

19.1.42 - No. 1

Air Ministry No. 6142
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AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

Early last night a single enemy aircraft dropped bombs harmlessly
at a place in south west England.

Otherwise there is nothing to report.
Otherwise there is nothing to report.

19/1/42 - No.4

Air Ministry News Service

Air Ministry Bulletin No.6143

BALLOONS GET NEW BOMBER

When a German bomber crashed into a balloon barrage cable in the North-East a few nights ago, a large part of the wing was ripped off and fell into the next balloon site. It had been carried by the wind, after having been cleanly severed from the raider.

The bomber itself, a new type of Dornier, came down just over a mile away after hitting the cable. When a R.A.F. officer reached the blazing aircraft, he found the bodies of three of the crew, the others being buried in the wreckage.

Members of the crew of a balloon site first heard the bomber coming in very fast and low. As it passed the next site the ground staff heard the crash of the aircraft against a balloon cable.

Barrage balloons have given German pilots a healthy respect for height when approaching industrial areas and towns in Britain. They force the raider up above the barrage where he can most effectively be dealt with by anti-aircraft fire or by our fighters.

Every German pilot has a dread of balloon barrages, particularly at night, and for months past no low flying bombers have approached industrial targets in the darkness.

19.1.42 - No. 6

BRITISH PRISONERS IN ENEMY HANDS

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

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

IN ITALIAN HANDS -

Private W.G. VELLINQUET, Cornwall.

Bombardier Harold HICKSON, Bolton, England.

Corporal D. MACQUARRIE, England.

Trooper Joseph SELCOCK, Chesterfield, England.

Private Victor BUTLER, Gloucestershire.

Driver Sydney FORSHAW, Lancashire.

Private Ernest Charles GUNNER, Stratford, England.

Driver Frederick Joseph BACON, England.

MINISTRY OF INFORMATION

19.1.42. - No.7.

FAR EAST WAR COMMUNIQUE

Singapore,
January 19.

The enemy has maintained pressure on both the Muar and Segamat fronts.

In the Muar area the enemy has succeeded in infiltrating a number of troops southwards in the coastal belt and there has been some withdrawal of our troops to meet this movement.

This morning aircraft of the Far East Command carried out heavy bomb and machine gun attacks on concentrations of enemy transport on roads in the Muar river area. Vessels and barges on the river were also bombed and machine gunned. During the operation our aircraft were attacked by enemy fighters which were in turn intercepted by our fighters.

In the ensuing engagements one enemy aircraft was destroyed, one more probably destroyed and one damaged. Three of our aircraft are missing.

It is now confirmed that during yesterdays raids over Singapore one enemy aircraft was shot down in addition to the two reported yesterday. Casualties resulting from yesterdays air raids so far reported are 56 killed and 135 injured. The majority of these are civilians.

WAR OFFICE

19/1/42 - No. 14.

PURCHASES OF COFFEE

The Ministry of Food, in partial execution of its buying programme for the current year, has arranged for the import during the next few months of 6,000 tons of East African and 3,000 tons of Indian higher quality coffees. The first arrivals may be expected towards the beginning of April and, it is hoped, will be supplemented by small shipments from Aden and Jamaica.

These supplies will be allocated to the trade at prices adjusted in relation to quality, to the level of those now ruling for the lower qualities which comprise the majority of present supplies, and will thus conform to the restrictions of the Prices Order.

Allocations will be made to the trade through wholesale registered dealers, whose quotas will be based on duty payments during a given datum period. Allocations will be made at regular intervals in quantities dependent upon arrivals. In order to reduce the individual risk of unbalanced allocations, coffees will be divided into three qualities, X, Y and Z - Z being the lowest, and allocated separately.

All registered dealers must keep their regular customers supplied to the full proportionate extent of the Ministry's allocations.

MINISTRY OF FOOD.

19/1/42 - No.15

MIDDLE EAST WAR COMMUNIQUE

Cairo.
Monday, January 19, 1942

Apart from patrolling activity on both sides there was again no change in the situation East of El Agheila yesterday.

