

8/7/40.

MINISTRY OF INFORMATION.

NEWS BULLETIN NO. 22.

THE ATTACK ON THE "ARANDORA STAR"

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

The British ship ARANDORA STAR, which was conveying German and Italian internees to Canada when she was sunk with heavy loss of life among the alien passengers, was torpedoed by a U-boat commanded by Kapitanleutenant Prien.

It was Kapitanleutenant Prien who, in October last year, penetrated Scapa Flow and sank the battleship ROYAL OAK. This was described by Mr. Churchill (then First Lord of the Admiralty) in the House of Commons on October 17th as "a remarkable exploit of professional skill and daring."

Kapitanleutenant Prien appears in the intervening months to have yielded to the demands of the German High Command that merchant ships are to be sunk regardless of the dictates of International Law or humanity. Thus Kapitanleutenant Prien, in his report on his last cruise, which was broadcast from Zeesen in Hungarian at 1700 July 7th, said:- "We got best results from firing at cargo boats." His report goes on to say "We were returning when we met one more enemy vessel of fifteen thousand tons..... We had the pleasure of assisting at a short display of fireworks, and then old England became poorer by fifteen thousand tons."

This ship was the ARANDORA STAR, and, by forsaking the practice of attacking military objectives for an attack on an unescorted passenger liner, Kapitanleutenant Prien sent 143 Germans and 470 Italians to their deaths.

That so skilful a U-boat Commander as Prien has been proved in the past should thus demean himself, is but another instance of the growing inhumanity of German officers and men. This has been frequently noticed - with regret, but certainly not with alarm. Naval Affairs M.O.I. 5.

ROYAL NAVY THANKS SOUTH AFRICA.

The First Lord of the Admiralty has expressed to the Committee of the Mayor's Fund in South Africa the thanks of the Royal Navy for the generous contributions from the people of the Union, who have enabled a further sum of £30,000 to be allocated towards the cost of a new destroyer.

"I should like you to know", said Mr. Alexander, "how greatly I appreciate this magnificent token of the wholehearted zeal shown by the Dominion for the cause for which we are fighting".

"When the Prime Minister held my office, he made it known that he would be glad to submit in due course for the approval of His Majesty the King a name selected by the Fund for a destroyer of the "O" Class - the first class of destroyers to be ordered since the war began. I should like to say how happy I would be to carry out his promise." - Dominions and Colonial Offices M.O.I. 1.

SOUTHERN RHODESIA'S GIFT TO ROYAL AIR FORCE.

A further sum of £7,500 has been contributed by the people of Southern Rhodesia towards the cost of training aircraft for the Royal Air Force. The Air Council have sent a very grateful acknowledgment of this further generous gift. - Air Ministry Bulletin 1059. M.O.I. 2.

A £7,000 FIRST INSTALLMENT.

A first instalment, amounting to £7,135.9.6. has been remitted to London from the Gold Coast War Charities Fund.

Grateful acknowledgment has been made by the Chancellor of the Exchequer for a gift of £1,000 by Mr. Khoo Sian Ewe of Penang. - Dominions and Colonial Offices. M.O.I. 3.



AIR MINISTRY APPOINTMENTS

Sir Archibald Sinclair, Secretary of State for Air, has appointed Mr. R.H. Melville to be his Principal Private Secretary, in succession to Mr. F.H. Sandford, who has been promoted.

Air Chief Marshal Sir Cyril Newall, Chief of the Air Staff, has appointed Mr. R.S. Crawford to be his Private Secretary in succession to Mr. Melville.

Air Marshal E.L. Gossage, Air Member for Personnel, has appointed Mr. W.A. Campbell to be his Private Secretary in succession to Mr. Crawford. - Air Ministry. M.O.I. 4.

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8/7/40 - No.1.

AIR MINISTRY NO.1052.

AIR MINISTRY COMMUNIQUE

Fighters of the Royal Air Force shot down three enemy fighters off the South East coast yesterday (Sunday) evening. One of our aircraft was lost.

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AIR MINISTRY No. 1053.

8/7/40 - No. 2.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

There was little enemy activity over our coasts last night. Bombs are only reported at two points on the North-East Coast where some houses were damaged. There were a few casualties but none serious.

Three of our fighters have failed to return from patrol.

It is now confirmed that a third enemy bomber was shot down yesterday evening. This is the seventh enemy aircraft known to have been destroyed yesterday. In addition at least one other enemy fighter was probably destroyed.

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8.7.40 - No. 3.

BRITISH PRISONERS IN GERMANY.

Below is a list of Britons, prisoners in Germany (sent over by the German radio):-

Ernest YESSON, born 22 April, 1910; 27, River Place, Gargrave,  
Nr. Skipton,  
John Francis HIGGINS, born 31 August 1919; 43, St. Annes Road,  
Rotherham, Yorks.  
George Victor Ernest TIDEY, born 15 December, 1918; 105, Neasden  
Lane, London, N.W.  
Joseph **Trevor** SUTTON, born 8 February, 1919; 13, South Street, Retford,  
Notts.  
Jack WILSON, born 8 December 1916; Bank Villa, Cleasley, Nr. Mansfield,  
Notts.  
Charles TALBOT, born 13 February, 1916; 1, The Oval, East Garforth,  
Nr. Leeds.  
Arthur UNSWORTH, Born 6 December, 1920; 9, Monyham House, Quarry Hill  
Flats, Leeds  
William RENARD, born 13 January, 1912; 24, (Heslop?) Place, Bowling  
Back Lane, Bradford.

/Over



John SKELLY, born Oct. 28, 1914; 16, Masefield Avenue, Howarth Road, Bradford.

William Henry GLEDHILL, born Feb. 8, 1918; 30, Moorcroft Road, Dewsbury.

John MOORE, born April 10, 1919; 2, York Street, Pontefract

George MOORE, born July 15, 1914; 65, Pottery Street, Royna, Rotherham.

Laurence BOWES, born March 27, 1915; Heaton House, Barrowbridge.

John SMITH, born Feb. 7, 1914; 54, Cavendish Road, Leicester.

Harold Charles WALFORD, born May 31, 1917; 14, Prairie Street, Battersea, S.W.

Thomas BURNETT, born Sept. 11, 1909; 83, Croyland Road, Edmonton, N.

Henry WILDE, born June 25, 1920; 29, Fern Tower Road, Islington, N. 5.

Edward BOWDITCH, born April 27, 1919; 6, Northhouse. (name of town not given: announcer said "name of town is illegible")



AIR RAID PRECAUTIONS IN SCHOOLS.

New instructions on the precautions to be taken by schools during air raids are issued today by the Board of Education.

In the event of bombs dropping without warning near schools the children should take up the safest positions in the building itself, away from windows and if necessary, lying on the floor. In no circumstances should they be allowed to leave the school building, whether to enter the school shelters or for dispersal to domestic shelters. Authorities are asked to take the necessary precautions to protect school windows from the dangers of flying glass.

In rural areas it is not considered that the provision of shelter at schools on the scale applicable to the more vulnerable areas can be justified, save where the school is close to a vital target such as an R.A.F. station or in parts of rural districts closely adjacent to built-up areas. Protection may be improvised in the school building or by the provision of readily accessible shallow trenches, two feet wide and three feet deep.

The Board raise no objection to the dispersal of the children to reasonably good shelter in nearby houses or other premises but the dispersal to such cover as may be available in open country is not now recommended.

BOARD OF EDUCATION.

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AIR MINISTRY No.1054.

8.7.40 - No. 6.

AIR MINISTRY COMMUNIQUE.

R.A.F. aircraft carried out extensive daylight reconnaissances over Germany yesterday (Sunday). An enemy aerodrome at Eschwege in Central Germany was successfully attacked. Two of our aircraft are missing.

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8/7/40 - No. 8.

AIR MINISTRY BULLETIN No. 1055.

Air Ministry News Service.

ENEMY AERODROME BOMBED.

A large four-engined aircraft was destroyed on the ground and a Messerschmitt fighter was shot down in flames in a series of daylight raids over enemy territory carried out yesterday (Sunday) afternoon by medium bombers of the Royal Air Force.

Penetrating more than 300 miles into enemy territory, one of the bombers attacked the aerodrome at Eschwege, where a large number of aircraft was dispersed along two sides of the landing ground. A British bomber released a heavy-calibre bomb which struck an aircraft standing in front of the main hangar. The aircraft burst into flames. A direct hit was registered on the tarmac close to the hangar, and extensive damage is also believed to have been done to the dispersed aircraft by other high explosive bombs which fell nearby.

Another of our bombers, carrying out a raid over Northern France yesterday afternoon, was intercepted and attacked by five Messerschmitt 109 fighters which were on patrol in the vicinity of Marcheville. Three of the fighters attacked the bomber from astern, while two others opened fire from underneath. By skilful manoeuvring the bomber pilot was able to evade the attack and at the same time allow his rear gunner to get in a well-directed burst of fire at one of the Messerschmitts. The enemy fighter disappeared in an almost vertical dive.

A running engagement with two of the remaining Messerschmitts followed, but the bomber pilot again evaded their attack and when some distance out over the sea the fighters broke off the action.



8/7/40 - No. 9.

PETROL RATION COUPONS.

Basic Ration Books.

The current basic Ration Books for private cars and motor cycles expire on the 31st July.

New books to cover the period of three months 1st August to 31st October will be available on and after Saturday, 13th July at post offices at which motor licensing business is transacted.

The public are advised that Ration Books will not be available at Local Taxation Offices until Monday, 22nd July.

Supplementary Allowances.

