

GREAT EXPLOIT BY CANADIAN DESTROYER.

Capture of Scuttled German Steamer.

The most recent achievement of the Canadian Navy concerns the capture off the Dominican coast of the German steamer HANNOVER.

The "ASSINIBOINE", the latest addition to Canada's destroyer flotilla, was on patrol with a British warship "somewhere in the Caribbean", when the quarry was sighted. The German vessel had been set on fire by the time the two British ships had got up to it.

The problem now was to keep the HANNOVER afloat. The larger warship took the captured vessel in tow, while the "ASSINIBOINE", keeping to windward, ran alongside with a battery of hoses playing.

For no fewer than five days this strange convoy made its way through plunging seas to Kingston, Jamaica. The seamanship which brought a badly disabled and unsteerable steamer to anchor without tugs was superb. But the job was done. Not only had Germany lost a ship but the Empire had also gained one.

The Captain of the cruiser, describing the exploit, wrote:

"I should like to stress the value of the work done by H.M.C.S. "ASSINIBOINE", without whose assistance it is most unlikely that the German ship HANNOVER would have been saved.

"Great credit is due to the Commanding Officer, who showed initiative and ability and handled his ship with great skill throughout the operation.

27/5/40 - No. 3.

P R E S S N O T I C E

The Home Secretary has authorised the temporary internment throughout Great Britain of all German and Austrian women over the age of 16 and under the age of 60 whose present classification is B; that is to say, those who, though exempted hitherto from internment, have been required to comply with special restrictions.

Arrangements have been made for the internment of these women in the Isle of Man. They will be allowed, if they so desire, to take with them their children under the age of 16.

HOME OFFICE

27/5/40 - NO. 4.

PRESS NOTICE

A week ago the Ministry of Home Security put five important questions to the public. Here are five more equally important:-

- (1) Do you know that in air raids a high proportion of casualties are caused by flying splinters of window glass and that you should keep away from windows?
- (2) Do you know that there is a 3d. Government booklet called "Your Home as an Air Raid Shelter" and that you can order it from any newsagent or bookseller?
- (3) Have you made a note to open your door in an air raid to passers by who are looking for shelter?
- (4) Are you putting your motor car or motor van out of action every night from dusk till dawn, so that nobody can drive it away?
- (5) If there should be an air raid warning at this particular moment, what would you and your family do? Have you made all the preparations you can, or would you find that you had nothing ready?

MINISTRY OF HOME SECURITY



MINISTRY OF LABOUR & NATIONAL SERVICE—Press Notice

6/27.5.40.

FOR MORNING PAPERS ONLY, NOT TO BE PUBLISHED ON THE CLUB TAPES OR
BY BROADCAST OR IN ANY OTHER WAY BEFORE THE MORNING OF 28TH MAY, 1940.

NATIONAL SERVICE (ARMED FORCES) ACT, 1939.

Further registrations of men on 15th June and 22nd June, 1940.

The Ministry of Labour and National Service announces that further registrations of men under the National Service (Armed Forces) Act will take place on 15th June, 1940, and 22nd June, 1940, respectively. The men who will be required to register on 15th June will be those who were born in the year 1911. The men who will be required to register on 22nd June, 1940, will be those not already registered by that date who were born between 1st January, 1910, and the 22nd June, 1920, both dates inclusive. The effect of these registrations on 15th and 22nd June, will be to register the following new classes of men:-

- (a) 15th June registration. The 1911 class (i.e. men born during the year 1911).
- (b) 22nd June registration.
 - (i) The 1910 class (i.e. men born during the year 1910) and
 - (ii) Men reaching the age of twenty between 26th May, 1940, and 22nd June, 1940, both dates inclusive.

Press Office,
Ministry of Labour and National Service,
Montagu House, Whitehall, S.W.1.

Telephone: Whitehall 6200.

H.Q. 650-520 F.J.



MINISTRY OF LABOUR & NATIONAL SERVICE—Press Notice

7/27/5/40.

APPEAL BY THE MINISTER OF LABOUR AND NATIONAL SERVICE.

I want to appeal to all owners of maintenance workshops and those who work therein. I am sure that there are many jobs where work could be so arranged that skilled fitters or tool-room workers, for example, could be released either permanently or temporarily for work on more essential production.

I am not asking that anyone should leave his present job until there is another job for him to go to, but I appeal to firms with maintenance shops to discuss the matter with their skilled workers and to tell the local Employment Exchange what they would be willing to do.

