and once again this branch of the Service showed its striking power. A torpedo attack was launched on this destroyer and one torpedo was seen to hit her fair and square. Daylight reconnaissance showed oil and wreckage where she was last sighted and finally Vichy announced that they had lost a destroyer.

A Runaway Action

One night - a beautiful moonlight night with very good visibility - there was a short brisk action with the Vichy destroyers. They were seen by our forces against the lights of Beirut in the distance. There was a quiet order of "Alarm port" and simultaneously our ships opened fire. Our shells were seen falling all round the enemy sending up great white waterspouts, and several times, although the enemy were firing, there was the unmistakable flash - different from a gun flash - which showed that our shells were going home. But as our ships raced up at thirty knots to complete their destruction the enemy destroyers turned and got safely back to Beirut.

A Strong Stand

As our troops grimly fought their way up the coastal road towards Beirut one Vichy centre of resistance after another fell and at last the French withdrew from Sidon, which had just undergone a twenty-four hour bombardment from a British naval force of nine units. From Sidon the advance continued and finally we came up against the extremely strong position at Damour. The French had built up earth works and machine-gun posts on the north bank of the River Damour, but our destroyers closed in to hammer this position where the Vichy troops were obviously determined to make a strong stand.

The destroyers steamed methodically up and down the coast, backwards and forwards, along the north bank of the ravine and they were so close in that they could hear their own shell bursts echoing around the ravines. Some of the strong posts were cleverly camouflaged but the gunnery was so accurate from the start of the bombardment that shell after shell hit its target. The fire had to be accurate because we did not wish to damage an important bridge, nor some private dwellings to the south of it.

This bombardment helped our troops to cross the River Damour and to force a position which the enemy thought was impregnable. From then on our troops advanced closer and closer upon Beirut and with them, and supporting them from the sea were the British naval forces.

The Finale at Beirut

At this time the citizens of Beirut were becoming extremely apprehensive. They had no wish for these naval 6-inch and 4.7 shells to be flying around their city and they made urgent demands that the city should be declared an open town and the French withdraw beyond it. It was probably the threat of air and naval bombardment which influenced the Vichy authorities so that finally when they saw columns penetrating into Syria from every direction, and in addition that their chief port was threatened with destruction, they decided to ask for an armistice.

Other Jobs as well

The advance into Syria was only one job that our Navy had on hand at this time. While these operations were going on the Navy was responsible for supplying the forces at Tobruk, and at the same time our submarines were ranging the Mediterranean searching out enemy tankers and supply ships, while the main fleet had to be ready in case the Italian fleet decided to put to sea to create a diversion.

NAVAL AFFAIRS

TO BE CHECKED WITH BROADCAST

Not for issue before broadcast at approximately
9.20 p.m. 22/7/41 in the Home Service

I wonder if you've noticed a small item of news the B.B.C. have announced every day ... for weeks past now, to the effect that "our bombers escorted by Fighters, carried out yet another attack on some Factory or Industrial Plant in Northern France." and then follow the cold facts "bombs were seen to burst, in the target area a dozen or so enemy fighters were destroyed, and a certain number of our own are missing."

What sort of picture does that particular piece of news conjure up in your mind's eye. Do you think of it as just a few bombers, with a Squadron or two of Fighters, making a "tip and run" raid on any old factory in FRANCE of a chance encounter with enemy fighters? or, do you think there's more to it than just that?

If you could hear the cheers that go up daily from the towns, villages and the fields of KENT from the hearts of those who go down to the sea in ships, if you could see our bombers escorted by Squadron upon Squadron, Wing upon Wing, of our Fighters pass overhead, you would know these daily offensive operations were not mere "tip and run" raids. I'm told the sight of them in a summer sky over KENT is one never to be forgotten ... as fair a sight as can be seen in war, when, of course, they're our Fighters, and our Bombers. A majestic awe-inspiring sight, one that makes you catch your breath as each Squadron wheels in to its allotted fighting position. Surely as moving a sight to "Men of Kent" and Kentish men", as long ago, a similar sight must have seemed to that little knot of people on PLYMOUTH'S HOE, as Drake's ships shook the wind into their sails and set their course across the sea, to seek out and destroy the enemy.