Applications for supplementary coupons for the next rationing period, i.e. August to September, should be made as soon as possible after 13th July.

To save time, such applicants should wherever possible obtain their basic rations from a post office. Owners of private cars and motor cycles are particularly requested not to apply for supplementary allowances unless they are urgently needed for business or other essential purposes, and not to apply for larger allowances than are absolutely necessary.

The Registration Book of the vehicle, showing that it is licensed at least up to 30th September, and that the basic ration for the period August to October has been obtained, should be forwarded with the completed application form to the appropriate Divisional Petroleum Officer.

The public are reminded that all coupons remaining unused at the end of the period for which they were issued must in accordance with the Motor Fuel Rationing (No. 2) Order, 1940, be returned to the Office of issue. The return of such coupons will in no way prejudice consideration of future applications.

PETROLEUM DEPARTMENT,  
DEAN STANLEY STREET,  
MILLBANK, S.W.1.



Air Ministry News Service.

ENEMY FIGHTERS DESTROYED.

A Spitfire pilot of the R.A.F. Fighter Command shot down two Messerschmitt 109 fighters over the English Channel last night (Sunday) and made attacks on three more, before returning unscathed to his base.

He first attacked a formation of five enemy fighters in the Channel and, after two bursts, shot one down into the sea.

Later, he attacked and completely broke up a further formation of seven Messerschmitt 109's. The first three broke away in steep turns and dives. He did not see them again.

Determined to come to grips with at least one of this second formation, the Spitfire pilot followed the next almost down to sea level. After three short bursts, this last Messerschmitt fell on its side and crashed into the sea.

A fellow pilot from the same squadron saw another leave its formation and dive steeply towards the sea. He followed it down and, with both aircraft flying only just above the water, got in three long bursts. He saw it hit the sea and, as he said, "bounce on the water".

Another Spitfire squadron chased an Me. 109 right over the French coast, scoring repeated hits, and sent an Me.110 twin-engined fighter plunging downwards towards the sea. Shortly before, the Me.110 had itself shot down one of our Hurricane fighters.



8/7/40 - No.13.

INTERNATIONAL TIN COMMITTEE.

The International Tin Committee considered, at a meeting held in London on July 8, a telegraphed summary of the agreement, signed by Messrs. Van den Broek and Lowinger as plenipotentiaries of the Committee, with the authorities in the United States of America.

In pursuance of the terms of the agreement, and in modification of the communique issued on May 27, 1940, the Committee fixed the quota for one year, from July 1, 1940, at 130% of the standard tonnages.

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DOMINIONS & COLONIAL  
OFFICES, PRESS SECTION.



8/7/40 - No. 14.

AIR MINISTRY No. 1058.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

Enemy aircraft made bombing attacks on two of our coastal towns this morning.

Our fighter aircraft and anti-aircraft guns went into action. Two enemy bombers were shot down by our aircraft.

The enemy attacks caused some damage and a few casualties in a town in the West of England.

Bombs were also dropped on a town on the East Coast of England but little damage and no casualties are reported from this quarter.

AIR AFFAIRS.



NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF TUESDAY, JULY 9th  
NOT TO BE ISSUED ON CLUB TAPES, OR BROADCAST BEFORE 7 a.m. ON THAT DATE.

TEA RATIONING.

Tea will be rationed from Tuesday, 9th July. The ration for all civilians holding adults', child's' or travellers' ration books will be 2 ozs. per week.

You will be able to buy your tea at any shop - there will be no need to register. The price will be controlled at existing levels.

The first page of spare coupons after the sugar page is coloured buff. This will be used for tea. You will be able to buy 2 ozs. every week, giving up one coupon; or, if you prefer it, 4 ozs. every fortnight, giving up the coupons for the current week and the following week. The whole page of coupons can be deposited with a retailer if desired.

If you hold one of the special ration books or cards the arrangements are as follows:-

Weekly Seaman's Ration Book (R.B.6) - Use the spare coupon next to the sugar coupon. The ration is 4 ozs. per week.

Emergency Ration Card (R.B.7) - Use the spare coupon next to the sugar coupon. The ration is 2 ozs.

Services Leave and Duty Ration Cards -

14 Day Card (R.B.8) - Use the spare coupon at the bottom of the left hand column for each week. The ration is 2 ozs. per week.

72 Hours Card (R.B.8A) - Use the spare coupon in the right hand column. The ration is 1 oz.

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Arrangements for catering establishments, etc.

Residential Establishments will use their residents' ration books in the usual way for buying tea. They will not need to register with their suppliers.

The present requirements of catering establishments and institutions will be met by their normal suppliers. Those buying from retailers must use the Official Sugar Order Book, writing "Tea" at the head of each page used for tea. Those buying wholesale will not require permits.

A form will be sent to every catering establishment and institution on which the consumption of tea in the four weeks ended 30th June must be recorded. The completed form must be returned to the local Food Office by 22nd July.

MINISTRY OF FOOD.



NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF TUESDAY JULY 9  
NOT TO BE ISSUED ON CLUB TAPES, OR BROADCAST BEFORE 7 a.m.  
ON THAT DATE.

SIMPLIFICATION OF PUBLIC MEALS.

The Minister of Food has recently discussed, with representatives of the Hotel, Restaurant and Catering Industry, and of the private hotel and boarding house proprietors, the simplification of public meals. During these discussions the desirability of restricting the weight of meat, poultry or game served in any dish was considered, but the practical difficulties of a uniform restriction in weight were felt to render this measure impracticable.

No restrictions imposed should prevent the economical use of food in the preparation of soups and made-up dishes, but simplification should be directed to a reduction in the number of dishes on the menu, and a limitation of the number of principal courses in any meal. In addition, therefore, to the present restriction on the total quantity of meat consumed in catering establishments, it has been agreed that no person shall, after the 15th July, be served at one meal with more than one course of either meat, game, poultry or fish.

The Minister expects that this decision, which has the support of representatives of the trade, will be loyally observed, and that compliance by all with these arrangements will obviate the necessity for any statutory regulation of public meals at this stage.

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MINISTRY OF FOOD.



Air Ministry No. 1060

8/7/40. - No. 17.

AIR MINISTRY COMMUNIQUE

Fighter aircraft of the Royal Air Force have engaged an enemy bomber and shot it down into the sea, this being the third enemy aircraft shot down today.

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8/7/40 - No.18.

The Secretary for Petroleum has authorised the extension of the Active Service Leave Petrol Allowance to members of the Merchant Navy.

The allowance will only be granted to any individual twice in any period of twelve months.

Applicants must be officers or ratings of the Merchant Navy on leave for more than forty-eight hours from service afloat.

Full particulars may be obtained at any Mercantile Marine Office.

MINISTRY OF SHIPPING.

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JOINT ANNOUNCEMENT BY THE AGRICULTURAL DEPARTMENTS.FARM STORAGE OF FEEDING STUFFS.

In order to secure the dispersal of stocks of feeding stuffs now being stored or arriving in this country, the Ministry of Food have made arrangements for the release from the 1st July of additional supplies of straight oil cakes and meals to farmers who are prepared to purchase extra quantities in anticipation of their winter requirements. These advance allocations can be obtained from the farmer's usual distributor, but it should be understood that such advance allocations are intended for storage and that the farmer's winter allocation will be reduced correspondingly. Farmers will be required to pay for the oil cakes upon delivery, subject to credit terms which may be mutually arranged between farmer and distributor.

Compound cakes are not included in the scheme, as they deteriorate if stored for more than a short period. The full supplies of compound cakes permitted to be made under Orders made by the Ministry of Food will be available during the winter.

Farmers who wish to participate in the scheme may not be able to obtain precisely the kinds of oil cakes they desire. Cotton seed cakes are in somewhat short supply; but there are ample quantities available for storage of linseed, groundnut, palm kernel and cocoanut cake. Farmers are advised to accept whatever oil cakes in any way suitable for their stock are offered to them.

The advantages to the farmer in storing an advance allocation under this scheme are that he will be able to commence the Autumn feeding season with a supply in hand at a time when distribution may have become more difficult than it is at present; and that he will obtain substantial benefits in the way of lower prices for, and lower transport charges on bulk quantities, and will avoid such additional costs as in-and-out of store charges. Every farmer who has suitable storage accommodation is advised to lay in a stock of oil cakes and meals in both the national and his own interest.

The following precautions in storing oil cakes and meals should be observed:-

Under suitable conditions no difficulties should be experienced in keeping the following cakes; provided adequate ventilation is allowed in stacking:-

Groundnut  
Linseed  
Soya  
Palm Kernel

Copra and Cotton Cakes should be carefully watched on account of their tendency to take up moisture from the atmosphere, and the stack should be broken down on any sign of mould or heat developing.

Extracted Meals. In general, these do not keep as well as cakes, and, unless finely ground, may heat. Such meals should be stored in an easily accessible position so that constant supervision can be exercised.

General. All stores should be dry, with adequate ventilation and with good floors, preferably wooden. Cakes can be stored on concrete, but bagged material should, where possible, if the floor is concrete, be laid on raised wooden coamings and not stowed more than 4' high if laid horizontally or 2' high if vertically. As opportunity offers farmers should turn over their stocks by utilising part of the reserve and replacing it by supplies purchased for current consumption.



8/7/40. - No. 20.

NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF  
WEDNESDAY, JULY 10.....NOT TO BE ISSUED ON CLUB  
TAPES, OR BROADCAST BEFORE 7 A.M. ON THAT DATE .



R.A.F. AWARDS NO. 73.

