

MINISTRY OF AGRICULTURE

55, WHITEHALL,
LONDON, S.W.1

PRESS NOTICE

2nd October, 1944.

M.A.F. 1251.

PLANTING OF FRUIT TREES, FRUIT BUSHES ETC.

During the war it has been necessary in the interests of vital food production to prohibit the planting of fruit trees, fruit bushes and soft fruits on agricultural holdings except with the permission of County War Agricultural Executive Committees. Permits have generally been confined to replacements of grubbed up acreage or the filling-up of gaps in established fruit plantations, within the limits of the 1939 fruit acreage of the holding. These restrictions have now been modified, and growers who wish to do so may now apply to their County Committees for permission to plant new fruit acreage on their holdings irrespective of the 1939 acreage grown to fruit. The additional fruit acreage applied for must not interfere with the quotas of priority crops (cereals, potatoes, food for dairy cattle, etc.) required in connection with the 1945 food production programme, and applicants must satisfy their County Committees that they have land suitable for the cultivation of fruit and in certain cases must obtain the Committee's approval of the stocks which it is proposed to plant. Where permission is granted to plant new acreage to fruit, intercropping of the land with food crops must be carried out to the largest extent practicable.

Applications for permission to extend the fruit acreage on holdings in accordance with the above arrangements should be addressed to the Executive Officer of the War Agricultural Executive Committee of the county in which the holding is situated. These arrangements do not apply to fruit trees, bushes etc. grown in glasshouses.

DGB/AIR INF. 557

2.10.44 - No. 1.

NOS JUITOS MAKE 40 ATTACKS ON TRANSPORT IN
GERMANY AND HOLLAND

Mosquito intruders of DGB made more than 40 attacks on rail and canal targets in Germany and Holland during the night.

Four trains were destroyed - the engine of one "blew up like a bomb", according to a pilot and sent smoke and debris 1,000 ft. into the air - and 22 others were damaged. In some cases the locomotives of the damaged trains are claimed as destroyed.

Three barges were destroyed and 11 more damaged, on various canals. Isolated motor vehicles were also attacked.

Bombs were dropped on a factory 30 miles from Handorf. During the Handorf attack a flak post was bombed into silence.

None of our aircraft is missing.

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2/10/44 No. 2.

PERSONAL INJURIES TO CIVILIANS

An Order has been made amending the Personal Injuries (Civilians) Scheme. This is the Scheme under which compensation is paid in cases where civilians are injured or killed by enemy action.

The Order gives effect to the various improvements that have already been announced. These include the raising of widows' and orphans' pensions, and children's allowances and education allowances.

At an early date the Ministry of Pensions will publish a booklet containing a detailed explanation of the Personal Injuries (Civilians) Scheme. When the last edition appeared it was in the best seller class of Government publications.

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MINISTRY OF PENSIONS

2.10.44. No. 3.

TELEGRAMS FOR THE NAVY

The EFM Telegram scheme, which has hitherto been available for Naval personnel in certain overseas Shore Establishments only, has been extended to permit the transmission of messages by telegraphic means to the personnel of seagoing ships. Messages so addressed will be despatched to the Naval authorities at the vessel's next port of call.

The address will be the normal one for EFM telegrams viz., EFM, rank or rating, name, official number (except for officers), number of mess (if known), H.M.S.

Example:-

E.F.M.
C.P.O.
F. Black,
C/JX 113764,
10 Mess,
H.M.S. London.

The service is available to personnel serving in British and Dominions ships, with the exception of ships of the Royal Australian Navy, to which it is not possible to send messages for the present. EFM telegrams may also be sent to Naval personnel of certain Allies.

The extension of this service to Merchant Navy personnel in seagoing ships is under consideration. Meanwhile messages cannot be accepted for Naval personnel serving in Merchant ships.

EFM telegrams cannot for the present be sent by telegraphic means to the personnel of H.M. Ships in Northern French Waters. Telegrams for such ships will be forwarded by the quickest available route.

EFM telegrams to seagoing ships can be accepted at Post Offices only. The new service will come into force on October 6th.

ADMIRALTY, S.W.1.

2nd T.M.F./FB/ AIR INF. 559

2.10.44 - No. 4.

TYPHOONS BLASTED WAY FOR SCOTS WEST OF ARNHEM SALIENT

Rocket Typhoons were attacking gun positions and strong points west of the Arnhem salient, blasting a way for Scottish troops to advance.

Ten minutes later, forward troops telephoned the results to the Typhoons' base: "Well done; you have completely demoralised them Hun. We are now going in to attack."

Captain Kenrick RICE, of Gerard's Cross, Buckinghamshire, Air Liaison Officer with the Typhoon wing, who had been standing with a British brigadier watching the Typhoons attack saw white and shaken German prisoners being herded back by grinning Scotsmen.

The Germans said: "We can't stand shelling or machine-gunning, but no more Typhoons," said Captain Rice. The Brigadier was jubilant. He said it was a splendid show. While we were talking I watched more prisoners come out of the woods and all were pretty shaken. It was very impressive - Oh yes, the Jocks loved it.

Upon returning to the airfield S/L. J. Grey, D.F.C. of Bognor Regis, who led one Typhoon squadron, found his Typhoon radiator had a souvenir embedded in it - a spent bullet from a German pistol.

S/L Arthur Vincent, D.F.C., Eastbourne, Sussex, led his squadron against suspected German headquarters near Hertogenbosch. He reported: "When the rocket hit, the building just seemed to fall to pieces, with a lot of red smoke."

F/L. James Jenkins, Wellington, N.Z. said: "The C.O. blew up a truck in front of the H.Q. at the same time. We clobbered some transport in the village, too."

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2.10.44 - No. 5

S.H.A.E.F.

COMMUNIQUE No. 177

Supreme Headquarters,
Advanced Command Post,
Allied Expeditionary Force.
1100 hours: 2 October, 1944

Allied troops have strengthened the Dutch salient by an advance north of OSS which cleared the enemy from the banks of the river MAAS. North-east of Nijmegen we have repulsed attacks by enemy infantry and armour.

To the south-west, our forces making further progress west of TURNHOUT captured the village of BRECHT and are three miles north of MERXPLAS.

Fighters and fighter-bombers attacked troop concentrations, guns and transportation targets in support of our ground forces in HOLLAND. Other fighters flew offensive patrols.

Active patrolling was maintained along the German border from AACHEN to south-eastern LUXEMBOURG.

In the area north-east of NANCY our troops advanced into the FORET DE GREMECEY and occupied the high ground around FRESNES EN SAUNOIS and COUTURES. A strong counter-attack near JALLAUCOURT was repulsed.