Unfortunately it's given to but few to see this sight ... I wish it were otherwise ... I wish it were possible for all of you who are listening to me now, particularly those of you who have helped to build those aeroplanes, to see it, just once ... there'd be so great a surge of pride and gladness in your hearts, as would, I'm sure make the daily task of each one of you take on a new meaning in terms of personal pride and endeavour. But as we can't all see it, if you'll bear with me for a few moments, I'll try to tell you some of the history behind these "Sweeps", as they're so often called ... what we're doing ... what they mean.

/You

You know, we're a curious race, we British ... we're always ready to belittle and decry our own efforts and abilities, yet ever ready to laud up to the skies the efforts of other nations, and their ability to wage war. For instance, we always think of the German as a past-master of organising ability .. every action, every campaign he fights, or purposes to fight, we credit him with remarkable foresight and ability to plan and to arrange each action and battle right down to the minutest detail .. to a precise timetable .. and with a thoroughness that inspires success. Well, believe it or not, that virtue is not the sole prerogative of the Hun. If deep thought .. careful planning .. thoroughness inspires success, then these Fighter-Bomber operations of our's, far into France, in broad daylight, also deserve the success they are achieving.

The talk of those who prepare the plans for these operations is, at times, an exacting business. Racing against the clock .. targets to be chosen .. what's the weather? .. cloud and wind conditions over France .. position of the sun? Hundreds of pilots to be "briefed" .. speeds to be calculated .. time-tables worked out to a split minute ... Every Squadron, every Wing assigned to its task ... where it will fight ... how it will fight its height ... its route ... its role ... Its time of arrival over the target, or to the area allotted to it either as support, or to cover the withdrawal of the main forces ... nothing must be left to chance. Yes, its an exhausting business, for every Squadron must also know, not only exactly what it has got to do but where every other Squadron, every other Wing, is going to be, and what they are going to do at precisely the same time.

And then, when zero hour arrived, in an Operations Room far below the ground, as if by magic, we see our cavalcade set out... not as you who live in South-East England see it ... in all its brave splendour and array, but as coloured counters on a Table Map. Far beyond the range of human eye we see them go .. Wing converging upon Wing at the appointed place as the impending battle unfolds before our eyes ...

Now the boot is on the other foot, and it's the Hun who stands on the defensive in Northern France, as once we stood last year in Southern England. Much has been written since you heard of how our Fighter pilots fought last year .. from DUNKIRK to DECEMBER.

Well .. it's a long lane that has no turning .. you all know what's happened since last year .. of how the Hun, baffled and beaten in the air over here by day, turned, in his fury, to seek out easier meat ... of his wild rushes across Europe with his Luftwaffe, smashing down the small defenceless Nations who had no fighter force. Surfeited with victories made easy by so little opposition in the air .. we witness now his latest mad rush against a mightier Nation ... RUSSIA .. While the Soviet Air Force stems the onslaught of the Luftwaffe in the East, the R.A.F. increases the strength of its offensive in the West.

With/

With our "HEAVIES" by night and these Fighter-Bomber Operations I am speaking of by day with all our strength, unremittingly, we are hammering at the heart of Germany and the morale of her Air Force and her people... smashing down her war industries wherever we can reach them. We have but one aim to bring the German Air Force to action. The more that we on the Western Front can tear into Germany's power and will to prosecute the war, the less will become the weight of the German offensive against Russia.

I've wandered into wider fields, I'm afraid, than the small meadow of my talk, which, if you remember, was our Fighter Sweeps ... but these are exciting days. Last year our lads were fighting over LONDON - now its LILLE. We've waited long for this ... to pin down the German fighters, or rather, to pin them in the sky and then to knock them down. It hasn't been easy. For a long time the Hun just wouldn't fight, over France ... he was all too busy in the Balkans, and now in Russia and as you know, it takes two to make a fight.