His Majesty the King has been graciously pleased to approve the following awards:-

Appointed a Companion of the Distinguished Service Order.

Acting Wing Commander Joseph John WATTS (since reported  
killed in action)

Awarded the Distinguished Flying Cross.

Wing Commander Charles Henry APPLETON  
Acting Wing Commander John Charles MACDONALD  
Acting Wing Commander John Jonas Arthur SUTTON  
Squadron Leader Terence Howard CARR  
Squadron Leader George Archibald Marshal PRYDE (deceased)  
Squadron Leader John Sydenham SABINE  
Acting Squadron Leader Philip Robert BEARE  
Acting Squadron Leader Robert David Colquhoun GIBSON  
Acting Squadron Leader Theodore Moseley HUNT  
Acting Squadron Leader Leslie Scott LAWRENCE (since reported  
missing)  
Acting Squadron Leader Peter Fitzgerald WEBSTER  
Acting Flight Lieutenant James Frederick Powell BROUGH  
Acting Flight Lieutenant Stewart Farquharson COUTTS-WOOD  
Acting Flight Lieutenant Richard Denis Barry MACFADDEN  
Acting Flight Lieutenant James Anderson PITCAIRN-HILL  
Acting Flight Lieutenant Leonard Henry TRENT  
Flying Officer Douglas Sinclair FORSYTH  
Flying Officer Guy Penrose GIBSON  
Flying Officer Douglas James HOW,  
Flying Officer James Hardy MARKS  
Flying Officer Ronald Cooper ROTHERAM  
Pilot Officer Kennet Henry Penrith BEAUCHAMP  
Pilot Officer Richard Cummins HAINE  
Pilot Officer Kenneth ILLINGWORTH  
Pilot Officer Raymond Thomas KEAN  
Pilot Officer Marcus KRAMER.

Awarded the Distinguished Flying Medal.

550398 Sergeant Norman Rhys ANSTEY  
564117 Sergeant Philip Edmund BARNS  
562973 Sergeant Ralph BROWN  
580069 Sergeant George Alexander CRAIG  
565503 Sergeant Ernest Alfred DEVERILL  
580190 Sergeant William FLETCHER  
563238 Sergeant Raymond Allen Mawson STONE  
563245 Sergeant George Alexander WATT  
523473 Sergeant William WIGHT  
565236 Sergeant Bertie Charles WOOLDRIDGE  
548102 Acting Sergeant George Edward APPLETON  
532844 Corporal Philip Werran CURNOW  
525760 Corporal Richard Cuthbert DICKINSON  
530943 Corporal Kenneth Henry HARRIS (since reported missing)  
530240 Corporal Harold PERRY  
526438 Corporal Darrel STABLES  
536399 Leading Aircraftman Robert Edmund HUNTER  
543799 Leading Aircraftman Gerald Douglas Pryor QUINN  
524205 Leading Aircraftman Harold RICHARDSON  
533230 Leading Aircraftman George William WHITEHEAD  
621053 Leading Aircraftman George WHITTAKER

The awards are for gallantry and devotion to duty during air operations.



One of the officers decorated succeeded in making a detailed reconnaissance of his objective from 500 feet. This enabled him, subsequently, to bomb the most vital part of the target accurately and with devastating results.

Another officer was the leader of the first leaflet raid over the interior of Germany last September. He has conducted 11 convoy escorts and four bombing raids, setting a splendid example of courage and determination.

A Squadron Leader successfully attacked an enemy tank formation from a low level. His aircraft was disabled, made a forced landing and then caught fire. This officer escaped with his crew and made his way back to England.

Another officer succeeded in dropping 500 lb. delayed action bombs into a railway tunnel near Aachen from a very low altitude.

One of the young pilot officers attacked the bridges at Maastricht on the 12th May in the face of heavy anti-aircraft and fighter opposition. While over the target his aircraft was hit by anti-aircraft fire, which wounded him, shattered the windscreen and put the port engine out of action. Two enemy fighters attacked. After a 15-minute engagement this pilot officer, by skilful handling of his aircraft, threw off his attackers. His starboard engine failed and he made a forced landing, returned to England, and has since carried out other successful operations.

A sergeant is decorated for locating and bombing at Gembloux, a railway siding and trucks with twelve 250-lb. bombs from a height of 600 feet. A violent explosion resulted and it was evident that an ammunition train had been destroyed.

#### NOTES ON CAREERS.

Wing Commander Watts was born at TUNDLA, India, in 1907. He was educated at St. Joseph's College, Maini-Tal, and Faraday House, London. He joined the R.A.F. with a Short Service Commission as Pilot Officer in 1932, became Flying Officer in 1933, Flight Lieutenant in 1936, Squadron Leader in 1939 and gained his present rank in May this year.

Wing Commander Appleton was born at BALLINCOLLIG, Ireland, in 1906. He was educated at Bramcote Preparatory School, Scarborough and Malvern College. He joined the R.A.F. with a Short Service Commission in 1927, became Flying Officer in 1929, Flight Lieutenant in 1932, Squadron Leader in 1937 and Wing Commander last month. His home is at Driffield.

Wing Commander MacDonald was born at WIMBLEDON in 1910. He was educated at Berkhamstead School. He became an R.A.F. Cadet at Cranwell in 1929 and obtained a permanent commission as Pilot Officer in 1930. He became Flying Officer two years later, Flight Lieutenant in 1936, Squadron Leader in 1938 and Acting Wing Commander in June, 1940. His home is at Eastbourne.

Wing Commander Sutton was born at BANGKOK, Siam, in 1912. He was educated at Guiselay Secondary School, Bradford Grammar School and Cranbrook School, Kent. He joined the R.A.F. with a Short Service Commission in 1931 as Pilot Officer. He became Flying Officer in 1933, Flight Lieutenant in 1936, Squadron Leader in 1938, Acting Wing Commander this year. His father lives at Leeds.



Squadron Leader Carr was born at RAJPUTANA, India, in 1905. He was educated at Cheltenham College and Southampton University. He entered the R.A.F. as a cadet at Cranwell, in 1923, gained a permanent commission as Pilot Officer in 1925, was promoted Flying Officer in 1927, Flight Lieutenant in 1931 and Squadron Leader in 1937.

Squadron Leader Pryde was born in ABERDEEN in 1910. He was educated at Morrison's Academy, Crieff, Stewart's College, Edinburgh and Waid Academy, Anstruther. He joined the R.A.F. with a Short Service Commission in 1932. He became a Flying Officer in 1935, a Flight Lieutenant in 1937 and a Squadron Leader in 1939. His home is at Dirleton, East Lothian.

Squadron Leader Sabine was born at CHILBOLTON, Herts., in 1911. He was educated at Stubbington House, Fareham, and Nautical College, Pangbourne. He became an R.A.F. cadet at Cranwell in 1929, was appointed Pilot Officer in 1930, promoted Flying Officer in 1933, Flight Lieutenant in 1936 and Squadron Leader in 1939. His home is at Ipswich, Suffolk.

Squadron Leader Beare was born at CHISWICK, London, in 1914. He was educated at King's School, Peterborough and became a Pupil Pilot in the R.A.F. in 1935. He became a Short Service Commission Officer in 1936, was promoted Flying Officer in 1938, Acting Flight Lieutenant in 1939 and Acting Squadron Leader last month. His father lives at Crewe.

Squadron Leader Gibson was born at BARRHEAD, Renfrewshire, in 1913. He was educated at Dardenne Private School, Kilmacolme, and Glasgow Academy. He became a Short Service Commission Officer in the R.A.F. in 1935, Flight Lieutenant in 1938 and Acting Squadron Leader in 1939. His mother lives at Barrhead.

Squadron Leader Hunt was born at NAAS, County Kildare, Ireland, in 1915. He was educated at the Grammar School, Marlborough, and the London Radio College, Brentford. He joined the R.A.F. in 1935 with a Short Service Commission, became Flying Officer in 1938, Acting Flight Lieutenant in May this year, and Acting Squadron Leader four weeks later. His father lives at Marlborough.

Squadron Leader Lawrence was born at MERTON, Surrey, in 1915. He was educated at Hurstpierpoint College and entered the R.A.F. with a Short Service Commission in 1935. He became Flying Officer in 1938, Acting Flight Lieutenant in 1939 and Acting Squadron Leader this year.

Squadron Leader Webster was born at MERTHYR TYDFIL in 1914. He was educated at Warren Hill, Eastbourne; Clifton College, Bristol; and the Technical College, Cardiff. He became a Pupil Pilot in the R.A.F. in 1936 and obtained a Short Service Commission the same year. He was promoted Flying Officer in 1938, became Acting Flight Lieutenant in 1939 and Acting Squadron Leader in 1940. His home is at Merthyr Tydfil.

Flight Lieutenant Brough was born in 1916 and was educated at Elizabeth Street State School, Hobart; Friends' School, Newtown, Hobart; and the Hobart Junior Technical School. He became an air cadet in the Royal Australian Air Force in 1936 and took a Short Service Commission with the R.A.F. in 1937. He became Flying Officer in 1938 and Acting Flight Lieutenant in 1939. His home is in Hobart, Tasmania.



Flight Lieutenant Coutts-Wood was born at BULWELL, Notts., in 1915. He was educated at Old School, Windermere; Uppingham School, Rutland; Nottingham University College; and Edinburgh University. He became a Pupil Pilot in the R.A.F. in 1936, a Short Service Commission Officer the same year, was promoted Flying Officer in 1938 and Acting Flight Lieutenant in May this year. His home is at Bulwell.