They should give the Employment Exchange the names and addresses and occupations of the men who are willing to go and whom they can spare.

Even a temporary loan of skilled labour is important at the present time, and I ask the employers concerned to consider whether some of their maintenance work cannot without serious danger be postponed so that the skill of their men may, if required, be available for vitally urgent work in the national interest.

In this way I want, while keeping maintenance for all industry intact, to have local reserves of skilled labour which I can borrow to help out when war demands cause situations of great urgency. At the same time I want this dealt with in a thoroughly systematic and organised manner.

ERNEST BEVIN.

Press Office,
Ministry of Labour and National Service,
Montagu House,
Whitehall, S.W.1.

Telephone: Whitehall 6200.

H.Q. 651-520 E.J.

AIR MINISTRY BULLETIN NO. 774.

27/5/40 - No. 8.

HEAVY BOMBING BY R.A.F.

The Air Ministry announces:-

Throughout last night heavy bombers of the Royal Air Force continued their attacks on enemy communications.

Aerodromes occupied by the enemy in Belgium and Holland were also attacked. We sustained no losses in these operations.

AIR AFFAIRS.

RE-OPENING A.O.E.R.

The War Office announces that the Army Officers' Emergency Reserve, which was closed last November to enable the overwhelming numbers of applicants for enrolment in this Reserve to receive attention, is now to be re-opened on a limited basis as to age.

Until further notice the upper age limit for candidates is 50 except that in the case of qualified engineers it is 55.

The lower age limit for candidates has been raised from 31 to 37, but applications may still be entertained from those between 31 and 36 who are,

- (a) Ex-officers, or
- (b) in Reserved Occupations, for whose services, in their technical or professional capacity, the Army has need, of
- (c) holders of Certificates A, B or O, (entitling them by reason of military training to be considered for a commission) with civilian managerial or executive experience.

Those under 41 years of age will be liable if called up as a member of the Reserve to go through a period of training without a commission in order to qualify as officers. They will not be exempt from the provisions of the National Service Act, and they will remain liable to register in the normal course of events for service in the ranks with men of their own age group, unless the exigencies of the war have previously made it advisable to use their services as potential officers.

There is a need for candidates with engineering, transport and catering experience; for ex-officers up to 45 years of age with managerial and executive experience; for those skilled in up-to-date wireless and tele-communication; and for retired Warrant Officers and N.C.Os. with Army Staff clerical experience.

Applications for A.M.P.C. and service with Home Defence Battalions are also required.

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It is particularly desired to emphasise that:-

- (i) No candidate can be enrolled unless he has military, technical or specialist qualifications.
- (ii) Enrolment in the Reserve implies no guarantee of a member's services being utilised. The function of the Register is to maintain a Pool of potential officers, the services of any one of whom may or may not be required according to the manner in which the war develops.
- (iii) Those in future enrolled will be employed only after the suitable material already on the Register in the category to which they may be allotted has been called up - and they will be given no preference over those who have enlisted voluntarily and been found suitable for commission.
- (iv) Enrolment in the Reserve is not open to those already serving in any of His Majesty's Forces, except Local Defence Volunteers.
- (v) Candidates who have previously been rejected are not eligible for reconsideration except those whose rejection was due to Reserved occupations which have ceased to be Reserved since they were rejected.
- (vi) No member of the Reserve - present or future - should give up his civil occupation or his National Defence activities unless he receives a calling up notice offering him a specific appointment for a definite date.

Applications from those who are eligible should be submitted in writing to the Under-Secretary of State, The War Office (A.G.12.), Thames House, Millbank, London, S.W.1.

THE WAR OFFICE

WHITEHALL, S.W.1.

27/5/40 - No.10.

TIN QUOTA.

At a meeting of the International Tin Committee held on 27 May the quota for the third quarter of 1940 was fixed at 100% of the standard tonnages. The committee recommends to the signatory governments that export rights at this rate, for the third quarter, should be issued as soon as possible, and that exports against these rights should be permitted, prior to the beginning of the third quarter, but subject to adjustment later against export rights for that quarter.

DOMINIONS & COLONIAL OFFICES,
Press Section.

Air Ministry News Service.

THE MEN WHO CAME BACK

Airmen's Adventures behind the lines.

One aim animated the pilots of the Royal Air Force component when the time came for all-in air war: to get to grips with the enemy as quickly and as often as possible.

In thus seeking battle whenever it offered and shooting down great numbers of the enemy, the British casualties were unexpectedly light. Yet inevitably there were losses.