The total number of prisoners taken at Halfaya has not yet been fully checked as the area is an extensive one. So far 43 German officers and 1770 German other ranks have been accounted for, also 173 Italian officers and 2,784 Italian other ranks.

In the operations which resulted in the capture consecutively of Bardia, Sollum and Halfaya, apart from those killed in battle approximately 14,000 Germans and Italians, together with a considerable number of guns and a large quantity of war material, fell into our hands, at a loss to ourselves of less than 100 killed and under 400 wounded.

The success of these operations, in which South African troops played the major part, was due in large measure to the close and effective co-operation of the Royal Navy and of our air forces, whose intensive and constant attacks and accurate bombardment paved the way for the reduction in turn of each defended locality by our infantry, supported by the Royal Tank Regiment.

WAR OFFICE

SIR JOHN RUSSELL: M.O.I. APPOINTMENT.

The Minister of Information has appointed Sir John Russell, U.Sc., F.R.S., the eminent scientist, to the post of Adviser to the Soviet Relations Branch of the Ministry of Information.

Sir John, whose research in the field of agricultural science has brought him into close contact with Soviet scientists and agriculturalists on many occasions, has travelled widely in the U.S.S.R., and at the recent Conference of the British Association on Science in the New World Order put forward proposals in regard to supply of seed and breeding stock for the U.S.S.R. after the liberation of the scorched earth from the German invaders.

MINISTRY OF INFORMATION

19/1/42 - No. 19

LOST POINTS COUPONS AND VOUCHERS.

In view of the alleged disappearance in the post of Points Coupons and Vouchers, the Ministry of Food advises traders, in their own interests, to register envelopes or packages containing coupons or vouchers. If envelopes or packages are not registered, it is difficult, if not impossible, to obtain the proof of loss that is necessary before coupons or vouchers can be replaced.

MINISTRY OF FOOD.

NOT FOR PUBLICATION, BROADCAST OR USE ON CLUB TAPES BEFORE 00.30. B.S.T.
ON TUESDAY, JANUARY 20, 1942

SIMULTANEOUS PUBLICATION IN THE HIGH COMMISSION TERRITORIES OF BECHUANALAND
PROTECTORATE, BASUTOLAND AND SWAZILAND HAS BEEN ARRANGED

AFRICAN AUXILIARY PIONEER CORPS

Further evidence of what the populations of the British Commonwealth are doing for the war effort comes from the South African High Commission Territories of Basutoland, the Bechuanaland Protectorate and Swaziland, where an African Auxiliary Pioneer Corps has recently been formed.

At the beginning of the war, the Chiefs of these Territories offered themselves and their peoples for any purpose for which they might be required, but only limited opportunities could at the time be provided to meet their desire to undertake war service. Recently, however, it proved possible to arrange for the formation and training of a force of native pioneer troops for service in the Middle East.

When recruiting began in July, the response was immediate and recruits so far attested number many thousands.

Arrangements have been made to include in the establishment a proportion of Europeans from these Territories who are conversant with the natives; a number of chiefs are also included in the Cadre.

Companies from Basutoland, Bechuanaland Protectorate and Swaziland have already arrived at destinations in the Middle East.

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"SAVING WATER SAVES FUEL"

As part of the national fuel economy campaign, the British Waterworks Association is collaborating with the Mines Department and the fuel industries in a special drive to save fuel.

The Association, during the next 12 months, has set itself the task of saving for the country:

100,000 tons of coal;
1,500,000 gallons of fuel oil;
50,000,000 units of electricity;
10,000 therms of gas.

The Association emphasises that in the pumping of water, all the essential fuels are used-----coal, gas, electricity and fuel oil.

Special efforts are already being made at the waterworks themselves drastically to reduce fuel consumption, but it is essential that waste by consumers should be eliminated, and every other possible economy effected.

If householders will observe the following points laid down by the British Waterworks Association, thousands of tons of fuel needed by the armament factories will be saved:

Taps should not be left running----or even dripping.

Washing should not be done under running taps.

The minimum of water should be used for baths.

The hose pipe should not be used for car washing
and the washing of paths.

Faulty or leaking fittings should be attended to
immediately.