Flight Lieutenant Macfadden was born in LONDON in 1912. He became a Pupil Pilot in the R.A.F. in 1935 and obtained a Short Service Commission the same year. He was promoted Flying Officer in 1938 and Acting Flight Lieutenant in 1939. His home is at Llanbradach, Caerphilly, Glamorgan.

Flight Lieutenant Pitcairn-Hill was born at PRINLAWS, Leslie, Fife. He became an aircraft apprentice in 1932 and was appointed to a cadetship at Cranwell in 1935. He became Pilot Officer in 1937, Flying Officer in 1939 and Acting Flight Lieutenant ten months later. His father lives at Kilbirnie, Ayrshire.

Flight Lieutenant Trent was born at NELSON, New Zealand, in 1915. He was educated at Nelson College and joined the R.A.F. with a Short Service Commission in 1938. He became a Flying Officer in March, 1940, and Acting Flight Lieutenant two months later. His home is at Port Nelson, New Zealand.

Flying Officer Forsyth was born at NOWGONG, United Provinces, India, in 1913. He was educated at Philander Smith's College, Nain-Tall, India and the Auto-Engineering Training College, London. He became a Pupil Pilot in the R.A.F. in 1936, obtained a Short Service Commission in the same year, and was confirmed in his appointment as Pilot Officer in 1937. He was promoted Flying Officer in 1939. His father lives at Orpington, Kent.

Flying Officer Gibson was born at TALLAND, Simla, India, in 1918. He was educated at St. George's Preparatory School, Folkestone, and St. Edward's College, Oxford. He became a Pupil Pilot of the R.A.F. in 1936, a Short Service Commission Pilot Officer in 1937 and Flying Officer in 1939. His father lives at India House, Aldwych, London.

Flying Officer How was born at STREATHAM in 1912. He was educated at Alleyn's School, Dulwich. He joined the R.A.F. as a Pupil Pilot in 1936, and gained a Short Service Commission in the same year. He became a Flying Officer in 1938 and was transferred to the Reserve of Air Force Officers for service with the R.A.F. this year.

Flying Officer Marks was born at TOLLESHUNT d'ARCY, Essex, in 1918. He was educated at Newport Grammar School and became a Pupil Pilot with the R.A.F. in 1937. He obtained a Short Service Commission in the same year and was promoted to Flying Officer in 1939. His home is at Sawbridgeworth, Herts.

Pilot Officer Beauchamp was born at ROSEAU, Dominica, in 1916. He was educated at Wood Norton School, near Evesham and King's School, Worcester. He became a Pupil Pilot in the R.A.F. in 1937 and a Short Service Commission Pilot Officer in 1938. He was confirmed in his appointment as Pilot Officer the same year. His sister lives at Ealing.



Pilot Officer Haine was born at GLOUCESTER in 1916. He enlisted as a Pupil Pilot in 1935, for training, became a Sergeant Pilot in 1936 and was commissioned as a Pilot Officer in April this year. His mother lives at Longhope, Glos.

Pilot Officer Illingworth was born at SKIPTON in 1917 and educated at Queen Mary College, London. He became a Pupil Pilot in the R.A.F. in 1938 and a Short Service Commission Officer in 1939, and was confirmed in his appointment as Pilot Officer the same year.

Pilot Officer Kean was born at GREEN ISLAND, New Zealand, in 1918. He was educated at St. Kevin's College, Osmaru, New Zealand and Southern Cross Commercial School, Australia. He became a Pupil Pilot in the R.A.F. in 1938 and gained a Short Service Commission the same year. He was confirmed in his appointment as Pilot Officer in 1939.

Pilot Officer Kramer was born at BERMONDSEY in 1911. He enlisted as an untrained Air Observer in the R.A.F.V.R. in 1939, and was appointed to a commission this year. His father lives at Southend.

Sergeant Anstey is a native of BLACKWOOD, Mon., and was born in 1919. He joined the R.A.F. in 1935 and his home is at Pentllanfraith, Mon.

Sergeant Barnes is a native of ENNISKILLEN, Fermanagh, and is 26 years of age. Joining the R.A.F. in 1930, he reached his present rank in February last year. His home is at Enniskillen.

Sergeant Brown, who was born at MERTHYR TYDFIL, Glam., in 1912, joined the R.A.F. in 1929. He was promoted Sergeant in June, 1939, and makes his home at Stowmarket, Suffolk.

Sergeant Craig was born at PORTSMOUTH, in August, 1914. Before joining the R.A.F. in 1935, he was a motor engineer. He reached his present rank in February in 1937; his home is at Borrowbridge, Yorks.

Sergeant Stone is a native of FAVERSHAM, Kent, and is aged 27. Joining the R.A.F. in January, 1929, he was promoted Sergeant in May last year, and lives at Chatham.

Sergeant Wight was born at LINLITHGOW in 1915 and was a salesman before he joined the R.A.F. in 1935. He was promoted Sergeant in February this year, and his home is at Edinburgh.

Sergeant Wooldridge is aged 25 and was born at KINGSTON-on-THAMES, Surrey. Enlisting in the R.A.F. in 1931, he was promoted Sergeant in 1939, and now lives at Hampton Hill, Middlesex.

Sergeant Deverill, who is 24 years of age, was born at GILLINGHAM, Kent. He joined the R.A.F. from school in 1931. He was promoted Sergeant last year. He is single and his home is at Portsmouth.

Sergeant Fletcher was born at St. Sinbar, Cork, in 1914. He was a photographic lecturer before joining the R.A.F. in 1931. He became a Sergeant in 1937. He is married and his home is at Felthwell.

/Sergeant.....



Sergeant Watt, who is 28, was born at ARDERSIER, Inverness. He joined the R.A.F. in 1929 and became a Sergeant in 1939. He is married and his home is also at Feltwell.

Acting Sergeant Appleton is a native of REDCAR, Yorks., and is aged 19. He was a clerk before joining the R.A.F. in 1938. His home is at Newcastle-on-Tyne.

Corporal Curnow is aged 28 and was born at EPSOM, Surrey. In civilian life he was a chemist. He enlisted in the R.A.F. in June, 1936, was promoted Corporal in August last year and lives at Carshalton, Surrey.

Corporal Dickinson is a native of ALSTON, Cumberland and is 26. He was formerly a farm student and joined the R.A.F. in 1935, being promoted Corporal in August last year. His home-town is Hamswell, Lincs.

Corporal Perry was born at PLUMSTEAD, London, in 1912 and was a painter and decorator before joining the R.A.F. in March, 1936. He was promoted Corporal in February this year and lives at Blackpool.

Corporal Stables was born at DONCASTER, in 1917, and was a clerk before enlisting in 1935. He was promoted in June, 1939. His home is at Barnborough, Doncaster.

Corporal Harris was born in 1917 at HIGH ONGAR, Essex. He was a wireless operator before he joined the R.A.F. in 1936. He was promoted Corporal in May last. He is not married.

Leading Aircraftman Richardson is 23. He was born at OLD LEAKE, Boston, Lincs., and was a railway goods clerk before joining the R.A.F. in 1935. He became a Leading Aircraftman in 1939. He is single and his home is at Old Leake.

Leading Aircraftman Hunter was born at ELLESMERE PORT, Cheshire, in 1918. He was an electrician in civilian life, joined the R.A.F. in 1939 and lives at Whitby Wirral, Cheshire.

Leading Aircraftman Quinn is a native of ALEXANDRIA, Egypt and is aged 22. He enlisted in September, 1937. His home is still in Alexandria.

Leading Aircraftman Whitehead is aged 23 and was born at YORK, Ontario, Canada. He enlisted in July, 1936. His father lives at Toronto.

Leading Aircraftman Whittaker is a native of ACCRINGTON, where he was born in 1913. He was a clerk before joining the R.A.F. in September, 1938. He lives at Accrington.

Press and Publicity Branch,  
Air Ministry,  
King Charles Street,  
Whitehall, S.W.1.

8th July, 1940.



8/7/40. - No. 21.

Important plans and suggestions for still further quickening the pace of the arms speed-up were discussed at a conference at the Ministry of Supply this afternoon between the Minister (Mr. Herbert Morrison) and Managing Directors and other leading executives of firms working on war contracts.

Managements of firms of every kind were represented - large and small - from all parts of the country engaged on the most varied types of production.

The Minister, in opening the conference, invited frank and candid comment and suggestion, and the industrialists readily responded. A large number of constructive proposals and criticisms were put forward of which careful note was taken.

Among matters touched upon were plans for rationalisation of production of certain essential items, simplification of procedure in ordering, new methods for ensuring the discovery and full use of spare capacity, employment of substitute materials, closer consultation between manufacturers and the Ministry in working out new specifications, and further relaxation of inspection.

Officers of the Ministry also joined the discussion. They cross-examined some of the speakers with regard to the ideas they put forward and made it clear that the Ministry welcomed these and similar comments at any time, and indeed looked to industrialists to show the way to bettering conditions of which they themselves had the most direct knowledge.

In conclusion, Mr. Morrison undertook to have every new suggestion examined. In some cases he was able to assure the conference that steps had already been taken to give effect to the ideas put forward.

MINISTRY OF SUPPLY.



8/7/4? - NO. 23

FRENCH NATIONALS

By an Order dated the 12th June (the Aliens (French Nationality) (Exemption) Order, 1940), French nationals were exempted from all war time restrictions imposed on aliens, qua aliens. The effect of this Order was to exempt French nationals from, inter alia, the curfew restrictions and from the prohibition against the possession, without a police permit, of bicycles and motor vehicles. French citizens were also exempted from the provisions of the Orders prohibiting aliens from entering into, or residing in, areas declared to be aliens protected areas, unless they obtained the permission of the police.