Local gains made in the EPINAL sector against strong resistance. Artillery fire was particularly heavy. The town of ST. JEAN DU MARCHE is in our hands.

Mopping up at CALAIS has been completed.

2/10/44 No. 6

2nd TAF/FB/AIR INF. 558

DUNKIRK GERMANS HIT BY TYPHOONS

Bad weather over the battle area prevented any flying before early afternoon yesterday, but one group of RAF 2nd TAF, supporting the Canadian Army flew more than 250 sorties before dusk.

Targets included radio stations on the island of Walcheren, barges carrying enemy supplies, motor vehicles and tanks, gun emplacements, ammunition dumps, and strong points.

Germans holding out at Dunkirk were attacked in their concrete dugouts and fortified positions with rockets and bombs by Typhoons, which had switched from Calais. Good results were reported.

Considerable movement of barge traffic was observed in the waterways of Southern Holland. Nineteen were destroyed or damaged by Typhoons and Spitfires.

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2/10/44 No. 7.

NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES BEFORE
0830 B.S.T. (i.e. FOR EVENING PAPERS) ON OCTOBER 2, 1944.
THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY
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DUTCH APPRECIATION

By a Military Observer

"Three weeks before you came the Germans began to steal the best of our machinery. One gang of Dutch workmen deliberately loaded up many wagons with mounting tables on which there was no machinery. They said the mistake was due to their misunderstanding loading instructions."

According to a Dutch underground worker the ruse caused an appreciable delay. When the trains were loaded the patriots went round filling the axle boxes with sand. It would have meant death if they had been caught.

The work of the R.A.F. won high praise. "The bombings of the works was very successful, particularly the second," said another worker. "That was marvellous. They hit just the right points. It was wonderful precision work. As precision workers ourselves we appreciated it. The tragedy of the bombing of Eindhoven by German pilots who had been trained at the aerodrome there was that so many people were killed on the second day of their liberation."

"When your tanks come through next day an American paratroop helped me to wheel my daughter, in her pram from the crowded street. I said to him: 'Did you ever dream you would be handling a pram when wearing battle dress?' He replied: 'No, but this is the second pram I have handled in a few hours. Five of my comrades were burned to death in trying to get a baby out of a house which was on fire during the raid last night, and I went in and managed to get the child out in its pram!'"

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MILITARY AFFAIRS

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MUSIC WHEREVER SHE GOES

H.M.S. SPEAKER, a new escort carrier, is one of the ships delivered to Great Britain by America under lease-land some time ago. The SPEAKER was formerly the U.S.S. DELGADA, and she will have music wherever she goes, for besides a nine-piece band, she has more than a thousand gramophone records on board.

Five hundred of the records were presented, through the American Red Cross, by a wealthy New York woman, Mrs. Daniel G. Tonney, of East 67th Street. Another New York woman, Mrs. Baker of 555, Park Avenue, supplied the musical instruments.

"While we were in the States I thought we might be able to get a few records, so we put up lists in each mess asking for suggestions," said Lieutenant-Commander L.G. Hudson, R.N.V.R., of Chigwell, Essex. "Then I had a chance of flying to New York, and I took the lists with me. I was introduced to Mrs. Tonney and I expected she would give us a dozen or so. Instead, she asked to see the lists - and gave us the lot."

Now, the SPEAKER gives her own "Forces Favourites" programme over the ship's loudspeaker system each evening. Bing Crosby tops the list of requests, followed by the Andrew Sisters, Artie Shaw and Tommy Dorsey.

Lieutenant Allan Milne, R.N.V.R., of Dundee, whose home is now at Liverpool, runs the dance band.

"We found two or three musicians among the ship's company," he said, "but the others have learnt to play since they've been in the ship. One man who took up the trumpet was so keen he made his lips sore with practising. I had to stand him off for a few days to recover."

"We usually manage to put in two hours practice a day. The only instrument we haven't got is a string bass. If anyone has one to spare and cares to send it to us, we would be very grateful."

2/10/44. No. 9.

NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES BEFORE
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"NO. 3 STOREROOM" WAS MURDER CHAMBER

By A Military Observer

Sacks of dehydrated potatoes are stacked alongside crates containing sardine tins in the room in Famagusta Citadel in which Othello traditionally strangled Desdemona.

I discovered this curious link between the present war and the world of the Shakespeare plays during a visit to an R.A.S.C. supply unit which is stationed in Famagusta, the chief port of Cyprus, and has taken over a large portion of the medieval fortifications for storage space.

The whole of Othello's Tower is theirs, as well as the rest of the Venetian citadel, and other storehouses are located in the bastions at the corners of the city walls, in dungeons beneath the moat and in the moat itself.

The unit itself is stationed within the 50 feet thick walls, being the only British troops, there, and its headquarters are in a ramshackle building overlooking the lovely Norman cathedral.

And from every other unit office, there is a view of ruined churches, for Famagusta was famous as the city of 365 churches, one for every day of the year, and the remains of a great number of them still exist. In fact, some of these too are used by the R.A.S.C.

Othello's connection with Famagusta is by no means authenticated. He is supposed to have been a certain Cristoforo Moro, Lieutenant-General of the island during the Venetian occupation early in the sixteenth century. He was a Venetian, not a Moor.

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MILITARY AFFAIRS.

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KING'S OWN SCOTTISH BORDERERS AT ARNHEM

The King's Own Scottish Borderers have won fresh glory fighting as glider borne troops in the action at ARNHEM, which did so much to secure our strategically vital salient stretching from NIJMEGEN to the Dutch border.

The King's Own Scottish Borderers have thus added a splendid reputation as airborne troops to the great renown they have already won in France as infantry, for a unit of the regiment has been fighting since D-Day, when it came ashore west of the CAEN Canal and fought its way forward to take part in the capture of CAMBES on 9th June. In the great assault on CAEN itself the K.O.S.B. took an impressive part, and with the Royal Ulster Rifles they were the first troops to enter the town.

The King's Own Scottish Borderers have also done excellent service in the fighting in the ARAKAN HILLS, where they were with our advanced forces which were last February cut off from supplies by the Japanese drive for the NGAKYEDAUK PASS. The regiment was in the thick of the great battle which developed when the Japanese troops closed in upon an Indian divisional headquarters in an attack mounted on the 11th February, and lasting for a full week. On the 19th February the regiment with the help of tanks cut their way out to the west of the pass and then cleared the neighbouring features of all obstacles preventing supplies reaching our positions by road.

The Regiment has a long experience of the Burma campaign, for it previously distinguished itself in the ARAKAN operation in 1943, where it formed part of the spearhead thrusting its way forward towards DONBAIK and BUTHIDAUNG.

