

NOT FOR PUBLICATION, BROADCAST OR USE ON CLUB TAPES  
BEFORE 0030 B.S.T. ON MONDAY, SEPT. 15, 1941.

CHRISTMAS POSTINGS RUSH

The weekend saw a sudden inrush of Christmas parcels, letters and cards for the Middle East Forces. Every hour there was a constant stream flowing in from all parts of the country.

Well over a quarter of a million letters, cards and parcels have been received. It is expected that this number will be considerably increased by Thursday next which is the last day for Christmas postings to the men and women serving in the Middle East Forces, India, and Malaya.

Many of the women sorting these parcels and letters are replacing men who have gone to the Middle East.

An official of the G.P.O. said that Christmas cards seemed very popular judging by the thousands already posted to the Forces. He appealed for the co-operation of the public in posting early and thus avoid a last minute rush.

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GENERAL POST OFFICE



NOT TO BE PUBLISHED BEFORE DELIVERY

Following are notes of the speech by Mr. Alexander, First Lord of the Admiralty, at Nottingham, today, Sunday, 14th September, 1941.

The policy of the Government in regard to Russia has been stated by the Prime Minister without the slightest ambiguity and has the full and loyal support of every member of the Government. In a nutshell it is that Russia is our ally in the fight against Nazi-ism and we will give her every possible form of assistance that we can without any stint or reservation. If anyone likes to misunderstand or misinterpret that policy they must do so, but they can only do so for mischievous purposes and to weaken our war effort.

To give this assistance to Russia means increasing our production drive and also denuding ourselves of some of the fruits of that drive. We will do so gladly because the cause is a common and single one, and what we do for Russia is done for the cause and so for ourselves.

Speaking for the Admiralty, I say that we will spare no effort which we can make on behalf of Russia, having in mind our strength and the other tasks I have mentioned. And let me tell you that there are many ways in which Naval help can be and is being given to Russia, but I am not going to help the enemy by going into details of what is being done.

I know that I speak for all of us when I say that words are but feeble things with which to express our admiration of the resistance which the Russians are offering in what is truly a battle of Titans. Stalin calls upon them for no sacrifice which they do not make to their very utmost. Their lives, their possessions all are thrown into the defence of the soil which is sacred to them.

It is perhaps difficult for us to realise what the great power station at Dnepropetrovsk meant to the Russian peasants and workers. It was to them not only a source of light and heat and power - it was also the symbol of Russia's emancipation from an era of stagnation and her emergence into the modern world of progress. The destruction of this outward and visible sign of an inward and spiritual change must have been an agony to them, yet there was no flinching and that mighty work crashed into ruin so that Russia may survive and live and build yet mightier works.

We can draw great inspiration from the deeds of the Russian armies. But so can they draw inspiration from the struggle which we have waged alone for over a year - a struggle for which the Prime Minister breathed faith and courage into us when he said:

"We shall fight on the seas and the oceans, we shall fight with growing confidence and growing strength in the air, we shall defend our island, whatever the cost may be, we shall fight on the beaches, we shall fight on the landing grounds, we shall fight in the fields and in the streets, we shall fight in the hills; we shall never surrender.."

Germany's effort in the war at sea has been in the main directed against our Merchant Ships and not against our warships. We cannot, therefore, expect great Fleet actions and, in fact, such actions are rare episodes in our Naval history. Nelson waited three years before he got his chance at Trafalgar, and Jellicoe waited two years for Jutland. All the same, it was said of Nelson that he was the only man Napoleon feared, and of Jellicoe that he was the only man who could have lost the war in an afternoon.

We are dependent upon the Navy to ensure the arrival of the supplies from overseas upon which we must depend. The first, the great, the continuous task of the Navy is the protection of our Merchant Ships and to this many other desirable objectives must give way. The Navy only disposes of a given number of ships for escorting our armies overseas, and also their reinforcements and supplies, for convoying our Merchant Ships, for maintaining watch against invasion, for minesweeping and for patrols. These requirements are absolute essentials which have to be met before we consider purely offensive operations.

/We have



We have to cut our coat according to our coupons in this respect, but the successful actions at Narvik, Taranto and Matapan, the chase and destruction of the Bismarck and the Graf Spee and repeated bombardments of enemy ports show that we do not do so badly with what we have got - and as new construction comes steadily along we shall hope to do more.