In the words of Air Marshal Joubert de la Ferte, "the British pilots were always anxious for a fair fight - that is to say, one R.A.F. machine against three or four Germans." But when, as often happened, the odds were far greater, then British aircraft were shot down.

But even when they had to "bale out" or make a forced landing, our pilots showed an insouciance and determination to continue to play their part in the battle which is yet another testimony to the magnificent spirit of the R.A.F. If they were still unhurt and free, their one thought was to return to their units without loss of time, and to go up again.

From far behind the enemy lines, on foot, by lorry, by air, by any means that offered, these men came back.

Here are two of their stories -

Over east Belgium in the early days of the German push, a Flight Lieutenant was returning after engaging enemy bombers. On his way back he was attacked by six fighters. He managed to get away, but his engine had been holed, and it became evident that he would not be able to reach home.

He landed in a field, and, with the help of peasants who were working near he pulled branches from trees to cover his aircraft. He had just time to hide in a ditch when German bombers came over.

"I thought they had spotted my aircraft for certain," said the pilot. "They kept cruising around for about ten minutes coming quite low, and all the time I expected them to open up with machine gun fire, but the camouflage must have been quite good for they finally flew away."

The pilot emerged from the ditch and examined the engine. He found two small holes, but the aircraft was otherwise undamaged. Walking to the nearest town, he called at a garage, obtained motor car petrol and oil, and persuaded several men to act as bearers. At a grocer's he bought a packet of chewing gum.

"I chewed the gum a bit to get it tacky, and then plugged the holes. It set very well. I got the petrol and oil put in, and then took off, and so home".

Another remarkable story concerns a young fighter pilot, who, after he was shot down in Belgium, walked for a time until he met a Belgian civilian. The man said he was in great danger as Germans were near, so he borrowed some clothes.

He went on for a while with the civilian until presently they were caught up by a column of enemy tanks. There was nothing for it but to put a bold face on the situation. The pilot strolled over to one of the tanks which had pulled up by the side of the road, and indicated by signs that he was tired and wanted a lift.

The Germans cheerfully assented, and the pilot travelled in an enemy tank for about twenty miles. Then he left the column and rested in a small estaminet. He was sitting talking to the owner, when there was a knock at the door. German soldiers were outside.

The owner pushed the pilot into the back room and told him to get away while he kept the Germans in conversation in the front of the café. The pilot got through a window into a yard, crept down a lane and got back to the main road some miles further down. From then on it was a question of "hitch hiking" his way homewards, always with the threat of trouble because he was in civilian clothes.

Even when he reached the British area he found himself under suspicion. Finally, he was taken to the H.Q. Air Component where the A.O.C., Air Marshal C.H.B. Blount, personally vouched for him and sent him back to his squadron.

AIR AFFAIRS

27/5/40 - No. 14.

PRESS ANNOUNCEMENT.

The following statement is made to the Motor Industry by Mr. William E. Rootes, President of the Society of Motor Manufacturers and Traders.

It is emphasised that there is no immediate cause for alarm. The President of the Motor Agents Association joins with Mr. Roote in this statement.

The Commander-in-Chief of the Home Forces has asked me to warn the motor industry's repair shops and garages that, in the event of hostilities within Great Britain, their utmost services would be required immediately in the matter of servicing and maintaining on the roads the vehicles of H.M. Forces.

Especially would the motor industry's personnel render invaluable aid by remaining at their posts so long as there is need for their services in any district.

MINISTRY OF INFORMATION.

27/5/40 - NO. 15.

PRODUCTION OF AIRCRAFT EQUIPMENT

Lord Beaverbrook, the Minister of Aircraft Production, announces that he has appointed an Emergency Committee to deal with the production of aircraft equipment.

Mr. C.J. Stewart is Chairman, and Sir Alan Gordon Smith and Mr. F.J.E. Brake are members. This Committee has full authority.

AIRCRAFT PRODUCTION DEPARTMENT.

27/5/40. - No. 16.

WAR-TIME PRODUCTION IN TECHNICAL INSTITUTIONS.

A memorandum issued to-day (Monday) by the Board of Education urges Technical Schools and Colleges to assist in the war effort by concentrating on the production of gauges and jigs which are used with vast numbers of machine tools in the armament industry.

Without a sufficient supply many machine tools would stand idle.

The Board are satisfied that many of the parts required could be manufactured in the workshops of technical institutions, either as exercises for trainees and students, or directly by the college staff, assisted by recruited labour, male or female.