Earlier in the war the regiment had seen service in NORTH AFRICA, and FRANCE, and FLANDERS in 1940.

MILITARY AFFAIRS

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SOUTH STAFFORDSHIRE REGIMENT AT ARNHEM

The South Staffordshire Regiment which has fought as glider borne troops in the long and bitter battle at ARNHEM, has an experience and a reputation second to none in this type of warfare.

The South Staffordshires were among the first troops to reach SICILY, for on the night of July 9th, after travelling over 400 miles from their base, they landed against heavy A.A. fire in wind which almost reached the force of a gale. They instantly set about their chief task: the capture of a bridge outside SYRACUSE. Less than 100 men held this vital point against tremendous enemy opposition for 14 hours, and were not overwhelmed in their fight against fantastic odds until, despite heavy casualties and with all ammunition spent, they had made it possible for the 5th Division to fight their way forward, take PONTE GRANDE, and pass through to capture SYRACUSE. Other units of these glider borne troops did magnificent work in this operation - for example, one small group of 14 men charged as they left their gliders and captured a six gun coastal battery.

The South Staffordshires have also been conspicuous in the Burma campaign, where with men of the Lancashire Fusiliers and Gurkha troops, they took part in a historic march through dense jungle and captured MOGAUNG and the vital railway running North-East from the town, thus playing a large part in completing the Allied destruction of the Japanese outer defence triangle in Northern BURMA.

The South Staffordshires were first in action during the present war in May, 1940. They fought in many desperate battles before withdrawing, heavily mauled, through GHELLINGHAM and PLOEGSTEERT to embark for England, among the last troops to leave France, on June 2nd.

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MILITARY AFFAIRS

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BORDER REGIMENT AT ARNHEM

The Border Regiment has fought as gliderborne troops in the imperishable action at ARNHEM. The regiment has a reputation of experience and skill in this type of fighting unsurpassed in the British Army. It took part in the great assault on SICILY on the night of the 9th July, 1943, when, with the South Staffordshires, it was the first British unit to land in SICILY. In a strong wind and against heavy anti-aircraft fire the Border Regiment landed in small groups and took a large share in executing the main roles of our gliderborne troops, which were to seize the bridge at PONTE GRANDE, capture coastal batteries, take block houses, and shoot up barracks, machine-gun nests and patrols. PONTE GRANDE itself was held by a small force against huge odds, and not until 4 o'clock in the afternoon of 10th July, after every round of ammunition was spent and many casualties had been sustained from mortar and machine-gun fire, was this tiny force overwhelmed. By that time the job had been done, and the 5th Division was able to pass through and recapture the bridge at SYRACUSE during the evening.

The Border Regiment had previously given an impressive account of itself during the present war, for it was among the troops who relieved an Australian formation as part of the garrison of TOBRUK in October, 1941. The regiment has also seen service in Syria and in FRANCE at the beginning of the war, where several battalions saw service - including one which took part in the fighting south of the SOMME, and after being engaged in the battle as it swung between ROUEN and NEUFCHATEL embarked for England on the 16th June.

MILITARY AFFAIRS.

2.10.44. No. 13.

Air Ministry No. 15810.

AIR MINISTRY COMMUNIQUE

Last night aircraft of R.A.F. Bomber Command bombed objectives in
Brunswick and elsewhere in Germany.

None of our aircraft is missing.

2nd TAF/FB/AIR INF. 560.

2.10.44. No. 15

2nd TAF OPERATE DESPITE BAD WEATHER

2nd TAF, H.Q., Monday

The weather closed in yesterday to hamper RAF 2nd TAF operations but nevertheless attacks on railways and other targets were carried out. Five attacks were made on key railway lines in Holland, four being completely successful and in the fifth bombs missed the line but hit an engine shed. Two trains, one heading for Amersfoort and the other from Apeldoorn, were also shot up. West of Arnhem and east of Rotterdam effective attacks were made on barges and tugs.

Typhoons, carrying bombs and rockets, carried out concentrated missions against enemy radio stations in the Walcheren peninsula. Three of the stations were claimed to be destroyed.

Small bodies of infantry near Nijmegen, and gun positions and strong points in the fighting area were attacked in support of the ground forces.

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2.10.44 - No. 16.

SOUTH E/ST ASIA COM UNIQUE No. 273

2nd October, 1944

CHIN HILLS: Scattered fighting is in progress North East and East of TIDDIM where outflanking troops from the Fifth Indian Division are attacking Japanese defences.

On the road North of TIDDIM the main thrust is meeting stiffer resistance.

NORTHERN BURMA: There was patrol activity by British troops in the railway valley and by Chinese South of KAZU.

ARAKAN: Deep patrolling continues South of MAUNGDAW on the coastal plain and East of the MAYU range.

AIR: Air activity was restricted in all areas covered by the Eastern Air Command, except TIDDIM, where fighter-bombers made numerous attacks in support of land forces.

None of our aircraft is missing.

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2.10.44. No.17.

AIR MINISTRY NEWS SERVICE.

Air Ministry Bulletin No.15801.

SUNDERLAND'S NIGHT ATTACK

Another of Hitler's U-boats was attacked at night by a R.A.A.F. Sunderland of R.A.F. Coastal Command recently while on patrol.

The U-boat was first sighted by the Squadron Commander, Wing Commander J.M. Hampshire. The U-boat immediately opened fire on the Sunderland, which was captained by F/O. N.O.G. Sheehan, and the bow gunner replied.

The U-boat's guns ceased fire when depth charges were released. They were soon to enter the water at both sides of the conning-tower, but, although the explosions were seen from the mid-upper turret and astrodome positions, the rear gunner was unable to fix them in relation to the U-boat, as he was blinded by the flares.

When the Sunderland returned to the scene of the attack, the nose gunner observed an object in the water. No other evidence of damage was seen but it was considered significant that some nine hours later another Sunderland sighted four oil streaks converging to one spot and also a certain amount of unidentified debris.

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2.10.44. No.18

MIDDLE EAST AIR COMMUNIQUE

Headquarters, Royal Air Force,
Middle East, October 2, 1944

The evacuation by air of personnel and supplies from the Aegean Islands becomes increasingly expensive for the enemy. Last night Middle East Beaufighters operating from Eastern Mediterranean bases destroyed five enemy aircraft, two Ju.52s, one Ju.88, one He.111 and one Do.24.

In six consecutive nights the Beaufighters have shot down a total of 16 enemy aircraft over the Aegean.

From these and other operations one of our aircraft is missing.