Even as things are and in the face at one time of numerically superior forces we have established Naval supremacy in the Mediterranean which is best illustrated by the essential convoys which have been passed through these waters. But our main pre-occupation is and must be the Battle of the Atlantic. We have got to bring food, raw materials for our factories, fuel and lubricating oil, and finished munitions of war from our Dominions and the United States.

There is a minimum tonnage of imports which must come in, and it is the Navy's job to see that it does come in. That is the Battle of the Atlantic. It is a battle which never ceases. It is on all the time. Sometimes it goes well for us, at other times not so well. Recently it has gone very well, but at any moment we may have a bad spell.

The battle is certainly not yet won. It stretches from the South and West Atlantic right across to our West Coasts and right round this Island and up and down the North Sea and the English Channel. Unceasing vigilance, the trying out of new ideas and, above all, the provision of new construction in the shape of escort vessels as well as speedy repair of damaged Merchant ships are the essentials of victory. That is why I repeat my most earnest appeal to the heads of our great shipbuilding and shiprepairing firms to examine and test every link in their organizations, and to the workers in the yards to maintain their great efforts unflinching, so that days here and days there may be saved.

Every day is precious. These men, management and labour, have done a great deal of magnificent work. I am truly thankful to them for the response they have made to our urgent Naval needs. But much as I shall rejoice when the time comes when their efforts can be relaxed, I must tell them that that day is still far distant. The enemy had 6 years' start of us. There is a lot of leeway still to catch up and if Nazi-ism is to be pulled down and our liberties preserved, we must each one of us in Kipling's words "fill the unforgiving minute, with sixty seconds worth of distance run". Only so can we make good "the years which the locusts have eaten".

It is our own right arm which has got to save us from the dangers by which we are surrounded. The course of the war during the past few months may have tended to obscure this fact, but it is the fact, nevertheless. That Germany should have wantonly attacked Russia and that for some 3 months Russia should have absorbed the main shock of the German war machine so giving us temporary immunity from, amongst other things, air attack, is something which we could not have calculated.

There are insidious dangers in such a lull and we must be on our guard against them. We shall be very poor friends to our Ally if the blood which she is pouring out does not teach us the need for greater effort and greater sacrifice by ourselves.

Similarly, we must not fall into the error of imagining that American help justifies us in relaxing our own production effort for one moment. Rather it should act as a stimulant of our endeavour.

Two pieces of news of immense significance have recently come out of America. First there were the declarations by the President and leaders of American Labour on America's Labour Day. These showed that in America and Great Britain Labour is solidly in line, unshakeably determined that Hitler shall be defeated because unless he is, all that Labour has built up will be swept away and all that it hopes to achieve become a vain dream.

/Then



Then yesterday we read the great broadcast of President Roosevelt, the fruit, as he said "of months and months of constant thought, anxiety and prayer". Never has what we are fighting for been more clearly or powerfully stated. Ostensibly addressed to the American people it was, in fact, an adjuration to the whole world to choose finally between the forces of good and evil. Between the powers of light and darkness.

We can derive immense encouragement in our efforts from this noble message which calls us to spur on and not to slacken for an instant. I quote only one passage, perhaps, however, the most significant of the message: the President referring to Hitler spoke of "the bridge of ships we are building across the Atlantic, over which we shall continue to roll the implements of war to help destroy him and all his works in the end". There is the firm pledge that America is with us to the finish in the great task laid upon us. Nobody can imagine that the President is a man who means less than he says, or one who can be deflected from a purpose to which he has set his hand.

Recently I have been visiting the Home Fleet. I spent some days aboard that mighty battleship the Prince of Wales, which bore our Prime Minister across the Atlantic to his meeting with the President. Bore him there and back in spite of Hitler's boasts last spring of what he intended to do to us in that ocean. The thoughts which came to me as I paced the decks of the ship where those two remarkable men forged their new Magna Carta for the world will always be an immense encouragement to me in the task - no light task - which the Prime Minister has confided to me.