Institutions less well equipped could fashion the parts roughly to size, then passing them on to better equipped colleges for finishing. Much of the preliminary work could be done by junior technical students or by semi-skilled trainees.

Schools are asked to consider keeping their workshops open after the school work is over for as many hours out of the twenty-four as can be organised. Shifts of workers or evening shifts might be arranged and the workshops run during these periods as a factory.

The usual commercial rates will be paid by the Ministry of Supply or other Government department concerned, for all that is produced.

BOARD OF EDUCATION.

27/5/40

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No. 17.

BRITISH OFFICIAL

The following official communique has been issued
by British G.H.Q:

Today the enemy violently attacked the
French and Belgian forces on the flanks of the B.E.F.

British infantry counter-attacked successfully
in co-operation with French tanks.

In Belgium, British forces have fought side by
side with the Belgian army, meeting attacks of strong
enemy forces. The British front remains intact.

There has been heavy bombing of rear areas.

Anti-aircraft artillery and unit light
automatics have shot down a number of enemy planes.

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WAR OFFICE.

Only for Morning Papers of 28th May. Not to be issued on club tapes or for publication in any form or broadcast before that date. Not to be cabled abroad before 10 p.m. 27th May, 1940.

PRESS NOTICE.

Imports of Cotton.

The Board of Trade announce that they have made an Order adding raw cotton, cotton linters and waste, yarns and thread, wholly or mainly of cotton, to the list of goods subject to import licensing.

The object of the Order is to ensure the most advantageous use of the freight space and foreign exchange available. The Order operates from the 30th May but goods which are proved to the satisfaction of H.M. Customs to have been despatched to the United Kingdom before that date will not require a licence.

In considering applications for licences preference will, for the time being, be given to raw cotton for the purchase of which firm contracts have already been placed.

The Board also announce that they have issued an Open General Licence for imports of the goods covered by the Order (except yarns and thread) from any part of the British Empire, France and French possessions, Egypt and the Anglo-Egyptian Sudan.

Applications for licences to import raw cotton, linters and waste should be addressed to the Cotton Controller, Blackfriars House, Parsonage, Manchester 3, and should be made on a special form to be obtained from the Cotton Controller, the Import Licensing Department or from the Offices of Collectors of H.M. Customs and Excise.

Applications for licences to import yarns and thread should be made on the ordinary form and addressed to the Import Licensing Department. The forms are obtainable from the Import Licensing Department and the Offices of Collectors of H.M. Customs and Excise.

BOARD OF TRADE,
27th May, 1940.

NOTES FOR THE GUIDANCE OF THE PRESS.

Since the outbreak of war, imports of raw cotton, particularly from the United States of America, have been very heavy. During the present season (i.e., from 1st August to the middle of May) exports from the United States to this country have been nearly 1,900,000 bales, a figure very considerably in excess of the exports during the whole of any recent season.

Existing stocks are abnormally large and as it is urgently necessary to conserve foreign exchange and to save shipping space, we shall be compelled to reduce next season's imports to a level which will be in line with requirements.

The programme of future imports will be discussed with the United States authorities.

The foreign countries covered by the Open General Licence are all allied to us and their cotton does not, broadly speaking, compete with American cotton, while exchange difficulties do not arise.

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27/5/40 - No. 19

PRESS NOTICE

The Minister of Labour and National Service has appointed Mr. Arthur Creech Jones, M.P., (Member for Shipley) to be Parliamentary Private Secretary.

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MINISTRY OF LABOUR AND NATIONAL SERVICE

MACHINE TOOLS FROM U.S.A.

GOVERNMENT CONTROL OF IMPORTS

The Controller of Machine Tools, Ministry of Supply, in a Circular sent to all Government Departments and importers of machine tools to-day, gives details of new arrangements designed to co-ordinate United Kingdom demands upon United States machine tool builders.

The object of the arrangements, the Controller states, is to obtain the maximum possible deliveries of machine tools with the minimum possible upset of prices and delivery dates. The arrangements come into effect on Monday, June 17th.

It provides that all purchases of new machine tools in the United States of America for British needs will be made by the British Supply Board in Canada and the United States.

Purchases in the United States are to be made on behalf of the Board by the British Purchasing Commission, whose office is 15 Broad-street, New York City. The British Purchasing Commission operates under the instruction of the British Supply Board.