In view of the change in the military situation since the Orders were made exempting French citizens from these restrictions, it has been decided to revoke these exemptions and French citizens in this country are now subject to the same restrictions as apply to all other aliens of non-enemy nationality.

Special consideration will be given to those French citizens who satisfy the authorities that they are willing actively to support the Allied cause.

HOME OFFICE



8/7/40, - No.24.

PRESS NOTICE

An opportunity for those who are anxious to take a share in the work of making the country safe against any eventualities is furnished by instructions which have been sent to local authorities to obtain volunteers to help in the construction of defence works designed to hamper the enemy.

All men who are willing to help in this work are urged to register their names and addresses without delay.

The place to register is the Office of the Borough, Urban or Rural District Council or if it is more convenient at the nearest Post Office.

Volunteers will be asked to give such time as they can spare. They will also be asked to bring tools, such as spades and picks if they possess them or can borrow.

This announcement does not apply to the London Civil Defence Region which corresponds approximately with the Metropolitan Police District.

MINISTRY OF HOME SECURITY.

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AIR MINISTRY NO.1062.

8/7/40. - No. 25.

AIR MINISTRY COMMUNIQUE

Last (Sunday) night, bombers of the R.A.F. attacked targets of military importance at Ludwigshafen and Frankfurt. Sidings and goods yards at Osnabruck, Soest, Hamm, Ruhrort-Hafen and Gremburg were bombed. Hits were registered on the naval barracks at Wilhelmshaven and on the canal basin at Duisberg-Ruhrort. The German aerodromes at Heide, Westerland and Hornum in the North Frisian Islands and Wesel, north of the Ruhr, were attacked and also the airports of Rotterdam and Brussels.

Two of our aircraft are missing.

Aircraft of Coastal Command attacked an enemy supply vessel in Boulogne harbour last night. Other aircraft made an attack on the port of Ostend early this morning.

A large enemy supply ship was hit, canal lock gates were damaged and several fires started among naval stor<sup>h</sup>ouses in the dock area.

All our aircraft returned safely.

AIR AFFAIRS



Air Ministry News Service

NIGHT RAID ON NAVAL DOCKYARD.

The Naval dockyards at Wilhelmshaven were again heavily bombed and aerodromes and railway junctions in many parts of Germany were attacked in the course of last night's operations by aircraft of the Bomber Command.

In the raid on Wilhelmshaven, which began shortly after midnight and lasted for half an hour, naval barracks were hit, buildings were damaged and a large fire started in the main dockyard. High explosive bombs of heavy calibre were seen to burst in many parts of the target area in which several warships were lying.

Rail communications over a great area of Northern Germany were seriously disorganised by bombing attacks on railway junctions and sidings at Osnabruck, Soest, Hamm, Gremberg, Heidelberg, Duisberg-Ruhrort and Ruhrort-Hafen.

Searchlight activity was particularly intense at the inland port of Ruhrort-Hafen on the Rhine, but the crew of one raider successfully bombed the railway junction there.

Munition factories near Ludwigshafen were also raided during the night and in both cases high explosive bombs were seen to burst within the target areas.

In a series of widespread raids on air bases in enemy occupied territories, bombs were dropped on the aerodromes at Brussels and Rotterdam, on Westerland aerodrome on the Island of Sylt and on the seaplane base and land aerodrome at Hornum.

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AIR AFFAIRS.



8/7/40 - No. 27

THE FOLLOWING IS ISSUED FOR THE INFORMATION OF THE PRESS  
AND IS NOT TO BE QUOTED AS A HOME OFFICE ANNOUNCEMENT.

It is now made known that the King sent a message in the following terms to the Bailiffs of Jersey and Guernsey on the withdrawal of the Armed Forces of the Crown from the Channel Islands:-

"For strategic reasons it has been found necessary to withdraw the Armed Forces from the Channel Islands.

"I deeply regret this necessity and I wish to assure My people in the Islands that in taking this decision My Government have not been unmindful of their position. It is in their interest that this step should be taken in present circumstances.

"The long association of the Islands with the Crown and the loyal service the people of the Islands have rendered to My ancestors and Myself are guarantees that the link between us will remain unbroken, and I know that My people in the Islands will look forward with the same confidence as I do to the day when the resolute fortitude with which we face our present difficulties will reap the reward of victory.

HOME OFFICE.



8/7/40 - NO. 28

AIR MINISTRY BULLETIN NO. 1064

AIR MINISTRY NEWS SERVICE

LEOPOLD BASIN BOMBED

The Leopold Basin at Ostend, - named after the King of the Belgians and now used as a base for enemy supply ships - was bombed to-day (Monday) in a surprise attack by Blenheims of the Coastal Command.

The attack lasted only four minutes, but great damage was done to the dock gates, a direct hit was made on a large German supply ship at anchor and many fires were started. The bombers were flying out to sea again almost before the Nazi defences got into action.

Another German supply ship in the harbour at Willemsoord on the Dutch coast, was bombed by a Hudson aircraft of the Coastal Command.

AIR AFFAIRS



FOR PUBLICATION IN THE MORNING PAPERS OF THURSDAY

JULY 11th, 1940.

The following awards are announced by the  
War Office:-

D.S.O.

Major (actg. Lt.Col.) Charles Douglas ARMSTRONG, M.C.,  
E. Surrey R.

Lt-Col. Armstrong led his battalion with unflagging energy, and, by his personal example of courage, patience and coolness under fire, inspired all with whom he came in contact.

On more than one occasion, he commanded forward patrols himself, and he was responsible for killing an enemy patrol of an officer and three men and bringing in their identifications. Under and by reason of his gallant command, this young Territorial battalion carried out most efficiently all the tasks allotted to it throughout the operations.

D.S.O.

Major (actg. Lt.Col.) Morden Archibald CARTHEW-YORSTOUN,  
M.B .E., Black Watch.

Throughout the operations, Lt-Col. Carthew-Yorstoun led his battalion with outstanding courage, coolness and resolution. In particular, on 26th May, he organised and carried through a successful counter-attack and tenaciously held on to the ground so gained.

Extricating his battalion skilfully, notwithstanding many difficulties, he rejoined his Brigade in time to take part on 29/31st May in the defence of an important sector near NIEUPORT. When his battalion was finally ordered to withdraw, it was still holding its original front line, despite repeated enemy attacks upon it.

D.S.O.

Major (actg. Lt-Col.) John Gray SANDIE, M.C., Loyal R.

Throughout the operations of the B.E.F. from the RIVER DYLE to DUNKIRK, Lt-Col. Sandie, commanding the 1st Battalion, The Loyal Regiment, was indefatigable in his personal example to his battalion and in his steadfast control of the series of operations which his battalion was called upon to perform.

In particular, his personal control of his battalion when attacked on May 22nd, 1940, at PONT a CHINE and his defence of BERGUES on June 1st were notable examples of his strength of will and gallantry under most exhausting and trying circumstances. It was he, above all, who held his battalion together for 20 days of incessant fighting and marching under bomb and shell fire, without losing a yard of ground to the enemy which was not regained by counter-attack, or vacated in accordance with orders given by higher command.

D.S.O.

Capt. Basil Payne DIXON, R.A. (attd. King's Own).

On 25th and 27th May, 1940 Capt. Dixon held the two most important bridges at MERVILLE against continuous attacks by the enemy



Armoured Fighting Vehicles, Motorised Machine-guns and Infantry. When the enemy after intense fire infiltrated into this area, he repeatedly led small counter attacks and bombed the enemy out, taking 20 prisoners. Throughout he showed great powers of leadership and personal bravery and was a most inspiring example to all ranks of his Company. By his action he was largely instrumental in making it possible to hold MERVILLE when the town was almost completely surrounded.

D. S. O.

Lt. (t/Maj.) Philip Harker NEWMAN, F.R.C.S., R.A.M.C.

This officer was responsible for the Surgical work in the C.C.S.: at Bethune he organized 3 twin table operation theatres and later at Rosendael, Dunkirk, such surgical work that could be undertaken with reduced equipment. His unremitting keenness, hardwork, and skill as a surgeon were a source of inspiration to all employed in the Surgical Division and were the means of saving many lives and of giving the best possible treatment under most exacting conditions to several hundred badly wounded officers and men. This officer cheerfully accepted the ballot whereby he was left in charge of wounded that could not be evacuated.

D. S. O.

Maj. Robert Rawdon HOARE, M.C., R.A.

On May 27th Major Hoare with conspicuous gallantry co-ordinated and supervised the defence of the village of HONDEGHEM. When eventually ordered to withdraw he remained till the end and left last of all. It was entirely due to his great ability in organization and control that so many of the defenders were eventually able to return to the Regiment after holding up the attack for 9 hours and inflicting severe casualties on the enemy.

M. C.

2/Lt. (temp. Capt.) Charles Stephens HEDLEY, R.E.

Capt. Hedley showed conspicuous gallantry and disregard of danger during the embarkation at LA PANNE. After having worked for the previous 24 hours on the construction of piers, he was in charge of boats on the night of embarkation.

Under heavy fire, he continued throughout the night to collect all available boats and to organise their loading and dispatch. When one pier became damaged, he organised repair parties, and, by his own example, kept them at work throughout heavy shelling.

M. C.

2/Lt. Arthur Derek Edward CURTIS, R.E.