Now those thoughts and many hopes have been crystallized and confirmed by this broadcast message, which makes it clear beyond peradventure that both in the interests of the Defence of American Democracy and the freedom of the whole world, Hitler is warned definitely not to show any of his pirate sea forces in the Western Atlantic. If he does, thereby, indicating his threat, the United States Navy shoots first and I believe it is a Navy which is very quick and accurate on the draw.

Please also remember that the President said his patrolling ships and aeroplanes will protect all Merchant ships. Not only American but of any flag engaged in commerce in his defensive waters. I cannot but comment that this is indeed a magnificent indication of the collaboration of President Roosevelt and Mr. Winston Churchill, for it will be an untold help to the Royal Navy.

A typical example of the utter inhumanity with which Germany wages war at sea is afforded by the incident of the liner BRITANNIA. This ship was attacked and sunk by a German raider in mid Atlantic on the 25th March this year. 82 persons got away in a lifeboat and made land on the coast of Brazil, after a voyage of 1400 miles, on April 16. During this time 44 of them died.

The party suffered torments from thirst and heat which made it difficult for them to eat the few biscuits they had. Leaks in the boat necessitated continuous baling, which imposed a severe strain upon those weakened men who became covered with salt water boils and sores, which made rest difficult to obtain.

The death of one man after another added to the tax upon the nerves of all. Even so they held a short service of remembrance for the dead and of thanksgiving for rain which fell.

I have selected this story to tell you at random from many similar ones. On the one hand it illustrates the utter disregard by the Germans of all the noble traditions of the sea, and on the other hand, the dangers which confront the brave officers and men of the Merchant Navy whenever they are at sea.

Some attention has recently been focussed on the conditions of service in the Merchant Navy. I would point out that these conditions are, very properly, the constant concern of Unions which represent the officers and the men. I can only say that so far as the Admiralty is concerned, it is always desirous of considering sympathetically any matters concerning our Merchant Service within its control.

In particular, the Admiralty is most vigilant and active in all that concerns the defensive armaments mounted in Merchant Ships, and is determined that these shall be as strong and as modern as the supply of weapons permits. Men exposed to ruthless attack must and shall be given the best means possible to defend themselves.

/I will



I will only add that in conversation after conversation with Naval officers, I hear nothing but the highest praise for their comrades of the Merchant Navy whose trials they understand, and whose courage they respect and admire. Let no one imagine that there is any spirit in the Royal Navy of looking down upon the sister service.

A remarkable degree of national unity has, under the leadership of Winston Churchill, been achieved. We must foster it in every way, for this unity is a feature of our war effort which Hitler greatly fears. All the more so because his advisors told him we should be torn with dissensions in the event of war and that our Dominions would fall away from us. Let us sink all our internal differences, removing the causes of them also, wherever we can, until Nazi-ism and all the hateful things it stands for is defeated.

I would not for one moment hold up the work which is going on of preparing the blue prints of a better order of society, but I do say that that work may be in vain unless we here and now concentrate on the blue prints of ships and guns and tanks and aircraft. These are the means to the end. Hateful means, I agree, but how else can the end which holds such great possibilities be achieved?

Those who will the end, will the means. An increasing stream of production is coming to us from the Commonwealth. The stream of supplies from the New World broadens out. All who love liberty help us in what measure they can. Czechs and Poles fly some of our aeroplanes, Poles, Dutchmen, Frenchmen, Norwegians have their ships at sea with us. Belgians are now manning ships, Newfoundlanders serving in our vessels. Australia and New Zealand guard the Pacific.

The Royal Indian Navy is with us in the Indian Ocean and the Red Sea, Indians, Australians, New Zealanders, and Britishers fight in the Middle East, splendid men from all our Dominions and Colonies fight by our side for the common cause. For the Commonwealth of British nations the seas do not divide, they unite.

Over the oceans comes pouring in the help in men and materials which spells defeat for Hitler, so that he is driven to concentrate against our shipping. The attack is fierce, it may well grow fiercer, but the experience of two years gives us confidence to believe that it will be won.

#### NAVAL AFFAIRS



14/9/41 - No. 10

Air Ministry News Service

Air Ministry Bulletin No. 5035

NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES  
BEFORE 0030 B.S.T. ON MONDAY, SEPTEMBER 15, 1941.