What the Hun found unprofitable to do last year over here in England we are now doing daily sometimes twice and three times a day escorting our heaviest bombers in broad daylight to targets further into occupied France than London stands within our shores. We get the fighting now all right ... they can't ignore our "Heavies". Why, in the 31 days from 14th June to the 14th July, our Fighter pilots in these Offensive Sweeps have destroyed 301 German Aircraft, and probably destroyed or damaged many others for a loss of 101 of our pilots ... that's fighting over France, where a lucky shot in the engine generally means "prisoner of war". Our Bombers themselves, have shot down 4 more of the enemy's fighters.

I wish you could see the Hun now, as I see him, upon his Western Front, once so sure of himself and so arrogant .. he's apprehensive now ... all of a "jump" and on his toes ... never knowing when and where the next attack is coming. Already he is showing a marked disinclination to fight. This relentless "coming for him" over his own aerodromes is having its effect ... the man-for-man ascendancy our Pilots won last year is being added to daily ... the effect of all this on his morale, barely noticeable as yet, will, of course, in its cumulative effect, pave the way to his ultimate defeat, for when morale is broken, victory is swift.

And of our **Fighter** Pilots ... what am I to say?... I know what they would say if you asked them ... "its just a piece of cake." But believe me, its not they're having to fight as hard as they fought last year and a great deal further from home ... its just their way of saying ... their tails are up, there's nothing wrong with their morale. Many of them are the same youngsters who fought all through the Battle of Britain only they aren't youngsters any more, but veterans of experience, leading now their Flights and Squadrons some their Wings. Throughout Fighter Command they are known personally, not by their names but by their Christian names "Victor", "Douglas", "Harry", "Adolf" or "the Admiral" ... but that's enough .. that tells you more about them, I think, than any words of mine.

As you hear each day in the future as a matter of course the brief announcement in the News I spoke of at the beginning of my talk...perhaps those words will now paint a warmer picture in your mind... a picture that I never fail to see if I'm lucky enough to hear the News at night... a picture of great beauty as our vast formations set out beneath a Summer sky - of hopes and high endeavour. Of many hours each day for hundreds of our Fighter Pilots.. every moment of each hour full charged with excitement, deadly earnestness,... full of breathless hope that turns to exhilaration as in the heat of battle Messerschmitts go tumbling down... and other fleeting moments charged with fear of a crippled aircraft in a sky that seems full of Huns.

And if you're very quiet you'll hear the cheers in Kent that speed our boys upon their way... and fainter still perhaps the ones that welcome their arrival over France... the silent cheers that live in all true Frenchmen's hearts, who understand the purpose of our coming.

How high must run their hopes as they look up and see this great spearhead of our Air Offensive speed across their skies. In the coming and the going of our formations, shaped like giant "Vees" - do you doubt, as they cast their shadows over walls in every Street of Northern France made hideous by Nazi propaganda... that hopes are spurred on in those who would be free again. And as the shadow of our Vee formations dance across their Cafe tables, in your imagination you will see the many broken matches Frenchmen leave behind them there and in the street - to taunt the Hun... broken matches, paper strips, shaped to the letter "V".... Vee.....Vee for VICTORY.

BRITISH BROADCASTING CORPORATION

22/7/41 - No.44

Air Ministry No.4572

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

A small number of enemy aircraft have approached our coast to-day, but few have flown inland. There is no report of any bomb having been dropped.

22/7/41 - No.45.

Air Ministry News Service.

Air Ministry Bulletin No. 4573

FOUR ME.'s SHOT DOWN

While Spitfire and Hurricane pilots escorted bombers on a successful raid on a target in Northern France today, other fighter squadrons carried out offensive sweeps over other areas. In these, a Polish squadron shot down four Me. 109's.

Two Polish squadrons who carried out one sweep by themselves, attacked a formation of Me. 109's which flew away as soon as they were engaged; machine-gunned an aerodrome, shooting up planes on the ground, hitting personnel, machine-gunning hangars and gun posts and an A.A. battery; beat off twenty Me. 109's in dog fights near the coast, shooting down three of them; attacked an A.A. battery on the coast, hitting the gunners, and engaged in more dog fights, shooting an Me. 109 into the sea.