MINES DEPARTMENT

HOW SECONDARY SCHOOL BOYS ARE HELPING TO BUILD MOTOR-TRUCKS

Following is the text of tonight's 6.p.m. Postscript:-

(About a hundred secondary school boys have been spending their Christmas holidays helping a British firm, which builds army trucks, out of a bottleneck. Here's an observer who's seen the boys working in the factory.)

H. R. JUKES:

This is what happened. Through no fault of their own the firm found themselves in a bottleneck, caused by shortage of labour. The assembly shop was turning out more chassis than the body shop could produce in bodies. That couldn't go on. So the head of the firm asked the secretary to contact headmasters at a number of secondary schools in the town. He went along and saw the headmasters and the senior boys, and put the position before them, and asked for volunteers. The boys took the chance like a shot, and not only the boys, but their masters are working with them in what was only a few days ago the works garage. The management hastily converted this garage into a workshop. They fitted it up with stoves, arranged for a separate mess room for the boys, and also for them to have a good square meal free each day. The boys have their own insurance cards and unemployment cards, and they're paid trade union rates plus any bonus they're able to make. Each boy's got his own works card with his name on it, and he clocks in just as if he's a real worker - and of course he is.

All the boys are employed temporarily by the firm, and they're all getting a real kick out of it. You should have seen them to-day using electric drills, planes, spanners, all manner of tools putting these truck bodies together. Three boys with a master looking after them work on each body. The firm intended for some of the boys to work from nine to one in a morning shift, and for another lot of boys to start at one and finish at five in an afternoon shift. But the boys have become so keen that they're doing a full day's work.

One of them is in the studio with me. He's a sixth form boy, and his name's Stanley Wilson. He'll tell you how he likes to work for his living.

WILSON:

We were actually in the school hall dancing - we were having a Christmas party - when the secretary came to the school. He gave us a rough outline of the scheme, and told us we should be working on truck bodies. He said they'd got plenty of skilled labour, but they couldn't spare it for unskilled jobs, and if we volunteered we should be filling a gap. I went home and told my parents, and they thought it would be valuable experience for me. I've done some handicraft work at school, but it's about four years since I handled any tools. The headmaster told us if we wanted to volunteer to apply to the secretary, giving our names, ages and school, and whether we wanted to work mornings or afternoons.

A lot of us applied. We had a letter from the firm telling us to report, and giving us the rates of pay. We had to take health cards and insurance cards with us. I got mine from the Post Office because I'd been helping there with the Christmas mail. When we reported at the time office, they gave us our time cards, and showed us where to clock in. Then they showed us where we'd go to work. There was a pile of aprons waiting for us, tools were laid out on the jig tables, and different parts of bodies - all out to size and pattern - were lying in heaps on the floor. We took off our jackets, rolled our sleeves up, and then our instructors showed us what we'd got to do. I started working on body sides. You wedge them into the jigs, close the jigs, and then drill holes - using the holes in the jig as a guide - into the body sides. You can't very well go wrong.

The instructors have been very helpful. They don't mind us asking, or showing us anything. In addition to drilling the body sides I learned how to fit steel plates on them, and fix strip fittings. Other boys have been working on base frames, wheel boxes, inspection doors, front boards, and tail boards, getting them ready so we can build them up into bodies. When the first body began to take shape we got a real thrill.

But it isn't all thrills. The government inspectors come round after we've finished at night, and in the morning there's a white chalk mark perhaps somewhere on the body we've been working on. That means we've done something wrong. We haven't driven a screw right home, or something like that.

We've got a few cuts and blisters on our hands, and perhaps one or two of us have hit our thumbs with a hammer, but I've enjoyed every minute of it.

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19/1/42 - No. 25

OFFICIAL ADMIRALTY COMMUNIQUE

The Board of Admiralty regrets to announce that the destroyer
H.M.S. VIMIERA (Lieutenant-Commander A.A. Mackenzie, R.N.R.)
has been sunk.

The next of kin of casualties have been informed.

ADMIRALTY.

19/1/42 - No..26

Air Ministry No. 6145

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

An enemy bomber was destroyed by one of our fighters off the North East coast of England this afternoon.