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2/10/44 No. 19

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
PUBLIC RELATIONS DIVISION

SHAEF RELEASE NO. 119

VOICE OF SHAEF NO. 37

WARNING TO DUTCH ISLANDERS

The following message dated October 2nd, 1944, is issued at the order of the Supreme Commander and is addressed to inhabitants of the Islands in the Estuary of the River Scheldt:-

There is every likelihood that a severe and prolonged aerial bombardment will be carried out shortly against enemy troops and installations on your islands.

It is the earnest desire of the Supreme Allied Command that the civil population shall be spared the effects of this necessary military action to the greatest extent possible. Not only aerial bombardment, but the danger of flooding also threatens your lives and the lives of your families.

For your protection, leave the islands. If that is not possible, if it is necessary for you to remain on the islands, remove yourselves and your families IMMEDIATELY to a place of safety.

All military objectives - roads, canals, transport lines, power stations, railway yards or sheds, warehouses and depots, enemy concentrations of all kinds - are the centres of areas of danger: leave their vicinity IMMEDIATELY.

Travel only on foot. Take nothing with you that you cannot easily carry. Keep off highways and move only across fields. Do not travel in large groups which may be mistaken for enemy formations. Keep away from low-lying ground and from military objectives until the enemy has been driven from your islands.

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S. H. A. E. F.

2/10/44. No. 20.

MEDITERRANEAN COMUNIQUE

2 October, 1944.

ALLIED ARMIES IN ITALY:

- In the central sector, American and British troops of Fifth Army have met very strong ^{enemy} resistance to their drive towards the Po Valley. Some local gains have been made, including the capture of Monte Cappello, an important feature dominating the road to Imola.
- In the Adriatic sector there is no appreciable change in our forward positions.

MEDITERRANEAN ALLIED AIR FORCE R.A.F.:

Light and medium bombers of the Tactical Air Force attacked bridges, troop concentrations, and supply depots in Northern Italy. Fighters and fighter-bombers attacked communications and close support targets north of the battle area.

Light bombers and fighters attacked shipping in the Adriatic and gun positions in Yugoslavia.

From these operations three of our aircraft are missing.

M.A.A.F. flew approximately one thousand sorties.

2.10.44. No.21.

AIR MINISTRY NEWS SERVICE

Air Ministry Bulletin 15813.

FLEET AIR ARM ATTACK SHIPS

Fleet Air Arm Avengers operating under R.A.F. Coastal Command, attacked and set on fire two ships off the Dutch coast during the night.

A large flash, flame rising to 50 feet and a 600-foot column of smoke followed the first attack on a merchant ship off the Hook of Holland.

"Another aircraft saw our attack and confirmed our hit," said the pilot of the Avenger, Sub-Lieutenant (A) R. Gowland, R.N.V.R., aged 24, of Sun Dials Cottage, The Green, Thornaby-on-Tees, Yorkshire. "We saw the outline of the ship silhouetted against the flames. The flak was pretty fierce and we didn't hang around very long after dropping our bombs."

The second target was an auxiliary, steaming 10 miles south of Den Helder.

The pilot, Sub-Lieutenant (A) A.R. Loos-Jones, R.N.V.R., of Altringham, Cheshire, son of Mr. J. Loos-Jones, Conservative Member of Parliament for Blackley, Manchester, said: "A column of smoke rose to port from the ship's superstructure and as we flew around afterwards we saw the smoke grow thicker and thicker."

This was Sub-Lieutenant Loos-Jones' eleventh attack on shipping. Aged 21, he was a law student at Cambridge University before joining the Fleet Air Arm.

His home is at Allendale, Bradgate Road, Altringham.

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2.10.44 - No. 23

TO U.S. AND CANADIAN
PRESS AND RADIO

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
PUBLIC RELATIONS DIVISION

SHAEF RELEASE No. 120

MESSAGE TO BELGIAN RESISTERS

The following Order of the Day has been issued by General Dwight D. EISENHOWER, Supreme Commander of the Allied Expeditionary Force to officers and men of all Belgian resistance organisations:-

"To the officers and men of all Belgian resistance organisations:

"Now that the soil of Belgium is almost liberated, I wish as Supreme Commander of the Allied Expeditionary Forces to pay sincere tribute to the officers and men of the resistance groups who in carrying out my orders have fought so magnificently. They can be justly proud of having by their devoted heroism contributed so largely to the liberation of their beloved homeland. The rapidity of the advance of the Allied forces which has spared much of your country the horrors of war has been due in no small measure to your help. I salute especially your honored dead and wounded.

"The success which has attended our arms has led us out of Belgium into other theatres of operations. Fighting is therefore over for most of you as soldiers of resistance groups. This does not necessarily mean that your services are no longer needed. The war is being carried into the enemy's country and if you are required by your government to continue the struggle as members of the regular Belgian armed forces, I shall be proud to have you once more under my command.

"Meanwhile, in my capacity of Supreme Commander, I wish to say to the soldiers of the resistance groups that those of them who are no longer engaged in fighting or on guard duties etc. upon orders of the Allied Commanders, can best assist the military effort by handing in their arms to their authorities and awaiting their instructions as to how they can best play their part in the struggles ahead. These arms are urgently needed for other purposes.

"Until hostilities cease, all activities, whether in the workshop or at the front, must be directed against our common enemy."

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S.H.A.E.F.

2.10.44. No.26

APPOINTMENTS

Mr. William Adamson, M.P., has resigned the Office of Lord Commissioner of His Majesty's Treasury owing to ill-health.

The King has been pleased to approve that Mr. William John, M.P., be appointed a Lord Commissioner of His Majesty's Treasury in succession to Mr. Adamson and that Mr. George Mathers, M.P., be appointed Comptroller of His Majesty's Household in succession to Mr. John.

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10, DOWNING STREET,

NO STAND-DOWN FOR R.O.C.

The partial stand-down of Civil Defence and Home Guard personnel cannot yet be applied to the men and women of The Royal Observer Corps, whose continuous vigilance is essential while the possibility of small-scale enemy air attacks remains.

This point was made by Air Marshal Sir Roderic Hill, Air Marshal Commanding Air Defence of Great Britain, when he addressed a rally of the R.O.C. at an airfield near London.

"Your corps is watching with some envy the standing down of the Civil Defence and Home Guard", said Sir Roderic. "R.O.C. work is continuous during duty hours, without frequent rest or stand-down periods, and I am sure that you are looking forward to a well earned relaxation. But, for the moment, there can be no relaxation. Your work is still vitally necessary to the safety of the community. Small-scale enemy attacks cannot be guaranteed as over and the defence organisation relies upon you for much of their information."