When in command of his section at NIEUPORT, 2/Lt. Curtis and four sappers, carrying tins of petrol, attempted to destroy a bridge over the canal under close range enemy fire. The four sappers were killed and he himself wounded, but, collecting his section, he took up a defensive position.

Later, he received orders to move his section to a less exposed position. He himself, although wounded, refused to move until all the wounded sappers had been taken back and the remainder had moved to the new position.

His gallant conduct and complete disregard of personal danger were a fine example to all the men under him.

M.C.

2/Lt. Geoffrey Gordon MAGGS, E. Surrey R.

Throughout the period of operations, 2/Lt. Maggs displayed marked coolness and bravery when commanding the carrier platoon of his battalion. On numerous occasions, his platoon was ordered to cover the withdrawal of the battalion or the brigade, notably from the river ESCAUT on 26th May, and DICKEBUSCHE on 28th May, 1940, and on each occasion he protected the battalion, organised the withdrawal, collected his platoon and

/rejoined



rejoined his company as ordered.

On 25th May, at MOUSCRON, he led a section of his platoon under heavy fire against elements of the enemy, driving them off, and, though injured in the eye by the explosion of a stick grenade, he remained at duty.

On 31st May, at NIEUPORT, he led the remaining 6 carriers of his platoon under heavy shell fire and bombing from NIEUPORT to the beach by the mole at DUNKIRK ready for embarkation, and only when told they could not be embarked did he destroy his vehicles, bringing all his rifles and Bren guns back to England.

M.C.

2/Lt. Derrick Redmond BOCQUET, E. Surrey R.

In the action on the river ESCAUT on 23rd May, the battalion held on to all its posts until ordered to withdraw; by this time the troops on the flanks had either gone or been killed, allowing the enemy to get round near battalion Headquarters on its left flank.

2/Lt. Bocquet, the R.S.M. and 4 privates successfully covered the withdrawal of battalion Headquarters and then remained and covered the left company who were hard pressed by the enemy following up through enclosed wooded country. His small party, with accurate rifle fire, broke up the enemy. By his party's coolness, the left company were not followed up closely.

He displayed complete coolness and disregard for his own safety and got all his party away safely.

M.C.

2/Lt. John Michael SHAW, R. Fus.

2/Lt. Shaw showed outstanding gallantry and leadership whilst in command of a section of carriers at ALOST bridge. He maintained positions near the bridge and held up the enemy for a considerable period, whilst under very heavy small arms, anti-tank guns and mortar fire.

Subsequently, at NIEUPORT, while commanding the carrier platoon after many had been killed or wounded, he led the remainder with exceptional gallantry and assisted in holding the line of the canal under very heavy shell and mortar fire.

By his leadership and devotion to duty, he contributed to allarge extent in the maintenance of the battalion positions against overwhelming odds.

M.C.

Lt. (a/Capt.) William DICKSON, Black Watch.

On May 25th, Capt. Dickson led his company in a counter attack against the enemy with complete disregard for his own safety.

At the head of his troops, and across the enemy field of fire, by his gallantry and inspiring leadership, he retrieved the situation and was largely responsible for the success of the counter attack.

M.C.

Capt. Mervyn Andrew Haldane BUTLER, S. Lan. R.

On 31st May, 1940, during the third German attack on the battalion position at NIEUPORT, one party of men were driven in and the enemy were within 400 yards of the battalion Headquarters and enfilading the road which was the one communication to it. The situation was precarious, as the enemy were working round the flank.

Capt. Butler collected all available men together, and led them forward under very heavy machine gun fire, Mortar and Anti-tank gun fire, and, with the assistance of the battalion mortar platoon, drove the enemy out of their position and re-established the line.

His calmness, determination and complete disregard for his own personal safety was instrumental in preventing a critical situation from becoming an enemy success.

M.C.

C.F. 4th Cl. Rev. Joseph Edward Gough QUINN, B.A., R.A.Ch. D.

Rev. Quinn acted as chaplain to the battalion throughout the operations in BELGIUM and FRANCE and was outstanding for the cool manner in which he tended the wounded, without a thought for his own safety.

On every occasion when the battalion occupied a defensive position, he refused to go back to the transport lines, but stayed in the forward area, encouraging the men, and, by his personal example of fearlessness, inspiring all who came in contact with him. On several occasions, owing to the medical officer becoming a casualty, he took charge of the Regimental Aid Post. He was badly wounded on 28th May, while tending the injured.



M.C.

Lt. (a/Capt.) Warren HANWELL, R.A.

Capt. Hanwell displayed exceptional courage and skill in controlling the fire of his battery at Warneton. In order to obtain observation he had to push forward his armoured observation post to an exposed position within three hundred yards of enemy tanks and machine guns. Three direct hits on his vehicle were recorded by an enemy anti-tank gun, but he and his observer extricated themselves after the first hit. They then continued to observe from a position close by. The fire so directed inflicted heavy losses on the enemy tanks.

M.C.

2/Lt. Colin Edmund McQUEEN, R.A.

When the guns of the Regiment were derailed at Brussels 2/Lt. McQueen was left in charge with eight other ranks. Although advised by high officers to destroy his guns he refused to do so and eventually by sheer pluck, determination and initiative in the face of the advancing enemy and after most of the B.E.F. had left the position, using two lorries which he found lying about, he got sixteen guns back. At Oudenarde he went out time and time again leading Officer's patrols and on one occasion he stayed out all night, all the time in close contact with the enemy and sent back most accurate and useful information of the utmost importance. During most of this night he was under fire from both sides. He showed a complete disregard for his own personal safety and set a very high standard to all ranks.

M.C.

2/Lt. John ROBINSON, Manch. R.

On the night of 27th May 2/Lt. Robinson's platoon was subjected to very heavy machine gun fire. He held on to the position and managed to obtain line communication with a field battery by means of which he coolly directed its fire which resulted in the silencing of the machine guns and holding up an advance of enemy infantry. On the morning of the 28th May 2/Lt. Robinson crawled forward from his position under very heavy fire and brought in an officer who was severely wounded. Later the enemy tried to get round his flank and he organized a fighting patrol and drove off the attack. Eventually when all his guns were destroyed by enemy fire he skilfully extracted what was left of his platoon.

M.C.

2/Lt. David Maurice CLOWES, R.A.

This officer was in command of a Bofors detachment on the mole at Dunkirk from 29th May to 1st June. Several enemy aircraft were engaged and destroyed by his detachment. His conduct coolness and courage were an example to all ranks. Both he and his detachment answered the call for volunteers to bring in wounded on the mole on more than one occasion. His conduct throughout has been gallant.

M.C.

Lt. Frederick Edward NORRIS, R.A.O.C.

After the tank action near Arras on 21st May, Lt. Norris was responsible for recovering four tanks from positions exposed to enemy machine gun fire and air attack. He continued with this difficult operation on 22nd May, recovering three more tanks, at least one of which was in an advanced position under enemy observation and fire. This officer has never spared himself in this recovery work and finally brought back six tanks to Dunkirk.

M.C.

2/Lt. Kenneth Martin PAYNE, 98 (Surrey & Sussex Yeomanry, Q.M.R.) Field Regt. R.A.

On May 22nd in action near the La Basse Canal this Officer was in action with his troop continuously against tanks, scoring direct hits on one medium tank, one troop carrier and one armoured fighting vehicle. It was only when all his ammunition was expended and his troop in danger of being surrounded by the enemy who attacked with grenades and machine-guns that 2/Lt. Payne gave the order to withdraw in order to save his guns.

M.C.

2/Lt. William Herbert Rhidian LLEWELLYN, Welsh Guards.

On 29th May, 1940, 2/Lt. Llewellyn was holding a position in the village of West Cappell with his platoon. He was heavily attacked by enemy tanks and infantry, but displaying great courage and coolness he held up this attack. He received an order to withdraw, and having sent back his platoon, himself remained with 2 guardsmen. By then his post was surrounded, but he fought his way back using hand-grenades at close



quarters. Although wounded, on reaching his new position he continued to command his platoon.

BAR TO M.C.

Capt. Jocelyn Eustace GURNEY, M.C., Welsh Guards

On 29th May, 1940, Capt. Gurney was holding the village of WEST CAPPEL and was heavily attacked by enemy tanks and infantry, after a time being completely surrounded. Both sides suffered heavy losses. He rallied the survivors of his Coy. in the Chateau and continued to fight on, although enemy tanks shelled his position heavily from a point under cover only 40 yards away. After dark Capt. Gurney determined to fight his way back to the Battalion rendezvous, and hand to hand fighting with enemy infantry who were in large numbers, occurred in the Chateau grounds. Capt. Gurney accounted for several of the enemy himself and succeeded in leading the remainder of his Coy. through the enemy lines back to the Battalion.

M.C.

Capt. (actg. Maj.) Henry Grosvenor de JACOBI du VALLON, R.A.

From 10th May to 1st June, 1940, Maj. du Vallon exercised his command with marked judgment, initiative and resource frequently extricating his guns from critical situations with cool determination and steadiness often under fire and in the face of persistent air attacks. His battery of 9 guns accounted for at least 24 enemy aircraft.

M.C.

2/Lt. John Hugh WATKIN, Cheshire R.

On 31st May 2/Lt. Watkin and a section of his platoon were subjected to intense artillery and mortar fire. He himself fired a Bren Gun at enemy infantry, never leaving it for about four hours. Eventually he was seriously wounded by a shell. The example set by this officer to his men and the tactical handling of his platoon was at all times exemplary.

M.C.

Lt. (temp. Capt.) Samuel Peter BARROW, R.A.