Otherwise there is nothing to report during daylight to-day.

Air Ministry News Service

19/1/42 - No. 27.

Air Ministry Bulletin No. 6146

'RESTING' PILOT GETS JU. 88

A squadron leader at present resting from operational flying shot down a Ju.88 off the North-East coast this afternoon, during a test flight. He saw it dive into the sea after being set on fire.

He was told by radio telephone that the Ju. 88 was somewhere in his vicinity soon after he had taken to the air. A few minutes later he saw it heading east out to sea and gave chase, but lost sight of it in clouds.

He hunted round for some time, all the while going further away from the coast, and finally spotted it again just below the cloud base. He was then half a mile away but managed to close to nearly point blank range. Almost as soon as he opened fire the Ju.88 went into a steep dive which ended when it hit the water.

The squadron leader's last two victims were also Ju.88s.

19.1.42 No. 28

Air Ministry No. 6147

MIDDLE EAST COMMUNIQUE

H.Q. R.A.F.
Middle East
Monday.

A highly successful attack on a large enemy tanker was carried out by naval aircraft in the Central Mediterranean during the night of Saturday/Sunday (17th/18th January). In spite of a gale and heavy rain hits with torpedoes were obtained on the tanker and on one of the two escorting destroyers. Both vessels came to a standstill.

In Libya yesterday operations were again greatly curtailed by continued bad weather. During the night of Saturday/Sunday (17th/18th January) our bomber aircraft raided enemy motor transport on the roads east and west of Sirte. Objectives at Tripoli were also attacked, bombs bursting near the Spanish fort and fires breaking out at the railway station.

A Messerschmitt 109 not previously claimed is now known to have been destroyed by our fighters near El Agheila.

Enemy aircraft raided Malta yesterday. Some damage was caused to civilian property. During the night of Saturday/Sunday (17th/18th January) a Ju.88 crashed on the island, the crew being killed.

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

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Air Ministry News ServiceAir Ministry Bulletin No.6148AXIS SUPPLY SHIPS HIT IN MEDITERRANEAN

Valuable supplies of fuel for the hard pressed German and Italian forces in Tripolitania were destroyed on Saturday night when a naval aircraft torpedoed a large enemy tanker in the Central Mediterranean. One of the two escorting destroyers was also hit.

This successful night attack was carried out in spite of a wind blowing at gale force and a rough sea running.

When our pilots turned for their base the destroyer and the tanker were hove to.

"It was dirty weather on the way out and all the way home", said one pilot "but fortunately visibility was fairly good when we located the convoy. There was a gale blowing and the sea was very rough, making a successful attack more difficult.

the
"Immediately the enemy heard our engines one of/destroyers sheered off, while the other tried to lay a smoke screen. This proved to be ineffective although we dropped flares just to make certain of getting the tanker.

"We then attacked and one of the torpedoes hit the oil tanker which appeared to be fully loaded. There was a terrific explosion followed by a vivid orange flash. A few seconds later, there was another explosion which came from the destroyer.

"As we left for home there was a glow coming from the destroyer which had stopped as well as the tanker."

This is the second ship which these aircraft have torpedoed during the last few days. Two nights previously they attacked a supply ship which was escorted by a destroyer. The ship was probably hit by two torpedoes. After the attack it was seen to have stopped and there was a column of black smoke coming from it.

During December Naval aircraft torpedoed a medium sized tanker and a medium sized supply ship on the way to Tripoli.

19.1.42 - No.30

OFFICIAL ADMIRALTY COMMUNIQUE

In view of the German allegations that Allied Naval forces have executed a cutting out operation against Axis ships in the Spanish port of Santa Isabel Fernando Po, the British Admiralty consider it necessary to state that no British or Allied warship was in the vicinity of Fernando Po at the time of the alleged incident.

As a result, however, of the information obtained from the German broadcast, the British Commander-in-Chief despatched reconnaissance patrols to cover the area.

A report has now been received that a large unidentified vessel has been sighted, and British naval vessels are proceeding to the spot to make investigations.

ADMIRALTY, S.W.1.