THE "BYNG OF VINY"

A 27 years old lawyer from Montreal, now the C.O. of a fighter squadron of the Royal Canadian Air Force, flies in Britain, a Spitfire named "Byng of Viny."

The cost of its purchase - £5,000 - was sent to the Ministry of Aircraft Production by Viscountess Byng of Viny, in memory of her husband. It was her request that it should be flown by a Canadian.

The squadron leader who pilots the "Byng of Viny" belonged to an auxiliary squadron of the Royal Canadian Air Force before the war.

He came to England just over a year ago with the first Canadian fighter squadron, and with them took part in the autumn battle of Britain, shooting down two enemy aircraft.

He was recently chosen to lead a new Royal Canadian Air Force fighter squadron.

"I am very happy indeed to have the honour of flying the 'Byng of Viny' Spitfire," the squadron leader says.

"I shall do all in my power to live up to the tradition of that great name"

NOTE      (PHOTOGRAPHS OBTAINABLE FROM P.N.A.)



EXTRACTS FROM THE SPEECH OF THE LORD PRIVY SEAL, THE RT. HON.  
C. R. ATTLEE, M.P., AT A MINISTRY OF INFORMATION MEETING AT  
NEWCASTLE-on-TYNE, AT 6.30.P.M., SUNDAY, SEPTEMBER 14, 1941.

Speaking in the House of Commons last week, the Prime Minister described the nature of the declaration made by him and President Roosevelt, commonly known as the Atlantic Charter. He pointed out that, as was stated in the preamble, its purpose was to make known certain common principles in the national policies of our respective countries on which they base their hopes for a better future for the world.

He pointed out that this declaration did not qualify various statements of policy made from time to time on such matters as the development of constitutional government in India. These principles are not something startlingly new. In the nature of things they could not be. They are an expression of the outlook of the two nations on great world problems.

In the debate which followed, a lawyer - not, I think, very usefully - went over the Charter with a legal toothcomb. He was very critical. In particular he was very scornful of the seventh point which says 'Such a peace should enable all men to traverse the high seas and oceans without hindrance'.

He could not understand why this had been included because, so he said, the right to traverse the seas in time of peace without hindrance had never been disputed.

Like many other people, he had never paused to ask himself how long this right had been exercised or why it was exercised. In fact, for centuries the seas of the world were infested with pirates who observed no laws, and by sailors who, although acting in the name of some State, were little better than pirates. The seas have been swept and kept clear of pirates for many decades by the ubiquitous power of the British and American Navies. It was largely due to the existence of that power that a code of maritime law was not only drawn up but enforced.

But we are face to face with a Power which owes no allegiance to any laws, human or divine. In this war as in the last, the rulers of Germany have disregarded all the laws of naval warfare and sink without notice the ships of all nations in all the oceans, although they are engaged upon their lawful occasions.

The speech of President Roosevelt shows how clearly he sees the position, listen to his words:

"It is a Nazi design to abolish the freedom of the seas and to acquire absolute control and domination of the seas for themselves; for with control of the seas in their own hands the way can become clear for their next step, domination of the United States and the Western Hemisphere by force. Under Nazi control of the seas, no merchant ships of the United States or of any other American republic would be free to carry on any peaceful commerce, except by the condescending grace of this foreign tyrannical power."

Here you have set out clearly the difference between sea power exercised by a State to the general good of the world, and sea power exercised for its enslavement.

The nations of the world would not have acquiesced, during all the century which separates the close of the Napoleonic wars to the war of 1914, in the existence of British Sea Power if it had been under the control of gangsters such as Hitler and his fellow criminals.

Just as on land there can be no peace if there exists a robber State armed with great military power controlled by ruthless and brutal men, so on sea there can be no real peace if sea power is in the hands of bloodthirsty pirates.



It is just for this reason that it is essential to peace to destroy the Nazi menace. Although in the years 1937 and 1938 war had not actually broken out, there was no real peace in Europe. There was no real freedom in Europe for any small state. There was no peace of mind for any of the peoples whose countries bordered on Germany. All were liable to be attacked at any time, without provocation and without notice.

Just so if Hitler had in those years built up an overwhelming Navy, there would have been no real peace on the oceans, no real freedom of the seas.