Capt. Barrow displayed daring and courage in establishing Observation Posts close behind our leading infantry, often under continuous small arms fire. On 16th May he engaged with success enemy infantry advancing on our forward posts and drove them back. On 29th May this gallant Officer was captured during his withdrawal from an advanced position covering a crossing over the R. YSER. He escaped on 2nd June and after many adventures, crossed the Channel in a rowing boat from LE TOUQUET on 15th June, being eventually picked up by a destroyer and landed on 16th June.

M.C.

Lt. (actg. Capt.) Donald HAMILTON, K.S.L.I.

For conspicuous gallantry and outstanding leadership during the defence of the RIVER ESCAUT, on 19th May, 1940.

His company was heavily attacked and the enemy finally penetrated the unit on his right. He at once formed a defensive flank, and, by his own personal example, avoided what might have been a very serious situation. The subsequent withdrawal of his company that night, whilst in close contact with the enemy, was carried out with great skill and without loss.

M.C.

Capt. Percy Keyte JENKINS, R.A.M.C.

This officer established an Advanced Dressing Station at BRAY DUNES on 29th May, which he kept functioning with practically no staff until 1st June.

He showed conspicuous gallantry in evacuating wounded under continuous air bombardment and shell fire. His devotion to duty under the most difficult circumstances was undoubtedly responsible for saving the lives of many soldiers.

M.C.

Lt. (temp. Capt.) Langton Alfred Gould MARKS, R.A.S.C.

When most of the Divisional R.A.S.C. had embarked, this officer organised his ammunition section as the Divisional R.A.S.C., and he fed the 1st Division and several other Divisions from 29th May to 2nd June. This well-nigh impossible task was carried out under continuous air bombardment and shell fire. It was entirely due to his



initiative, resourcefulness and devotion to duty that all ranks of the Division received rations. His example was worthy of the best traditions of the R.A.S.C.

D.C.M.

5945343. C.S.M.W. HARRISON, Bedfs. & Herts R.

At AVELGHEM, when a warrant officer was reported as seriously injured and unable to move in front, C.S.M. Harrison immediately called for a volunteer and with Private Peakes went out, under heavy shell and rifle fire, and with no regard to his own safety, brought back the wounded warrant officer.

Later, during the withdrawal through LA PANNE, his Company Commander was seriously wounded and he took charge of the Company. He obtained a motor cycle and, under heavy shelling, found an alternative route to the beaches in order to minimise losses. He thereby managed to bring about 75 per cent. of the Company to the beaches, where he had them under complete control. Throughout the operations, his consistent courage and leadership were a fine example to those around him.

D.C.M.

5946522. P.S.M. W. SCALES, Bedfs. & Herts R.

At BURGOYNE FARM, under heavy shell fire, when a neighbouring platoon had lost its officer and sustained about 50 per cent. other casualties, P.S.M. Scales re-organised the platoon and posted the Bren Guns in effective positions, while maintaining control over his own platoon.

This effort enabled the Company to hold the enemy attack which followed, and, during the action, P.S.M. Scales' fine example of courage and leadership created a feeling of confidence in the men of both platoons and was largely responsible for the successful withdrawal, carried out in contact with the enemy.

D.C.M.

3650892. Sgt. John Jones, S.Lan. R.

When the officer commanding the Carrier Platoon was wounded, Sgt. Jones commanded the platoon during the battle of NIEUFORT. He used his Carriers with the utmost dash, resolution and determination, and, by his leadership, held up and inflicted many casualties on the enemy.

Throughout the battle, he maintained close touch with all his Carriers and his Commanding Officer and directed the actions of his sections without regard for his personal safety, thereby setting the highest example to those under his command. His devotion to duty, coolness and dispositions were instrumental in stemming more than one enemy rush.

D.C.M.

2755911. Sgt. George Bisset TRAYNOR, Black Watch

During the action of May 22nd, Sgt. Traynor showed outstanding gallantry whilst under fire, on one occasion leaving his Carrier to engage an enemy tank with his anti-tank rifle so successfully that it blew up at the second shot.

In the subsequent actions during the retreat to DUNKIRK, this N.C.O. continued to show great coolness and bravery in the presence of the enemy and his example was most inspiring.

D.C.M.

800593 T.S.M. H. JARVIS, R.A.

On May 23rd T.S.M. Jarvis assumed command of the Battery, the only officer present being wounded. During this time the troop was heavily countered by enemy guns, and attacked by low flying enemy aircraft. T.S.M. Jarvis continued to fire against the enemy until ordered to withdraw. Whilst limbering up the troop came under intense artillery fire, shells landing amongst guns and detachments. By his conspicuous gallantry and coolness, this warrant officer succeeded in withdrawing three out of his four guns, the other gun having been put out of action by hostile fire. He set a fine example to all ranks.

D.C.M.

855505. Sgt. James Edward MORDIN, 98 (Surrey & Sussex Yeomanry, Q.M.R.) Field Regt. R.A.

On 27th May before Hazebrouck, Sgt. Mordin was acting as Troop Battery Sgt. Major, being detached from his Battery. Observing 11 Tanks proceeding across his front this N.C.O. immediately engaged them with his gun and came under heavy fire from one tank which hulled down. Several hits were scored and the remaining Tanks dispersed and withdrew. It was only when his gun was completely wrecked and many of the detachment killed or wounded that Sgt. Mordin, himself wounded, made arrangements for withdrawal and then collapsed. Throughout this engagement Sgt. Mordin's conduct was an inspiring example to all.



D.C.M.

4612227 Sgt. G. MASON, the King's Own.

On 26th May, Sgt. Mason showed great daring and initiative in successfully leading a patrol which captured 12 prisoners, 3 armoured troop carriers, 4 motor-cycle combinations and 1 anti-tank gun. On 27th May, at MERVILLE, Sgt. Mason showed great bravery and leadership in maintaining a position with two sections in the face of intense enemy bombardment, thus preventing the enemy from penetrating into the town. His leadership and personal bravery were outstanding.

D.C.M.

4120967 L/Sgt. Thomas KENNEDY, Cheshire R.

On 31st May, Sgt. Kennedy's section of machine guns was on the left flank east of LES MOERES. All day they were in close contact with the enemy and from 1300 hrs were subjected to intense artillery and mortar fire. This section caused great damage to the enemy and remained in action until ordered to withdraw. By their action they held up the enemy advance, protected the left flank and destroyed many enemy troops.

D.C.M.

3854511 Sgt. George BOLTON, Loyal R.

On June 1st, near BERGUES, Sgt. Bolton showed dash and initiative during a counter-attack.

Collecting a few men, he worked his way forward under severe enemy machine gun fire and inflicted loss on the enemy. Later, during the withdrawal of the Company, he covered his platoon with fire and did not withdraw himself until all were safe. Throughout the operations, his conduct was of a very high order.

D.C.M.

3854714 Sgt. Horace SHERRIFF, Loyal R.

On 23rd May, 1940, at PONT A CHINE, two enemy machine guns continuously traversed his Company position at 400 yards range.

Sgt. Sherriff spotted their positions and crawled forward to within 200 yards of the enemy posts. He then stood up, and, resting a Bren gun on a wire fence, opened fire and silenced both enemy guns. He showed great courage, initiative and devotion to duty, and his action saved many lives.

D.C.M.

2614780 Sgt. Joseph William WOOD, Gren. G'ds.

On 28th May, 1940, on the LYS Canal, this N.C.O. was in command of the Company, when all the officers and Warrant Officers had become casualties.

Inspired by his fine leadership, the Company resisted repeated enemy attacks and held fast to the position for 13 hours, until ordered to withdraw at dusk. He showed high courage throughout the operations.

M.M.

8712813 Pte. G. NEWTON, Cheshire R.

At LES MOERES on 31st May, Pte. Newton knowing that all parts of the line were under heavy fire volunteered to go and fetch a wounded officer in the front line. Having accomplished this with the help of other volunteers, he returned immediately bringing back to the R.A.P. two more wounded. His example to all ranks was above reproach.

M.M.

2210969 Lce-Sgt. William SMITH, R.E.

On 14th May, Lce-Sgt. Smith was in charge of a party preparing a large road crater East of the DYKE. The road had to be kept open until the last possible moment to allow of the withdrawal of our cavalry. He finally successfully blew the crater under shell and machine gun fire after our cavalry had passed and the enemy were within 300 yards, creating a most effective block. The operation was carried out with complete disregard for his personal safety.



M.M.

2326968 Sign. Thomas William EVANS, R. Signals.

During the period 30th May-2nd June, Signaller Evans was one of the crew of a wireless set. His set was in an exposed position and subject to continuous bombardment. In spite of the fact that the remainder of the crew became casualties, he continued alone to maintain this important channel of communication.

M.M.

T/806620 L/Cpl. C.G. GAGE, R.A.S.C.

On May 25th, during an intensive bombing attack, a lorry loaded with petrol sustained a direct hit, and the resulting fire spread to other vehicles, including the A.A. trucks which were loaded with some 18,000 rounds of S.A.A. which commenced to explode. In spite of intense heat and danger from exploding ammunition, L/Cpl. Gage volunteered to drive, and was successful in removing several vehicles which were in immediate proximity of the burning petrol and ammunition lorries and in imminent danger of being involved in the fire. L/Cpl. Gage displayed the greatest coolness and disregard of personal danger, setting a high example of courage and devotion to duty.

M.M.