Purchasers of machine tools will follow normal commercial practice in so far as contracts with agents are concerned. Agents are importers who have been registered under the new scheme at the Machine Tool Control, Ministry of Supply. The agents will provide purchasers with all necessary advice including information as to prices, and delivery dates and all customary pre-sale and post-sale service.

On receipt of an order from a purchaser, the agent will forward the order in duplicate to the British Purchasing Commission.

Where a purchaser desires to place an order for machine tools for which there is no registered agent in the United Kingdom, he will proceed in the manner prescribed for the placing of an order by an agent, except that such an order will in the first instance be transmitted by the intending purchaser to the Controller of Machine Tools, Ministry of Supply, and not direct to the British Purchasing Commission.

All order must be sponsored by a Government Department, Public Utility Company or Local Authority.

Any agent desiring to be registered under the Scheme must without delay submit to the Controller of Machine Tools, Ministry of Supply, 35 Old Queen street, London, S.W.1., two certified statements of the agency held by him together with any necessary explanatory notes.

The certified statement must indicate whether the agencies mentioned are sole agencies or otherwise.

MINISTRY OF SUPPLY

27/5/40 - NO. 21

PRESS NOTICE

Here is a message for parents living in the places on the east and south-east coast from which, as announced last night, school children are to be evacuated on Sunday next.

The Government have been asked two questions. The first is:- Will the schools remain open after Sunday? The answer is No - the schools in these areas will be shut.

The second question is:- Can parents register for evacuation children of three and four years of age, who are not attending school, if they have an elder brother or sister registered? The answer is Yes; it has been decided that these children can be registered in cases where they have an elder brother or sister at school who is also being registered. This registration must be completed by 1 o'clock on Wednesday. This decision about children under school age applies only to the limited number of places to be evacuated on Sunday next, and not to other evacuation areas.

MINISTRY OF HEALTH

MILITARY APPOINTMENTS.

The War Office announces that on the recommendation of the Secretary of State for War, His Majesty The King has been graciously pleased to approve the following appointments:-

Lt.-Gen. R.H.Haining, C.B., D.S.O., Col. Comdt., R.A., from G.O.C.-in-C. Western Comd., to be V.C.I.G.S.

Gen. Sir Henry C.Jackson, K.C.B., C.M.G., D.S.O., ret. pay (Res. of Off.) to be G.O.C.-in-C., Western Comd.

Maj. Gen. B.C.T. Paget, D.S.O., M.C., from Comdr., 18th Div., to be Chief of General Staff, Home Forces, and to be granted the actg. rank of Lt.-Gen.

NOTES ON CAREERS.

Lt.General Haining, was born on 28th July, 1882. He served on the Western Front during the last war, was mentioned in dispatches on six occasions, and awarded the D.S.O. He was Director of Military Operations and Intelligence at the War Office and Commandant of the Imperial Defence College before proceeding to Palestine as G.O.C. the British Forces in Palestine and Transjordan in 1938. He returned from Palestine last year on appointment as G.O.C.-in-C., Western Command.

General Sir Henry Jackson was born on 12th August, 1879, and was succeeded in the Western Command last year by Lt.-General Haining. He was twice wounded on the Western Front during the last war. He was mentioned in dispatches on eight occasions, and received the D.S.O., and the Legion of Honour 4th Class. He has held the appointments of Commandant of the Machine Gun School at Netheravon, Commandant of the Small Arms School and Machine Gun School, and Director of Military Training in India.

Major-General B.Paget was born on 15th September, 1887. His promotion is of particular interest as he has only just recently returned from Norway where he distinguished himself in the operations in Southern Norway. His appointment to the new post of Chief of General Staff, Home Forces following immediately upon that of General Sir Edmund Ironside, may be taken as an earnest of the Government's determination to conduct Home Defence upon the most vigorous lines. He served in France and Belgium during the last war, and was wounded. He was mentioned in dispatches on four occasions and won the D.S.O., and M.C. He has seen service in India and the Riff country, was on the Military Mission to Morocco in 1925 and was for a time attached to the Headquarters of the French Army.

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BRITISH ARMIES HEROISM
GERMAN ATTACKS ON REFUGEES

Accounts received in London show the determined resistance offered to the enemy by small British detachments. An R.E. unit, armed only with rifles, was attacked by a force of 100 enemy armoured cars and motor-cycle machine guns. Although the strength of the British detachment was less than 300 they fought a successful action, lasting several hours, and the survivors were able to withdraw.