The President sees further than the lawyer. He is supporting by vigorous action his conviction of the reality of the danger to America's vital interests which comes from the German ruthlessness on the high seas.

Henceforth in those waters which are necessary to the defence of America, the naval forces of the United States will protect not only her own merchant ships but those of all nations. They will not wait for incidents, for the murder by gun fire or by drowning of innocent people, but will seek out and destroy German and Italian submarines and raiders.

The President brushes aside hairsplitting and nice arguments. He has ordered preventive action.

I am quite certain that everyone who is alive to the gravity of the danger which threatens civilisation on both sides of the Atlantic will welcome and applaud this wise decision, and will realise that the principles of the Atlantic Charter are not just vague aspirations.

Hitler in his headlong course of destruction has come to a crossroads. The lights are red. The police are there. He goes forward at his own peril.

MINISTRY OF INFORMATION

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14/9/41 - No. 12

Air Ministry No. 5058

AIR MINISTRY COMMUNIQUE

Brest was heavily attacked last night by a large force of aircraft of Bomber Command. A great weight of bombs was dropped in the dock area and bursts were seen to straddle the dry docks in which the battle cruisers Scharnhorst and Gneisenau are lying. Other aircraft bombed the docks at Le Havre.

Fighter command aircraft on offensive patrol over Northern France during the night attacked several enemy aerodromes. An enemy aircraft coming in to land was destroyed.

None of our aircraft is missing from these operations.

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Please check against delivery

MR. HERBERT MORRISON'S BROADCAST

The following is the text of the broadcast to be given by Mr. Herbert Morrison, Home Secretary, after the one o'clock news today:-

This lull in heavy widespread air attack on our Island reminds me of the first seven months of war, when we landsmen did not know that we were fighting at all. In a few months' time we shall be looking back on today with the same sense of its unreality as we had in the middle of the blitz last winter, when we looked back to the incredible doldrums of the year before.

Soon - we don't know how soon - big enemy bomber fleets will come over again, the H.E.s. will burst and the incendiaries flash and flame. The Nazis will make their inevitable attempt to ruin our homes and cities, and to burn and destroy on land the weapons, food and raw materials that they are now finding it harder and harder to destroy at sea.

The Battle of the Flames will be again among the first and foremost issue on the Home Front. And remember, however the fires of battle may rage in Europe, Asia, Africa and on the seven seas, nowhere will a fight be fought more essential to victory than this fight in our streets and buildings - the fight to protect and keep secure the Empire's base, without which the liberties of the world are lost.

Today you have heard and read of the measures the Government is taking to achieve victory. These measures will not provide a complete insurance against fire. We know that. The complete answer to fire raids does not lie within the field of Civil Defence, however far we may develop it. But we of the Civil Defence Services have our part to play in keeping the menace within endurable limits.

Another thing. A good deal has been said about compulsory service in connection with the Battle of the Flames. But do not forget that even now, when the State has assumed so greatly increased a part in the direction of this Battle, the volunteer remains in the centre of the picture. Of the new National Fire Service the vast majority are volunteers. Of the Fire Guards a very great proportion, probably the majority, are volunteers too - and vital their work is, men and women alike, to the success of the whole scheme. Let us have more of them! Let nothing damp down the initiative and enthusiasm of the people.

Now let me remind you of what has taken place. August 18 last was the appointed day for the transfer to the service of the State of all the local authority fire brigades. Since that day Britain, for the first time in her history, has had a National Fire Service.

Under the new system the country has 33 Fire Forces, each under a Fire Force Commander. They are grouped, three and four to a Region, under the Regional Commissioner and the Chief Regional Fire Officer and the whole National Fire Service for England and Wales is directed and controlled in the last resort by the Secretary of State. Soon you will see in the streets new markings on the helmets, new badges on caps and uniforms. You will hear of new ranks in the service.

In fighting the Battle of the Flames under air attack the essential things are speed and flexibility. That is why the new Service was formed. Under the new system instead of crews from independent brigades meeting on the fireground, perhaps for the first time, and getting to work together as best they could, each Fire Force Commander will have all the men and pumps in his area under his direct command. Reinforcements will be concentrated quickly and smoothly. Officers and men, meeting in the heat of battle, will know their relationships to one another and be use to working together.