"Moreover, the air safety organisation uses the information supplied by you to save many aircraft in distress. For these reasons we in the Air Defence of Great Britain look upon you as operational colleagues, and we feel that we must all carry on together, shoulder to shoulder, until the Hun threat has faded into the past".

Sir Roderic added that despite rapid scientific advances in appliances for detecting hostile aircraft, eyes and ears would be necessary in the task for some time to come.

Stressing the value of the R.O.C.'s work during the flying bomb attacks, Sir Roderic said: "You are the eyes and ears of A.D.G.B."

He revealed that R.O.C. posts in "Bomb-Alley" suffered considerable damage during the attacks, but although some of these were demolished no observer was seriously injured.

2/10/44 - No. 29

NEW DIRECTOR OF THE HOME GROWN CEREALS DIVISION, M.O.F.

Mr. Colin Ellis finds it necessary for personal reasons to relinquish his appointment as Director of Home Grown Cereals in the Ministry of Food on November 30, next. Mr. Ellis has rendered valuable service to the Ministry and his resignation has been accepted with regret.

The Minister has appointed as his successor Mr. L.W. Crawford, who will take over responsibility on December 1, next. As from October 1, he will be associated with Mr. Ellis in the work of the Home Grown Cereals Division.

Mr. J.N.M. Scott will remain Deputy Director of the Division.

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MINISTRY OF FOOD.

2/10/44 - No. 33

ADMIRALTY COMMUNIQUE

While on offensive patrol off Ymuiden, Holland, early yesterday (Sunday), light coastal forces of the Royal Navy, under the command of Lieutenant F.W.P.Bourne, D.S.C., R.N.V.R., intercepted an enemy convoy consisting of three or four supply ships.

The convoy, in two columns, was proceeding to the north east and was strongly escorted by one destroyer, several armed trawlers, four or more smaller escort vessels and at least one E-boat. H.M. ships attacked with torpedoes and the sound of heavy explosion was heard. Soon afterwards, a large pall of black smoke was seen rising from the position of the convoy.

H.M. ships then attacked with gunfire at close range. Repeated hits were obtained on an enemy trawler, which burst into flames about the bridge and stern.

During this action, one of H.M. motor torpedo boats was damaged by enemy fire. Her steering gear jammed, causing her to turn in a circle, which took her close to an enemy trawler. As the motor torpedo boat passed, she attacked the enemy with gunfire, obtaining several hits which left the enemy vessel damaged.

The motor torpedo boat continued to circle until she rammed a small enemy coaster, which escaped in the darkness. H.M. ship was so damaged that she had to be abandoned, and the Board of Admiralty regret to announce that she sank shortly afterwards.

Meanwhile, another motor torpedo boat, which had penetrated the screen of enemy escorts, attacked a supply ship with torpedoes and scored hits amidships and on the quarter.

The motor torpedo boat then proceeded at speed between the two lines of the enemy convoy and, whilst under heavy fire from both sides, attacked a small trawler with gunfire at almost point blank range. The enemy vessel was last seen enveloped in flames from two large fires.

While H.M. forces were disengaging a second motor torpedo boat was damaged, caught fire and later sank.

During the course of these fierce and spirited actions, casualties were sustained: the next-of-kin are being informed as soon as possible.

The remainder of H.M. ships all returned safely to harbour.

2/10/44 No. 35.

AIR MINISTRY NEWS SERVICE.

A.M.B.NO. 15819.

DAMAGE TO THE TIRPITZ.

A careful examination under the stereoscope of air photographs of the Tirpitz has revealed significant indications of damage sustained in the attack by Lancasters of R.A.F. Bomber Command on September 15, 1944.

Immediately forward of the "A" turret is a large area of discolouration extending outward from the centre line of the ship both to the port and starboard side.

Here also the hull appears to be rough and broken in outline, and may well be seriously damaged. Other indications suggest that the battleship may be down by the bows.

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2.10.44 - No. 36.

Air Ministry News Service

Air Ministry Bulletin No. 15817.

TRANSPORT COMMAND IN SEPTEMBER

During September R.A.F. Transport Command was more actively engaged in front-line work than ever before in its history.

Thousands of airborne troops were dropped in the area of Nijmegen, Grave, and Arnhem bridges - a hazardous operational task carried out in face of fierce enemy fire and constant interception from German fighter aircraft. The speeds of the unarmed Dakotas were slowed down to little more than 100 miles an hour by the gliders they towed, and evasive action was not possible. Losses on the subsequent supply-dropping operations were inevitably heavy, for, by that time the enemy was able to concentrate his anti-aircraft defences and fighter formations.

Despite all the opposition, the vast majority of supplies were dropped on pre-arranged areas, and in little more than a week the R.A.F. Transport Command group concerned in the supply mission made more than 500 sorties.

Another outstanding event of the month was the resumption of a regular daily service between London and Paris for military, naval and R.A.F. traffic. Daily contact with Belgium was also maintained.

The 30,000th casualty to be brought by air by the Command to the United Kingdom from the battlefield was carried during the month. A third of the casualties evacuated by Transport Command aircraft are members of the U.S. armed forces.

Outside the European theatre of operations a Transport Command York made history by completing a round trip from England to India and back in 51 hours flying time. The overall time, including servicing at Karachi, was 65 hours 23 minutes.

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NOTE: THIS STORY HAS BEEN SENT TO
WASHINGTON FOR SIMULTANEOUS
RELEASE

2/10/44 - No. 40

NOT TO BE PUBLISHED BEFORE

2230 B.S.T. OCTOBER 2

COMMANDO LANDING ON KITHERA

By C.B.Conger, Representing the Combined British

American Press

With Commandos On Kithera

British Commandos, landed by the Canadian and Royal Navies, got ashore unopposed during the last five hours on the Island Kithera, $5\frac{1}{2}$ miles south of the Greek mainland in the first liberation of Greek territory since the Germans swarmed through the Balkans in the spring of 1940.

Left-wing Greek Partisans who welcomed us said the Germans had withdrawn from the Island during the last week, but were still present in force in the outstretching fingers of the Peleponnesus, just across the Channel from the Island.

Landing with the first assault wave at the tiny fishing village of Avlemon, on the East Coast at 10 p.m. last night I saw probably the most un-commando-like operation on record.

Veteran Commando troops approached the shore ready for trouble - but almost at the moment of landing we confirmed our earlier intelligence that the Island was clear of Germans and the assault turned into a camping trip.

Within ten minutes of landing the "no smoking, no flashlights" rules were both abandoned. Within fifteen minutes the full headlights of two jeeps were beaming down on to the rough stone jetty where assault craft were disembarking follow-up troops and supplies.