The squadron reformed and went on to attack a ship off the coast.

While all this was going on, the fighter pilots who took part in the escort for the bombing raid had an "empty sky."

A Wing Commander said on his return: "It was just like a training flight - no opposition. We stooged about in formation, watching the bombers drop their loads in the target area. We chattered away to each other for the sake of something to do. One pilot said he did see a Me.109 about 30 miles away, but I saw nothing. It was all very beautiful of course, with the Seine 10,000 ft. below, but we don't like an empty sky. You might say that we flew in and flew out and admired the scenery, both coasts being visible half way across."

A British wing on another sweep met 40 Mes. head on at the French coast, in two formations. The Mes. passed our fighters within 100 yards but did not engage, and the R.A.F. pilots went on to their objective. Here twelve Spitfires met twelve Me. 109's and attacked. The German pilots dived away, evading battle.

MR. AMERY'S BROADCAST

Following is the text of a broadcast by Mr. L. S. Amery,
Secretary of State for India at 2.15 G.M.T. JULY 23,
in the B.B.C's Empire Service.

It is nearly a year since the Viceroy of India, Lord Linlithgow, speaking on behalf of His Majesty's Government, made a far-reaching declaration with regard to future constitutional progress in India. Responding to the widely voiced criticism that the existing Indian constitution was imposed on India by Parliament here, the declaration invited Indians to frame their own constitution by agreement between the main elements in India's national life, and promised the willing co-operation of the Government both in any practical steps that might be taken in the immediate future by representative Indians to find agreement, and also in implementing with the least possible delay, after the war, the results of such agreement. It is by that process of discussion and agreement that the American constitution, as well as the constitution of every British Dominion, came into effect. It is, indeed, difficult to see how any constitution can work, above all in a country of such complex, racial, religious and political structure as India, without antecedent agreement as to the nature and powers of the constitution itself. So far from being an excuse for delaying the grant of wider constitutional powers, this insistence upon Indian agreement was the first and indispensable step in placing upon Indian statesmen the responsibility for the management of their own affairs.

Meanwhile, in order, within the framework of the existing constitution, to associate Indian public opinion more closely with the actual conduct of the war, the Viceroy announced his intention to enlarge his Executive Council by bringing in leading Indian public men, and to establish an Advisory War Council containing representatives of the national life of India as a whole, including the Indian States. With this object in view he turned, in the first instance, to the leaders of the most important political party organisations. Unfortunately the party leaders were either not prepared to co-operate, or only to co-operate on terms, as against each other, which it was impossible for the Viceroy to reconcile. In the end, after many months of patient effort, Lord Linlithgow came reluctantly to the conclusion that the intransigence or mutual rivalry among party leaders ought not to be allowed indefinitely to frustrate India's desire - a desire voiced with increasing insistence on every hand - to be more closely and effectively associated with the conduct of her own defence. He had no doubt that there were to be found plenty of patriotic Indians of experience in public affairs who would be willing to give their services wholeheartedly to their country's cause and to place India above sectional and partisan considerations. His confidence has been justified.

The enlarged Executive which has just been announced includes five additional Indian members, bringing the total number up to twelve, exclusive of the Viceroy himself. Eight of these are Indians and the Executive now for the first time becomes preponderantly Indian and unofficial in composition. By the range of their administrative, political and business experience, as well as by their individual ability, the new members will greatly strengthen what will now, in effect, be the Viceroy's War Cabinet. They will, of course, share fully in the collective responsibility of the Executive Council as well as direct the important departments of State - some of them new and created to meet war exigencies - with which they have been entrusted.