British anti-aircraft batteries have been the object of particularly savage attack. In one case a unit of 170 men met the advanced-guard of the enemy as it moved towards a Channel port. They offered ferocious resistance and were finally able, in spite of very heavy casualties, to withdraw and rejoin larger British forces in the rear, preferring to lose almost two-thirds of their number rather than surrender.

Eyewitness reports from the B.E.F. furnish further evidence of the ruthlessness with which the invading German forces attack defenceless civilian refugees. Last Monday six enemy tanks were seen proceeding down each side of a road in Northern France which was choked with women and children from the forward areas. The tanks machine-gunned the refugees or crushed those lying on the ground in an attempt to avoid the bullets. Near Montreuil on Tuesday, an enemy machine was seen to break away from a formation of aircraft in order to attack a small party of refugees with bombs and machine-gun fire.

MILITARY AFFAIRS

27/5/40 - No. 24.

PRESS NOTICE

Dutchmen in England.

The Netherlands Government hereby announces that all Netherlands subjects born in the years 1904 to 1920 inclusive, at present in the United Kingdom, are to report as soon as possible, in person or by letter to the nearest Netherlands consul.

The following details must be supplied: Surname and Christian name, Year and date of birth, Previous service (if any) in the Army or Navy, giving former military unit or naval branch, period of service, and rank.

The Consuls will transmit these reports as soon as possible to the Netherlands Ministry of Defence, c/o Netherlands Legation, 21A Portman Square, London W.2.

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AIR MINISTRY NEWS SERVICE.NIGHT RAIDS ON ENEMY BASES.

Enemy air bases in Holland and Belgium were heavily bombed, and road, rail and river traffic disorganised over a wide area from the Rhineland to the French frontier in the course of last (Sunday) night's activities by aircraft of the R.A.F. Bomber Command.

Typical of the scope and effectiveness of the night's achievements was the record of one heavy bomber which, within less than 30 minutes, scored direct hits on a mechanised column on a main road near Brussels, extinguished one searchlight by bombing it, put out another by machine-gun fire, wrecked a railway line and a bridge, and, finally, demolished a machine-gun post on top of a hill by a direct hit with a salvo of three bombs.

The aerodrome raids began shortly after midnight, when almost simultaneous attacks were launched on the enemy's air bases at Flushing, Brussels, Antwerp, Venlo and Charleroi.

A salvo of heavy bombs, falling close to the main hangars at Flushing, started several fires that were still blazing when the raiders left.

Other salvos landed in the centre of the aerodrome and on the aerodrome boundary, near a canal, another overshot the aerodrome and exploded on a railway running along the eastern edge of the landing ground.

At Antwerp, in the course of a dive-bombing attack carried out by two aircraft, a line of high explosive bombs was laid across one end of the aerodrome at Deurne, and in a second bombardment a few minutes later a petrol dump is believed to have been hit and set alight.

Nearly 150 high explosive and incendiary bombs were dropped on the Evere aerodrome at Brussels, and at Charleroi.

The landing ground was first illuminated by parachute flares, and then systematically bombed, numerous hits being registered on the aerodrome and on a railway to the north of the main target.

Venlo, on the Dutch-German border, was attacked from a height of only 1,500 feet; buildings on the aerodrome were wrecked by direct hits, and fires were started by incendiary bombs.

Other objectives successfully located and attacked during the night's operations were railway junctions and main line tracks in Belgium and Western Germany.

A railway bridge over a Belgian main road is believed to have been completely destroyed by two direct hits with high explosive bombs of heavy calibre.

A direct hit was scored on the railway track south of Aachen, and at one town in Belgium, where the railway junction was wrecked, bombs which fell in a nearby wood caused exceptionally heavy explosions, as an ammunition store was hit.

Moving columns of troops and supply lorries were also attacked behind the enemy's lines.

A convoy of about 24 vehicles, detected by the light of a parachute flare, was struck by two heavy bombs, whose bursts were followed by three violent explosions, and a blinding flash lit up the surrounding country for several miles around.

One of our bombers was attacked by an unidentified enemy aircraft over Belgium, and after the bomber had replied with both front and rear guns, and tracer bullets had been observed to hit it, the enemy aircraft was not seen again.

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WIDESPREAD BOMBING BY R.A.F.

The Air Ministry announces:-

Last night bomber aircraft of the R.A.F. attacked aerodromes in the hands of the enemy, including those at Flushing, Brussels and Antwerp.