Several columns pushed out on reconnaissance, but the full examination of the inland will wait until dawn. Others are going from house-to-house in our village, calling the inhabitants together so that the commanding officer can tell them, through his interpreter, an American Corporal, George Stathis, of 93 Henry St., Brooklyn (who left Greece 25 years ago) just why we landed, what we require of the local population - which are order and co-operation.

We seem to be getting both. Five youthful Partisans, with rifles and automatic pistols who met us willingly, check their guns until morning and become messengers. Farmer John Potrochilos Condolen, who in the 1930's fished a couple of years at Beloxi, Miss., and worked a year at St. Louis, and five years at Vandergrift, Penna., as an oiler and mechanic, offers us two horses for our transport. And half of the 30-and-odd population of the village are helping us to unload the assault craft.

/An old woman

An old woman whose storeroom became temporarily Commando Headquarters was glad to hear the Commandos had also brought food for the local population. According to her she had not eaten bread for six months and sometimes made a cabbage last her a full week.

All the villagers look and talk hungry, but did not show the pipe-stem limbs and pinched faces of starvation which the Allies expect to find on the Greek mainland.

Kithera, roughly eleven miles wide and 19 long is probably big enough, although mountainous and rocky, to feed its own several hundred inhabitants as well as the few score of Germans who garrisoned it, without much famine.

When a farmer came in offering his horses the commanding officer held out a box of cigarettes and asked "Do you smoke?" The farmer with a grin from ear to ear, answered "Not since a year".

Also having recently been in France, I immediately noticed the liberation ceremonies did not include the distribution of wine. But there is still food, and the villagers told us the Germans had been "bad" but no atrocities had been committed on the island.

Partisans claimed they had artillery on the island with which they recently sank a boatload of German troops returning to the mainland from Crete, but this seemed unlikely in view of the fact that the villagers did not mention reprisals.

The commander of the total of about 30 Partisans spread through the islands - all Leftists, belonging to the E.A.M. faction - is on his way across the island to meet our commander, who is waiting to make some rather harsh remarks about telephones. The commander placed a guard and interpreter at the telephone exchange of our village as soon as we landed. Two hours later the Partisan commander called up and welcomed us from his village and mentioned, casually, "I have just called up the senior Partisan commander on the mainland and told him you were here. He is glad to hear it, too. He says he has got 200 Germans, and 500 puppet government troops surrounded there".

It is going to take several hours to place a guard on the exchange whence the call reached the mainland and our commander is somewhat astounded at the amount of communication still existing with Greece.

All the afternoon of Friday our Task Force sailed along within plain sight of Peloponnesus and during the remaining hours of daylight we cruised unhindered barely a mile offshore, rounding Kithera. Our veteran Canadian Navy assault transport shuddered occasionally at the idea of making an approach in broad daylight and landing just after nightfall instead ^{of} during the darkening of the moon or just before first light, but she took it well, probably thinking philosophically of ~~scrappy~~ things Hollywood had her do in "The Commandos Strike At Dawn."

The commandos finished their dinners, strolled out on deck, buckling on their equipment as if going to the movies, instead of making an assault. Then we dropped anchor within half a mile of the shore and except when one landing craft broke loose from the davits and sank with nobody aboard the routine work of shuttling men ashore began and went on without incident.

Approximately the first ashore on the mainland of Kithera was a Commando named Captain Harry Kither, of Sherborne, Dorset, England, but the stealth of the approach went out of the window when one Greek fisherman, standing ashore, began yelling "Welcome". Two more lit bonfires as the lights began to glow in all the houses. Also in the first wave was Lance Corporal Lloyd Ross, of 28, Circuit Ave, Worcester, Mass, who believes he is the only American in the Commandos. Ross worked his way to England on a Norwegian tanker in the summer of 1941 to join up and now wants to get repatriated into some American specialist group.

Four hours after landings began everything was ashore and I left to rejoin the ship and get my story back to Italy. Commandos were wandering around disconsolately trying to get used to the idea of staying ashore instead of beating it as soon as they had destroyed everything in sight.

"I say, correspondent" an officer confided to me diffidently, "when this bloody war is over and you have finished writing, would you mind awfully dropping into the War Office and make sure they have not forgotten we are still here? Thanks awfully!"

The Germans in the Peloponnesus who already have a slim chance with the Russians and Yugoslav Partisans across their escape lines and mutually antagonistic bands of Greek Partisans occasionally forgetting their own fights and attacking Germans, must look on the Commando occupation of Kithera as an allied stepping stone toward the Greek mainland. In addition the island's fishing ports, coves/inlets afford moderately good hideouts for light warcraft immediately on the flank of the German ship lanes from Crete to the Greek mainland.

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2.10.44. - No. 41

2nd TAF/HB/AIR INF. 561

BOMBS ON GERMANS NEAR ARNHEM

Mitchells and Bostons of R.A.F. 2nd T.A.F., operating from England, made a highly concentrated attack this evening on four strongpoints held by the Germans near Arnhom.

"It was a very successful effort" said a Mitchell pilot who led one of the formations. "There was very little cloud and only light flak. Of all the formations ahead of me, I saw only one stick of bombs overshoot the target area. Everyone else seemed to get the bombs on the right place."

Among the squadrons attacking were the Lorraine Squadron of the Fighting French Air Force in their Bostons, and a Mitchell squadron of the Royal Dutch Naval Air Service.

The attack was made without loss.

GREEK PARTISANS SET FIRE TO BOATS OF FLEEING GERMANS

(By John Nixon)

Following account of the landing on Kythera was broadcast tonight:

Kythera gave a great welcome to our men, British Commandos, who sailed to the Island in a Canadian manned ship, and went ashore in assault craft at last light. Many of the Island's nine thousand population came on donkeys and on foot to the Bay of Capsali to welcome them. They gave the British soldiers grapes, eggs and melons and garlanded them with flowers. They recalled how some three and a half years ago they'd watched men from the United Kingdom and New Zealand retire past the Island under a hail of German bombs. A few days ago they watched a hundred and fifty frightened Germans destroying their Radar Station and preparing to leave. The German garrison on Kythera never had a happy time. Groups of local men working with knives and knotted cords disposed of Huns and collected weapons to deal with still more Huns. In their black berets and improvised uniforms they gathered in the hills, they composed marching songs which they hummed softly as they stole down to pick off the invaders, and then armed themselves with the Tommy guns and rifles of their victims. Today, along the winding road between the white churches on the hillside and the Island's village capital, columns of partisans march along singing their songs out loud. They've no need to be cautious now the Island is free again. Their last act before the British arrived was to set fire to the boats in which the Germans planned to leave. When the Germans gathered on the beach, the partisans shot up a number of them, and the remnants had to signal for air cover, under which they withdrew in fresh craft despatched from another port.