/The

The new National Defence Council which the Viceroy has called into being simultaneously is no less interesting a body. It will include representatives of the ruling Princes of India as well as representatives from every Province, every community and important interest in British India. Among its members are the four Prime Ministers of the Provinces which have continued to enjoy self-government, including the two great Provinces of Bengal and the Punjab, as well as representatives from all the other Provinces. The various communities, not only the two main bodies of Hinduism and Islam, but also the so-called Scheduled Castes, the Christian community, the Anglo-Indians and the European business community are all represented. So too are industry and commerce, labour and the landed interest, and the list includes a lady member of the Punjab Legislature. While the members owe their position to the personal invitation of the Viceroy and not directly to popular election, they are in every case men of independence and standing and far from being a body of yes men! Together with the new Executive they constitute a most typical cross-section of India's national life.

The National Defence Council is an advisory body and its main purpose is to bring the war effort in the Provinces and States, as well as in the ranks of commerce, industry and labour, into more direct and effective touch with the Central Government. It will meet periodically under the Viceroy's chairmanship, both to be informed of and discuss the course of events and the policy of the Government and to convey to the Government the suggestions or needs of the localities or interest which its members represent. There will thus be a continuous contact both ways between the Viceroy and his Executive and the Provincial or State Governments, local War Committees or industrial organisations, which should be most helpful both in guiding and in stimulating India's national effort.

I might mention as a further instance of the anxiety of the Indian Government to secure the closest possible contact with public opinion and to strengthen the Indian element in the administration, the creation, on the initiative of the late Commander-in-Chief, General Auchinleck, since confirmed by General Wavell, of a Defence Committee of the Legislature in order to keep members in touch with the work of the Defence Department, and the appointment of an able Indian to the joint secretaryship of that Department.

These measures have not brought about any change in the existing constitution of India. Even if it were possible to change the basis of power and authority in the middle of a crisis so menacing to India's very existence, no such transfer would be feasible without some measure of agreement, such as unfortunately does not exist today, as to the kind of constitution under which the various main elements of India's national life may be willing to work together. The immediate object of these measures has been to increase the efficiency of government and at the same time to make fuller use of a vast and hitherto insufficiently tapped reservoir of Indian ability and patriotism. At the same time they are, I suggest an earnest of the British Government's desire to transfer to Indian hands a steadily increasing share in the control of India's destiny. They mark a change in the spirit if not in the letter of India's constitution. Nor is it too much to hope that in the process of practical cooperation between Indians of every community and every class in securing India's safety and the victory of the world cause which is India's no less than ours, new bonds of mutual understanding and sympathy may be forged which may immensely facilitate the solution of those internal difficulties which are today the chief obstacle to India's attainment of her rightful position as a free and equal partner in the British Commonwealth.

22/7/41 - No.48

BRITISH PRISONERS IN ENEMY HANDS

Next of kin, if able to identify the men from the information published, are requested to advise the Casualty Branches of the Services concerned, forwarding Regimental or any other details.

The following is the latest list of British prisoners of war as received from enemy sources:-

IN GERMAN HANDS

Pilot Officer George MURRAY	Avonbank, Kilcreggan, Dumbartonshire, Scotland
Sergeant Norman John GREGORY	48, Oxford Road, Swindon, Wilts.
Pilot Officer James David MARGRIE	27, Boscombe Spa Road, Bournemouth
Sergeant Derrick David William NABARRO	19, Cedar Road, Preston
Pilot Officer Terence Leslie William OFFICER	Mount Talbot, Toolamba Victoria, Australia
Pilot Officer Mervyn Frank ANDREWS	34, Hazel Grove, Moorfields, Bristol
Pilot Officer William Henry HOLLAND	44, Claremont Road, Ealing, London, W.13
Pilot Officer Warren John SANDEMAN	One Tree Hill, Auckland, New Zealand
Sergeant John Neville Grenham BAILLEY	Cornfield Plummer, Green Lane, Darnley, High Wycombe, Bucks.
Pilot Officer Denis Martin Conley BELLORTON	Douglas, Isle-of-Man
Lt. P.M. Gardner, Badge Number 40627	Vurry, Hindhead, Beacon Hill Park
Pilot Officer Donald Charles DOUGALL	Badge No. 13710

MINISTRY OF INFORMATION.