Operations were also continued against the enemy's lines of communication in Belgium and western Germany. Hits were made on railway junctions, sidings and convoys of armoured vehicles. An anti-aircraft battery was put out of action.

Earlier in the evening much damage was done by medium bombers to a concentration of enemy mechanised vehicles near Boulogne.

Today bombing operations have been carried out against various objectives in Flanders.

So far, all our aircraft have returned safely.

Preliminary reports show that twenty-eight enemy aircraft have been destroyed or seriously damaged by our fighters today. One patrol of Defiants shot down five enemy bombers.

Five of our fighters are reported missing.

27/5/40 - NO. 27

TELEGRAMS AND LETTERS TO THE B.E.F.

The War Office announces that in view of the heavy military traffic, it has been found necessary to cancel temporarily the telegraph service to the B.E.F., France, and to make certain curtailments in the postal service.

The public are therefore notified that no telegrams may be sent to B.E.F. and that the post offices have instructions to refuse parcels packets and registered letters and all letters over two ounces in weight.

Letters under two ounces will be accepted as usual.

WAR OFFICE

IR MINISTRY NEWS SERVICE

RESCUED BY THEIR FRIENDS.

After their aircraft had made a forced landing on the sea, the crew of an R.A.F. coastal command bomber were saved by another of their squadron.

The aircraft were patrolling off the Dutch coast when they sighted two German motor torpedo boats. They dived down on the enemy craft and, after dropping their bombs, raked them with machine gun fire, much of which got home.

The motor torpedo boats were putting up a heavy barrage of anti-aircraft fire, and one of our aircraft was struck in the port engine.

Still under control, it disappeared into mist close to the sea.

Another aircraft of the patrol followed and saw it land on the sea. The crew clambered out and stood on top of the fuselage before launching their dinghy.

The second aircraft flew away and found a destroyer. By lamp signals the position was explained, and the destroyer came to the rescue and followed the aircraft as it led the ship to the wrecked machine.

The aircraft flew round over head while the crew were taken on board. Then, with a cheerful wave, they set course for home.

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Below is the script of a talk broadcast after the 9 o'clock news tonight (Monday) by a Flight-Lieutenant.

THE WAR IN THE AIR

Up to the day when the Germans invaded Holland and Belgium, no-one in my squadron had even seen a German aircraft, much less been in action against one.

We'd had plenty of flying, but it wasn't much different from peacetime flying. Like a lot of others, we were just waiting to get our chance. We didn't have to wait much longer.

We were on patrol over the Dutch and Belgian coast, - Sunday, a week ago, - when we ran slap into a bunch of Messerschmitt 109 fighters. They were convoying German bombers. We attacked the Messerschmitts and got six definitely, and perhaps another three.

I was just looking round - one is always looking round on these patrols when I saw a rough-and-tumble starting up between other members of the squadron and the Messerschmitts. As I turned to join in, I saw four Messerschmitt 109's, one of them flew right across my sight. I just blazed away for a split second, saw bits fall from his tail, and then he was lost to sight. That's the one I wasn't sure about.

Then, as I was about to follow him down and make sure, I saw out of the corner of my eye another Messerschmitt trying to get on my tail.

I pulled the stick back a little, and swept up and round towards him. He was only about 200 feet above me when I opened fire. Immediately I saw petrol stream from his two tanks, one under each wing.

I swept under him, turned and then saw him going down with petrol streaming out, then black smoke, and finally burst into flames before reaching the ground.

But without that extra bit of luck it might have been me.

I didn't get a chance to attack the bombers beneath. One of our sergeant pilots did. He went down and got one. It was a do.

Then another pilot, who broke away from the main action because he thought he was short of ammunition, lost sight of the rest of the squadron and made a bee-line for home.

At least, that's what he meant to do. Actually, he must have misread his map, for after about twenty minutes' flying he found himself over strange well-wooded country. Obviously, it was Germany. So he went below the clouds to reconnoitre. Suddenly, he saw three Messerschmitt 110's coming at him.

He flew straight towards them. The two outside ones swerved away to avoid colliding. The middle one apparently did not see the Hurricane approaching and keeping straight on, received the full blast of eight guns as our man opened fire.

The 110 simply disintegrated. Our man bolted for home then. He was glad to get away that time as he really had finished his ammunition. He was lucky.

Yes, but not so lucky as the sergeant pilot who after shooting down a Henschel army co-operation aircraft, was caught by anti-aircraft fire and made a forced landing. He came down behind the German lines, walked ten miles, and then came to a canal which was guarded on the opposite bank by British troops.