Already in this bit of Greek territory relieved by British Commandos, order is being restored, the life is beginning to be liveable again. Money has no value. The drachma which stood at a thousand or so to the gold sovereign before the war is worth nothing at all. A five million drachma note is given as a souvenir. One army officer gave a peasant five cigarettes, and the peasant gave the officer thirty one thousand five hundred drachmas in return. Instead of money the people use barter, the leading British officers and the Greek authorities have reached agreement on the scale to be used. The British are paying principally in sugar, rice and flour for eggs, grapes oil, melons, figs, honey and fresh meat, in all of which the Island is becoming rich again since the Germans went away. Light forces of the British Navy prepared the way for the landing and the Navy is on the job in showing the arrival of supplies and discouraging enemy interference. A New Zealander, whose work with coastal forces for many months in the Aegean has given him special qualifications, is in charge ashore.

Not to be published, broadcast or used on club tapes before 2330 hours B.S.T. on Monday 2nd October (that is for Tuesday morning's papers). Not to be broadcast in the midnight news of 2nd/3rd October, 1944. Messages sent overseas should be prefaced with this embargo.

STATISTICAL REVIEW FOR SEPTEMBER, 1944.

Weather

During the first half of September there was a spell of 10 consecutive nights with mainly good flying weather until after midnight at most Home operational bases. Conditions then deteriorated steadily and very low cloud, rain or fog was experienced nightly for a whole week. Towards the end of the month, however, night flying weather became consistently good again for several nights in succession.

Over the month as a whole weather was very good on 7 nights, variable but mainly good on 12 nights, poor on 9 nights and bad on 2 nights.

R.A.F. BOMBER COMMAND

Aircraft of this Command flew on every day of the month and on 24 nights, but on five days and one of these nights the operations consisted of small routine patrols. Over 52,400 tons (equivalent to 58,700 American tons) of bombs were dropped of which 21,000 tons fell on Germany. Day sorties again outnumbered night sorties, in the proportion of ten to six. Bomb tonnage by day amounted to 37,400 tons and by night to 15,000 tons.

Industries and Communications.

During the month the liberation of the greater part of France and Belgium enabled the Command to concentrate much of its effort on objectives in Germany. There was a marked increase in the rate at which large areas of importance to the enemy's war industries and communications were devastated. In some instances, German industrial and railway towns which had previously been attacked for strategic reasons became targets for tactical bombing. Earlier this year Frankfurt had been attacked several times because of its chemical and engineering industries, but on 12/13th September it was heavily and successfully bombed because it has now become a most important supply base and centre of communications for the defence of Germany. Osnabrück and Munster were attacked on the 12th and 13th respectively for the same reason, and Emden was bombed, in daylight on 6th, because it was the nearest base for the German navy when forced to leave the Channel ports.

Eleven specific rail targets were bombed on seven other nights.

The rate of destruction of targets in Germany was also increased by the use of comparatively small forces bombing with such accuracy that as much damage was done as in much heavier attacks of the past. Almost the whole of Darmstadt, a centre of the enemy's chemical industries and a base for the German armies defending the Upper Rhineland, was destroyed by a force of little more than 200 Lancasters on 11/12th.

Damage on the heaviest scale was also caused in Kaiserslautern, (27/28); Karlsruhe, (26/27); Munchen-Gladbach, (9/10, 19/20); and Bremerhaven, (18/19); and heavy and successful attacks were made on Kiel, (15/16); Stuttgart, (12/13); and Neuss, (23/24) and the industrial suburb of Dusseldorf.

An unusual target was attacked on 23/24th - the aqueduct at Munster.

Oil and Airfields

On September 12th, in daylight, Bomber Command attacked the last of the ten synthetic oil plants in the Ruhr which this summer have been priority targets for the R.A.F. All ten plants have been put out of action for considerable periods, but during September Bomber Command also attacked several of these plants which had, after urgent repairs, begun to produce a full fraction of their former output.

Some 5,000 tons of bombs were dropped by day on these plants:- Kamen, Nordstern and Castrop Rauxel on the 11th; Buer, Wanne Eickel and Dortmund on the 12th; Nordstern again on the 13th, and Bottrop and Sterkrade on the 27th and 30th. Mosquitos also bombed oil plants on 3 nights.

Airfields in Holland used by the Luftwaffe were made unserviceable by dense concentrations of craters before the landing of the airborne army in Holland. On the 3rd, more than 3,000 tons were discharged on five of these airfields. One heavy night attack was made on four airfields on the 16/17th, when 900 tons were dropped. Airfields were also bombed on 13 other nights, seven attacks being made on a base which the enemy is using for the Heinkel 111s which operate the air-launched flying bombs.

Mosquitos have done much to sustain the offensive against Germany. Squadrons of them, whose bomb loads have included some 450 4,000 lb. bombs, operated on 22 nights of the month. Six attacks were made on Berlin where more than 100 4,000 lb bombs were dropped.

Garrison Attacks.

Outside Germany Bomber Command's main effort was against the German garrisons and defensive positions in the ports of Le Havre, Boulogne, and Calais. Successive attacks on formidable defensive belts enabled the army to advance through them with very few casualties. Le Havre fell after a week during which Lancasters and Halifaxes dropped more than 9,500 tons of bombs on the German defences. This method of attack has undoubtedly defeated the enemy's attempt to hold on to the Channel ports for a long period, an important factor in his strategy for the defence of Germany.

A heavy attack was made on Boulogne on the 17th. The garrison at Calais was attacked on six days and the batteries and defensive positions at Cap Gris Nez on two occasions. Gun positions in Holland were attacked on two days; a supply depot on the 17th and an ammunition dump on the 14th.

Arms and supplies have been constantly dropped for the Maquis on German occupied territory.

Weather reconnaissances were made throughout the month.

2ND T.A.F. AND A.D.G.B.

Aircraft of the 2nd Tactical Air Force have dropped over 3,000 tons (equivalent to 3,360 American tons) during the month in their close support of the Allied armies in France. Much of the offensive work, however, was carried out by rocket-firing Typhoons who intervened with great effect at several stages in the Second Army's advance and in the taking of German garrisons.

Air Defence of Great Britain belied its name during September for well over three quarters of the sorties flown during the month were purely offensive. The removal in the early part of the month of a large part of the flying bomb menace reduced even further the Command's defensive commitments. One group of A.D.G.B. flew more than 3,000 sorties over the Continent in one fortnight of September - this alone topping the Command's offensive sortie figure for the whole of the preceding month.