This change-over from 1,400 units to 33 has been kept a secret for the past four weeks because it meant some temporary disorganisation and had the enemy known of it he might have taken advantage of our comparative weakness while it lasted.

/Some have



Some have complained that the change to a National Fire Service was not made sooner. I am quite sure they have no idea what the change involves and how difficult and risky it would have been to try and make it while we were actually under heavy and continuous enemy attack during those long winter nights. We should be grateful for the good fortune which has given us this lull and allowed us to work the basic transformation in comparative peace and safety. Not that it is yet complete. We have still further gains to reap from the new system when it is completed, working. But already we have reached a stage when I feel free to tell you what has taken place.

Then there is the firemen's ammunition - water. The fall of high explosives means not merely that fire fighting in war is an enormously bigger job than in peace, but that it presents entirely different problems. Mains may be destroyed; street-basins hit; hoses severed.

Once there was a huge fire in one of our big cities, and the large main serving the area was hit and put out of action in the first few minutes. So connection was made with static water near by. But soon that was blitzed and firemen killed. The next nearest big supply of water was from a river about a mile away. Lines of hoses were laid over this distance, with bombs dropping and rubble from burning buildings falling around. No sooner was the new supply established than buildings fell across the hoses and cut them beyond repair. So another set of hose lines was laid from another point on the river even further away and eventually a supply was established and the fire tackled. War is like that.

Today we seek to provide additional reserves of water for crises like this. In every area a big programme of emergency water supply is going forward: large tanks are constructed, many miles of surface steel piping are being delivered and spare basements are being lined and filled with water. We cannot replace the mains during the raids - nothing can do that - but by these and other means we can enlarge the fireman's resources and put off - perhaps indefinitely - the moment when even the very worst blitz deprives him utterly of water.

Henceforward, and as these new measures take their full effect, Britain will have a force whose organisation and resources are a match for the splendid valour of its officers and men.

I turn now to the Fire Guard which in its new and more complete form, numbers several million men and women. To do the work of those on duty in business premises alone would need a whole-time force numbering some hundreds of thousands; as we all know today, the men are not there. The Fire Guard has been the subject of big changes within the last few weeks. The first part of it was the general application of compulsion in target areas and the introduction of a scheme of re-organisation and training that will greatly add to the efficiency of the Guard in those areas. Now, we shall have a more ordered system, covering the whole of the target areas and providing for the better organisation, training, and efficiency of the Fire Guard as a branch of the Wardens' Service.

The second big change in the position of the Fire Guard affects the factories and business premises.

Perhaps you remember how, when the big fire attacks of December, 1940, reached their climax in the great raids on Manchester and the City of London, it was quickly decided that the fire prevention arrangements then existing could not cope with the menace that had revealed itself. Within a few days the Government announced that it accepted the principle of compulsion, and shortly after that, as soon as the technical and legal work of draughtmanship was complete, the Compulsory Order was introduced. It was introduced without reference to Parliament and the local authorities and without consultation with the employers and Trades Unions. For that I am sorry, for I believe in consultation and would never willingly depart from the principle which inspires it.

I have been attacked, and strongly attacked, for what was done. I don't mind that, and I respect the motives of the attackers - or most of them. But the grim necessities of war pressed upon us and the introduction of the Order last January meant that the very full negotiations that have taken place since could take place not in a vacuum but against the background of a scheme in being. It has had its critics, but there it was, it met a crying need, and during all these months has unquestionably saved scores of millions of pounds of vital war assets that might otherwise have gone up in smoke under the rain of incendiaries.

Now the Employers, the T.U.C. and the Government have agreed to work the new scheme in co-operation. I gladly pay my tribute to the spirit of patriotism that has animated the other two parties to the negotiations.

Under



Under the Order there will be full and effective consultation of workpeople before a scheme is finally approved. Proper sleeping conditions are stipulated and a fixed payment of subsistence allowances which the State will bear. On the other hand any man in a factory or office whose turn of duty as Fire Guard works out at less than the standard number of hours of duty, may have to do additional duty in the area where he lives. The Regional Commissioner assumes a position of greater authority and importance as the Chairman of a Fire Prevention Council on which employers and unions are represented. Finally there will be set up a National Advisory Council for Fire Prevention under my own Chairmanship, representing all the main interests involved including employers and unions, to advise on policy and also to bring up points of their own.