They told him how to get across - by going some distance up the canal and getting over a makeshift bridge - and then helped him to get a car into Calais. It wasn't long before he was back with his squadron, on the job.

Recently I have been up twice-a-day on patrols over France and Belgium. But that doesn't mean that we are in action every time.

My last patrol was only the day before yesterday. We spotted two Ju 88s when we were patrolling between Calais and Dunkirk. I got one, and one of the other fellows the other.

They were bombers - but most of our scraps have been with the other fighters. So far, we've brought down fifteen that we are sure of, and probably another five.

Two of our pilots have failed to return. But we know that one of them is safe - as a prisoner of war.

Of course, there are other fighter-squadrons that have been doing better than we have. Altogether, we seem to be getting down an average of forty a day.

I'm often asked what I think of the German pilots and aircraft. Well, I think they've a pretty healthy respect for our Hurricanes and Spitfires.

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AIR AFFAIRS.

DUTIES OF LOCAL DEFENCE FORCE VOLUNTEERS.

Sir Edward Grigg, M.P. broadcasting tonight (Monday) said:-

It is only 12 days since the Secretary of State for War, Mr. Anthony Eden, broadcast an appeal for recruits to a new force to be called the Local Defence Volunteers.

That is their official title, but most people call them Parashots or "Parashootists" (spelling the shoot with two o's.)

In that short time a valuable force of 400,000 volunteers has been raised and organised. A large proportion of it is already armed, and we want it to be rapidly trained in the important duties it is to perform.

Progress reports from the Country are most satisfactory, though, of course, some parts are more advanced than others.

I wish to speak to you about those duties for four or five minutes tonight.

The main duty of the Force is, as you know, to prevent small parties of Germans landed in this Country by parachute or by troop-carrying aircraft from carrying out their evil purposes.

Such parties may be dropped by the Germans anywhere. They are sure to be well armed, and to land with clear instructions as to what they are to attempt in the area where they are dropped.

They may be told to attack an important factory, to cut off telephone communications, to block an important bridge or tunnel, or else to seize an aerodrome - anything, in fact, that will cause confusion, spread alarm and make communication difficult.

We have made careful preparations for sending trained and well-armed troops to deal with these invaders wherever and whenever they arrive. I shall tell you no more about these because I could not tell you without also telling the enemy. But while we have confidence in these preparations, we want help for our regular troops in three important ways.

We want, first of all, early and accurate news of any enemy landing from the air. The Local Defence Volunteers can give us this by manning a wide range of posts and reporting quickly on any landing they observe. It is for the local commanders to instruct them how this duty of observation and immediate report can best be carried out.

Local knowledge of country is all-important, and I have no doubt that the local commanders will pick the brains of men who know their own bit of country like a book.

But that is by no means all. They have two other most important tasks.

The first thing after locating an enemy landing from the air is to prevent the party which has landed from moving fast or getting at the places they want to attack.

The Local Defence Volunteers can make movement difficult for an enemy who has only his legs to move with when he drops from the air. They can see that he gets no cars or motor-bicycles to enable him to move fast. They can also put up blocks to hamper movement and cover those blocks with rifle fire.

/Finally,

Finally, there is the duty of guarding important places so that they cannot be suddenly rushed at any time of the day or night. There are regular troops already doing this at vital points.

But we do not want to disperse our forces, so the Local Defence Volunteers can render splendid service by mounting guard where they are needed, thus relieving trained soldiers, and making sure that an enemy attack will be held at bay for the short time necessary to enable other troops to come up.

You will realize from this very brief description of their duties that we are deeply grateful both to those who are organizing the Volunteers and to the 400,000 who have joined.

The response has been magnificent, and it shows what immense reserves the Government can count upon when the Country needs patriotic service of any sort.

The Volunteers are soldiers. The duty of a soldier, first and last, is to carry out orders promptly and well. This the Volunteers are doing without question, and we know that when they are put to the test, they will show the solid, sensible, unbeatable stuff of which they are made.

In conclusion let me just emphasize again that other special troops, well-armed and able to move fast, are ready to tackle enemy landings from the air. The Volunteers are only a part, but nevertheless an important part, of our new system of defence.

General Ironside, who was appointed Commander-in-Chief of our Home Forces last night, has asked me to say that he attaches great importance to them and wishes good luck to them all. He will be issuing fuller instructions to Commanders at once.

WAR OFFICE

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