Much ground strafing work was undertaken by the Command and in this dangerous work 35 day and six night fighters were lost. The aircraft losses however do not reflect personnel losses for some of the pilots were saved either from the sea or from aircraft which crash-landed on Continental soil.

A.D.G.B's outstanding task in September was to assist in paving the way for the airborne invasion of Holland. Several hundred sorties being flown before and during the operation to destroy enemy gun positions, disrupt transport and communications and generally spread chaos and destruction in the Nazi lines.

Not the least of the Command's tasks was assistance with air/sea rescue work during this invasion and on the peak day more than 100 lives were saved from the Channel.

The Command continued to operate with success against flying bombs although very greatly reduced numbers were launched during September.

Tempests, Mosquitos and Mustangs were used for many long-range offensive patrols, a large number penetrating Germany itself, and several Nazi airfields were attacked. Spitfires too were kept busy with escort missions to Bomber Command penetrations, some of them at extremely long range.

The Luftwaffe gave A.D.G.B. fighter pilots no trouble and Nazi aircraft had to be searched for and have combat forced upon them despite evidence of the employment of increasing numbers of jet fighters.

U-BOATS AND SHIPPING.

Aircraft of R.A.F. Coastal Command were again in continuous operation throughout the month on anti-U-boat and reconnaissance duties. More than 3,000 sorties, involving some 27,000 flying hours, were made by air crews of the Command on anti-U-boat patrols.

The number of sorties from home-bases by the Command was more than twice the total for October of last year.

Aircraft of West Africa Command flew anti-submarine patrols on 28 days and escorted shipping on 22 days.

Sea-mining by aircraft of R.A.F. Bomber Command was carried out on six nights.

Coastal Command aircraft flew over 1,700 anti-shipping sorties, involving over 6,000 hours flying time. More than 180 targets, ranging from single vessels to convoys, were attacked.

On September 15th Lancasters of Bomber Command attacked, without loss, and without fighter cover, the battleship Tirpitz, which still constituted a menace to Allied shipping as a potential commerce raider.

ENEMY ACTION AGAINST THIS COUNTRY.

No bombers operated against this country during the month.

Daylight launchings of flying bombs only occurred intermittently in the first few days of the month. During the second half of the month a few flying-bombs crossed the coast on most nights. Three Heinkel III's used for launching the missiles from the air were shot down during the last week of the month.

AIRCRAFT CASUALTIES.

Excluding all operations connected with the campaign in Normandy, R.A.F. losses were 130 aircraft in offensive action over Europe; 11 enemy aircraft were destroyed. Over Britain the enemy lost 4 aircraft, the R.A.F., none.

- 4 -

Losses announced by Allied Air Force Advanced Headquarters in Italy were 39 Axis and 279 Allied aircraft.

Losses announced by Middle East Command were 13 Axis and one Allied aircraft.

South East Asia Command announced two Japanese and 16 Allied aircraft losses.

Directorate of Public Relations,
Air Ministry, King Charles St.,
Whitehall, S.W.1.

October, 1944.

LIST OF TOWNS IN GERMANY AND OCCUPIED EUROPE SHOWING THE NUMBER OF MAJOR AIR ATTACKS CARRIED OUT BY BOMBER COMMAND, R.A.F., ON OBJECTIVES IN EACH TOWN SINCE THE OUTBREAK OF WAR (DAYLIGHT RAIDS BY U.S.A.A.F. ARE EXCLUDED) UP TO
30th SEPTEMBER, 1944.

(R) indicates that the targets were railway objectives.
(A) Indicates that the targets were airfields.

NUMBER OF ATTACKS.

TOWNS ATTACKED.

| | | | | |
|----|-----------------|--------------------|----------------|-----------------------|
| 22 | Berlin | | | |
| 10 | Stuttgart | | | |
| 9 | Cologne | Essen | | |
| 7 | Duisberg | Hamburg | | |
| 6 | Dusseldorf | Mannheim | Kiel | |
| | Frankfurt | Ludwigshaven | | |
| 5 | | Nuremberg | | |
| 4 | Aachen | Aulnoye (R) | Hanover | |
| | Munich | Stettin | Brunswick | |
| 3 | Amiens (R) | Bochum | Gelsenkirchen | |
| | Kassel | Dortmund | Bremen | |
| | Tours (R) | Leipzig | Munchen- | |
| | Lens (R) | Villeneuve- | Gladbach | |
| | Buer (oil) | St Georges (R) | | |
| 2 | Bottrop (oil) | Toulouse (a/c | Laon (R) | Tergnier (R) |
| | Boulogne (1 rly | repair plants) | Sterkrado | Trappes (R) |
| | 1 on port) | Douai (R) | Russelsheim | Givors (R) |
| | Wesseling | Courtrai (R) | Cambray (R) | Somain (R) |
| | Schweinfurt | Orleans (R) | Le Mans (R) | Homburg |
| | Karlsruhe | | | Eindhoven (A) |
| | | | | Soesterberg (A) |
| | | | | Gilze-Rijen (A) |
| 1 | Arras (R) | Elberfeld | Bourg-Leopold | Pauillac (oil) |
| | Augsburg | Ghent (R) | (mil. depot) | Foret de Mormal (oil) |
| | Friedrichshafen | Le Havre | Hagen | Foret de |
| | Krefeld | La Chapelle (R) | Juvisy (R) | Chatellerault (oil) |
| | Ghislain (R) | Maintenon (ammun. | Lille (R) | Fort d'Englos (oil) |
| | Modane (R) | dump) | Mulheim | Dugny (oil) |
| | Malines (R) | Noisy-le-Sec (R) | Magdeburg | La Paillice (oil) |
| | Mailly | Ottignies (R) | Montzen (R) | Reime-Ertvelde (oil) |
| | Paenemunde | Saarbrucken | Louvain (R) | Tirlemont- |
| | St Pol (R) | Wilhelmshaven | Poitiers (R) | Gossoncourt (A) |
| | Vaires (R) | Culmont Chalindrey | Rouen (R) | Le Culot (A) |
| | Donges (oil) | (R) | Dijon (R) | Vollnei (A) |
| | Acheres (R) | La Roche (R) | Revigny-sur- | Brussels/Melsbroek |
| | Emden | Kamen | Ornain (R) | (A) |
| | Bremervorstadt | Neuss | Venlo (A) | St Trond/Brusthein |
| | Chamby (R) | Barmen | Kaiserslautern | (A) |
| | | | | Deelen (A) |

NOTE: The weight of bombs dropped in these attacks ranges from 500 tons to more than 2,500 tons.

SPECIAL NOTE: Attacks of more than 500 tons on military installations (including flying bomb and possible rocket sites and supply depots) and operations in the battle area are not included in this chart.