And now, with controversies as I hope and believe left behind us, we can all go on to achieve a standard of defence against the menace of fire which will surpass anything in the past. We know that if our defences were weak and unsteady the Germans could win the war by fire, just as certainly as they could win it by victory in the battle of the Atlantic, just as certainly as they could have won it if they had smashed our cities or beaten the R.A.F. out of the daylight sky in the Battle of Britain last year.

We cannot trifle with fire raids, and we will not. The spirit that has inspired Britain's volunteer Civil Defence Services from the very beginning of air attacks will, I am convinced, carry the National Fire Service and the Fire Guard, volunteers and enrolled men alike, forward to victory.

Britain Shall Not Burn.

BRITISH BROADCASTING CORPORATION



1-58

14/9/41 - No. 15

Air Ministry News Service

Air Ministry No. 5060

HAVOC OVER ENEMY AERODROME

The crew of an American built Havoc night fighter flying over Northern France last night found themselves over a German occupied air base just at the time that enemy raiders were returning to land.

In the space of a few minutes three of the enemy aircraft were attacked in the air just above the landing ground.

One went down on fire and another was damaged.

The first attack was made from 75 yards on an aircraft that was circling the aerodrome before landing. Then another aircraft was seen circling, and the gunner gave it a long burst from only 40 yards and stopped firing only when dazzled by the effects of his own bullets exploding at such close range.

Immediately afterwards a third enemy aircraft was seen and the Havoc again opened fire. Black smoke poured first from the port and then the starboard engine and it went down to the ground in a vertical dive from 600 feet.



14/9/41 - No. 16.

MIDDLE EAST WAR COMMUNIQUE

The following official communique was issued from British G.H.Q. Cairo today:-

LIBYA.

In the Tobruk area our fighting patrols made deep penetrations into enemy positions at a number of points without making contact. As a result of our activities enemy shelling was particularly heavy against the eastern sector of the Tobruk defences. Enemy bombing attacks during the night were continuous, but they resulted in no casualties and no important damage to material.

In the frontier area enemy patrols moving somewhat wider than usual are being successfully engaged.

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WAR OFFICE



about us" he said. "But it was worth it. We had ringside seats".

14.9.41 - No. 19.

Air Ministry News Service

Air Ministry Bulletin No. 5061

BOMBER CRASHED THIRTY YARDS AWAY.

Royal Air Force night fighters had another successful series of operations during the night of September 11/12 when two bombers were brought down in flames. The first was brought down south east of Suez by a member of a night fighter squadron which already has a number of German raiders to its credit.

The other raider to be destroyed was shot down in the western desert. The victim was an Italian Savoia bomber.

A sergeant major who was sleeping in a tent not more than thirty yards from the spot where the bomber crashed had a narrow escape. "After the bombs and petrol had exploded pieces of the wreck fell down about us" he said. "But it was worth it. We had ringside seats".

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14.9.41 - No. 20

Air Ministry New Service

Air Ministry Bulletin No. 5062

ENEMY FIGHTERS GUARD BREST

The attack on Brest last night was made in the face of fierce opposition from the ground defences. Enemy fighters were also out to protect the harbour in which the warships Scharnhorst, Gneisenau and the Prinz Eugen are still lying after months of inactivity.

On the way back from Brest one of our bombers met an enemy fighter, probably a Heinkel. Both the rear gunner and the captain saw it falling towards the sea in flames. The fighter came up from behind out of a blur of searchlights, and fired a quick burst of tracer bullets.

"I heard the rear-gunner shout excitedly through the intercom. that there was a fighter to port, and I turned the aircraft so that we were going the way he was", said the captain. "This gave the gunner a chance to reply. We saw a burst of flame and the enemy went hurtling down."

The rear-gunner, who was making his sixth operational trip and who had never before met an enemy fighter, shouted "I've hit him".

"He was terribly excited about it", the captain said, "and I could hear him talking away as he was firing. He was delighted when I told him that I could see the fighter diving down with its engine on fire."

Nobody in the bomber was hurt, and the only damage caused was to the trailing aerial which was shot away.

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