4032468 Pte. C. LONGYEAR, The King's Own.

On 24th May at MERVILLE, Pte. C. Longyear was covering a canal bridge which could not be blown. In face of raking fire from 3 Armoured Fighting Vehicles he continued to fire his anti-tank rifle, and eventually the armoured fighting vehicles withdrew. During this period his gun jammed, but he maintained his position, cleared the gun and continued firing. On 27th May when covering a canal bridge he showed great coolness and courage in continuing to fire an anti-tank rifle, although wounded by machine gun fire.

M.M.

860159 Gnr. W. MALONEY, R.A.

On 21st May Gnr. Maloney was wireless operator in a forward infantry post on the Escout canal, which the enemy attacked. He continued to transmit valuable information until his wireless set was destroyed by a direct hit, and then assisted in the defence of the post by manning a Bren gun. Later the post was attacked from the rear and Gnr. Maloney was captured, but later escaped from his captors while the latter were taking cover from our artillery fire. Gnr. Maloney's resource and coolness in difficult circumstance were exemplary.

M.M.

902697 Dvr. J.T. HUTCHINSON, R.A.

Dvr. Hutchinson served a gun with ammunition under heavy fire, and when the gun crew had suffered casualties, immediately replaced one of the wounded and continued to serve the gun with great courage and calmness. He also drove his vehicle through withering fire on many occasions with complete disregard of his personal safety.

M.M.

7887704 Lce-Sgt. William Roy ANDERSON,  
Pife and Forfar Yeomanry.

On the afternoon of May 29th at Vyfweg, L/Sgt. Anderson displayed great courage in bringing in under fire on the back of his motor cycle, a wounded man, and again returning into No Man's Land to retrieve another badly wounded man whom he also successfully brought to safety. By so doing, this N.C.O. showed the greatest courage and devotion to duty and by his disregard of danger, showed a high example to all who witnessed his daring.



M.M.

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2733705 Gdsm. Isaac DAVAGE, Welsh Guards.

For great personal courage and devotion to duty. On 29th May, 1940, during an attack by enemy tanks and infantry on the village of WEST CAPPEL Gdsm. DAVAGE in his duties as a Stretcher Bearer showed complete indifference to danger. He went forward repeatedly under heavy fire and brought in wounded, rendering first aid himself and doing all he could to assist them when no doctor was present, and it was impossible to evacuate casualties.

M.M.

1056058 Bdr. E. GILMOUR. R.A.

On May 25th, when without any warning, his Battery was over-run by the enemy, Bdr. Gilmour was ordered to take his Bren gun to the entrance to the troop position covering the road to MOORSELE. A few minutes later he opened fire and shouted "Get them all out, sir - I'll hold them up until they get away". At the same time the troop came under heavy fire: a line of German Infantry were seen advancing about 400 yards away and mortar shells began to fall in the position. Bdr. Gilmour continued firing and by his action delayed the enemy sufficiently to allow all the vehicles and men on foot to get clear. He travelled on the last truck for a short distance, but soon dismounted and got into action again and continued to engage the enemy with further good effect. This action undoubtedly permitted the breach blocks to be removed and the personnel of the troop to get away.

M.M.

2575873 Sigm. A. MOUNCEY. R. Signals.

At BETHUNE Sigm. Mouncey was ordered to take despatches to a Corps H.Q. South of BRUSSELS. He started off through AUDENARDE where a petrol dump blew up just behind him. At NINOVE he had to cross the SCHELDT though he was told the bridge would be blown up in 15 minutes. He saw no signs of English or French troops but was shot at by Germans, eventually he got behind the German lines but got away, found the Corps H.Q., delivered his despatches and returned with despatches, again riding through an action that was in progress.

M.M.

6208138 L/Cpl. G. CHAPMAN. Midd'x R.

At DOULLEU on 27th May, 1940, German aeroplanes made an attack with machine-gun fire upon the Battalion transport parked in an orchard. Three men were killed and others wounded. Machine-gun bullets hit the lorry containing the battalion petrol reserve. This burst into flames. Some equipment containing S.A.A. was also on the lorry. When the vehicle was blazing fiercely and ammunition exploding and whilst the raid was in progress, L/Cpl. Chapman utterly regardless of his own safety, ran to the lorry, started up the engine and drove it well away from the other vehicles. But for the very gallant act, other vehicles would have been involved in the fire and destroyed.

M.M.

4916966 Cpl. W.A. RUSTON, S. Stafford. P.

On 28th May, 1940, Cpl. Ruston's Section was holding a forward post on the Ypres ramparts near the Lille Gate. About 14.00 hours the enemy opened heavy bombardment with trench mortars. Cpl. Ruston himself opened accurate fire on advancing enemy elements with a Bren Gun. Shortly afterwards, he was severely wounded but continued to fire and to direct the fire of his men for some minutes afterwards until he became unconscious. His courage was a fine example to all.

M.M.

344123. Fus. F. O'DONOHUE, Lan. Fus.

Fusilier O'Donohue, when his section commander was killed near MENIN, took over command of the section which was under sniper and Light Automatic fire. He manned the Bren Gun himself and silenced two enemy sniper posts which had proved most troublesome. This was at great danger to his own life and he was being heavily sniped at the time. He proved a most inspiring and capable leader at a trying time.

M.M.

6456505. Cpl. Thomas John JONES, R. Fus.

Cpl. Jones was with the Carrier Platoon throughout the whole withdrawal on DUNKIRK. He showed conspicuous bravery on several occasions, and complete disregard for his own personal safety. He volunteered to take rations forward to isolated platoons under heavy fire and brought back several wounded men. After being wounded himself, he continued his duties until completely exhausted.



M.M.

4124285. Cpl. Jack Major BIRTLES, S. Lan. R.

Cpl. Birtles with his Carrier was in the forefront of the battle of NIEUPORT. He used his Carrier with great skill, and dash, inflicting many casualties on the enemy. In the evening, he was badly wounded in the neck, but refused to go back and continued to inflict heavy casualties on the enemy until the Carriers had successfully covered the withdrawal of the battalion, when he withdrew and finally collapsed from his wound. He set the highest possible example by his devotion to duty and courage.

M.M.

6142072. L/Cpl. W. PRETTY, E. Surrey R.

Three carriers were approaching the cemetery at NEUVILLE-EN-FERRAIN on 24th May, 1940 in column, when the first was fired on and disabled, the driver being killed and both of the crew wounded.

L/Cpl. Pretty, in command of the third carrier, whilst still under fire, went forward and with great coolness and presence of mind took off the wounded men.

M.M.

3442677. Fus. R. AARON, Lan. Fus.

Fusilier Aaron, in the battle of TIGHAM, twice took back important messages to Company Headquarters under heavy shell and machine gun fire, and brought back with him small arms ammunition and rations to his section. He was wounded twice, but later helped back a wounded comrade to his Company Headquarters. He set a fine example in courage and cheerfulness.

M.M.

3382401. Pte. R.G. HERBERT, North'n R.

On the night of the 21st May, Pte. Herbert was told that an officer was lying out in front of the post near the canal. He went to this officer's assistance and found him to be seriously wounded. He attended to the officer and dragged him to the shelter of a nearby house. He then returned and fetched the Company stretcher bearers and assisted them to get the officer to the battalion Regimental Aid Post. All this time the post was being heavily shelled and machine gunned.

M.M.

6461532. Fus. Kenneth Harold MAY, R. Fus.

At WHARNCTON, on 28th May, Fus. May carried messages between company platoon Headquarters, despite the fact that he was seriously wounded and that the route was a very open one and under heavy shell fire and mortar fire. He managed to deliver messages constantly throughout the day, and during the evening, took a message to an isolated platoon and was under heavy fire the whole way. When the order to withdraw was given, he personally led one platoon to a company rendez-vous.

M.M.

3651777. Pte. James BOUGHEY, S. Lan. R.

Pte. Boughey took command of a section which had been withdrawn when its leader and several members had been killed. He rallied the men, and, in the face of intense mortar and machine gun fire, re-occupied the position and held up the enemy. By his personal bravery and initiative, he delayed the enemy advance at a critical period and set a high example to his comrades.

M.M.

800037. Sgt. J.C.H. HORSEFIELD, R.A.

Sgt. Horsefield was indefatigable in his continuous efforts to maintain the communications between his battery and the observation posts. He was out repairing lines day and night in his determination to keep communication intact, in spite of being constantly under heavy shell and rifle fire. He displayed a magnificent example to the signallers under him in his coolness and resource.

M.M.

T/158677. Dvr. Norman BURROWS, R.A.S.C.

During the period of operations 30th May to 31st May 1940, Driver Burrows was on duty for 36 hours, and drove his ambulance, under constant shelling, sniping and machine gun fire from Regimental Aid Posts to Advanced Dressing Station and back to Main Dressing Station with disregard for his own safety. Dvr. Burrows, by his devotion to duty, was responsible for the speedy and successful transport of many wounded from the forward to the rear areas.



AIR MINISTRY No. 1065

8/7/40 - No. 30.

AIR MINISTRY COMMUNIQUE

This afternoon aircraft of the fighter command, Royal Air Force, shot down two enemy fighters near the south-east coast.

Later this evening one of our fighter patrols shot down an enemy bomber off the west coast.

Six enemy aircraft in all are now known to have been shot down today.

AIR MINISTRY

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8/7/40 - No.31.

OFFICIAL ADMIRALTY COMMUNIQUE

The Secretary of the Admiralty regrets to announce that H.M. Destroyer WHIRLWIND (Lt. Cdr. J.M. Rodgers R.N.) has been hit by a torpedo and subsequently sank.

Survivors were rescued by another of H.M. Ships, before H.M.S. Whirlwind sank.

The next of kin of casualties have been informed.

ADMIRALTY

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