

AIR MINISTRY BULLETIN NO. 823

3/6/40. - No. 2.

BOMBS DROPPED ON SUSSEX.

The Air Ministry and Ministry of Home Security announce:

An unidentified aircraft dropped two bombs in a country district of Sussex early this morning. No casualties were caused and little material damage was done.

AIR AFFAIRS

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5/6/40 - No. 3.

QUEEN WILHELMINA TO STAY IN BRITAIN.

It is learned from official Dutch circles that there is no truth whatsoever in a report given over the Hamburg radio that Queen Wilhelmina has decided to leave Britain for the Dutch East Indies. No such plan was urged on Her Majesty by her military or other advisers.

Consequently there has been no question of Her Majesty first opposing it but now reconsidering her decision, as the German wireless put it. The story, which was said to emanate from private but usually well-informed sources in London, is a complete invention.

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FOREIGN OFFICE NEWS DEPARTMENT FOR DUTCH LEGATION.



3/6/40 - No.4.

P R E S S   N O T I C E .

The evacuation of school children from certain areas on the East coast has given rise to some questions for guidance as to what is the duty of the population generally.

While there is no reason why private persons who wish to leave the East coast should not do so, Sir John Anderson strongly urges that all who have work to do and more especially persons of position and influence, staff of local authorities and public utilities, members of the civil defence services should remain quietly at their posts, get on with their duties and discount rumour. If any special action is required of the public, the Government will give clear instructions when the occasion arises.

MINISTRY OF HOME SECURITY.



3/6/40 - No.8.

CLOTHING ISSUE TO REPLACE KIT LOST BY B.E.F.

Many members of the B.E.F. have lost kit and clothing during the recent operations in France and Belgium. The War Office announces that in the case of other ranks a complete fresh issue of clothing and equipment will be made where necessary.

In the case of officers, similarly, free replacement will be made of articles of equipment previously issued in kind, and compensation will be paid for other articles of kit and clothing lost, within the limits and subject to the rules laid down in the Regulations for the Allowances of the Army. Special arrangements have been made for claims to be dealt with expeditiously and for advances where necessary if the claim cannot be settled at once.

Claims by officers should be made in duplicate on Army Form O.1784 and sent to the Officer in charge, Army Pay Office (Officers Accounts), 339 Stockport Road, Manchester. If copies of this form are not available at local unit headquarters, they can be obtained on personal application either at the War Office or from the Army Agents or on personal application or by letter from any Command Paymaster.

Claims should be certified by the claimant's Commanding Officer, if available, or by some other senior officer, but if no officer can be found to perform this duty a statement to this effect, certified by the claimant, must be made with the claim.

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WAR OFFICE, S.W.1.



DELIVERIES OF MILK.

The Ministry of Food are informed that there is some misunderstanding among the dairymen in London in regard to the Order concerning milk deliveries which was made last week and which came into effect on Sunday morning.

The Order prohibits the delivery of milk by retail before 6.30.a.m. in the Metropolitan Police area, the City of London and towns in England and Wales with a population exceeding 250,000. The towns affected by the Order are:-

Birmingham  
Bradford  
Bristol  
Hull  
Leeds  
Leicester  
Liverpool  
Manchester  
Newcastle-on-Tyne  
Nottingham  
Portsmouth  
Sheffield  
Stoke-on-Trent

So long as he observes this restriction upon the starting hour, any dairyman is at perfect liberty to make one or two deliveries per day as the circumstances of his business require.

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MINISTRY OF FOOD.



3/6/40 - NO. 13

NOT FOR BROADCAST BEFORE 7 A.M. ON JUNE 4TH

Passed by Field Censor

NORWAY: ALLIED FIGHTERS "BAG" 24 RAIDERS  
A.A. GUNS ALSO TAKE TOLL  
From "Eye-Witness"

Somewhere in Norway,  
Monday.

Allied fighters are estimated already to have shot down 24 German machines over the part of Northern Norway occupied by the Allies. They have damaged many more.

Anti-aircraft guns of the Allied Forces have also taken a considerable toll of enemy 'planes in the almost daily and nightly raids. This punishment had had a marked effect upon the frequency of the German visitations.

The full story of the Royal Navy's amazing exploits in protecting troops and bases can only be told after the war.

British warships kept the bombers high and later came light and heavy A.A. guns to supplement the Navy's fire.

MINISTRY OF INFORMATION



AIR MINISTRY BULLETIN No. 825.

3/6/40 - No. 15.

AIR MINISTRY OFFICIAL COMMUNIQUE

In support of the Allied Armies medium bombers of the Royal Air Force made a series of attacks on enemy gun emplacements roads, railways and troop concentrations in the Dunkirk area throughout yesterday.

These operations were continued during the night by our heavy bombers. At the same time other formations of heavy bombers attacked enemy aerodromes and other military objectives in North-West Germany.

All our aircraft returned from these operations.

Our fighter aircraft continue to maintain offensive patrols over the Dunkirk area.

In the Narvik area on 1st and 2nd six enemy aircraft were shot down.

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## Air Ministry News Service

NIGHT RAIDS ON GERMANY

Marshalling yards were bombed, oil-tank waggons were set alight and troop convoys were machine-gunned by low-flying bombers in the course of last night's extensive raids over north-west Germany.

At Soest, an important railway junction to the east of Dortmund, a line of high explosive bombs fell across the centre of a crowded railway yard. Moving trains were hit and brought to a standstill, and direct hits were registered on loaded goods waggons. In another successful attack on a marshalling yard, carried out shortly after midnight, a group of oil-tank waggons standing in the middle of the yard was first wrecked and then set alight by incendiary bombs. The fire kindled by the bombs spread rapidly and clouds of smoke were seen rising from the yard for some time after the raid.

Road and rail junctions at Osnabruck were heavily attacked for the second night in succession; a direct hit was scored on a goods yard at Homburg, and at Hamm, south of Munster, one end of a bridge over a canal was reported to have been demolished and nearby railway tracks torn up by the force of three heavy bomb explosions.

Enemy air bases at Rotterdam, Deventer and Wesel were also visited by the night raiders. On the Rotterdam aerodrome at Waalhaven a group of buildings which had survived the earlier Allied bombardment, was straddled by a salvo of heavy-calibre bombs. At Wesel, in the aerodrome used by German bomber squadrons, bombs seen to burst on a large hangar resulted in a violent explosion and a fierce outbreak of fire as if from a petrol dump nearby.

Other sections of heavy bombers on their way back from successful raids came low over enemy territory to carry out machine-gun attacks against troop concentrations which were located by parachute flares. A long convoy of armoured vehicles caught on a road near Aachen in the early hours of this morning was first heavily bombed with high explosive and incendiary bombs from a height of 2,000 feet. Then in the light of a slowly descending parachute flare it was subjected to machine-gun attack. Salvos of bombs were seen to burst in the midst of the convoy, on the road ahead of it and in the adjoining woods. A series of heavy explosions continued to break out for some time after the attack as ammunition or petrol lorries in the wrecked convoy were ignited by the incendiary bomb fires and blew up.



OFFICIAL ADMIRALTY COMMUNIQUE.

The most extensive and difficult combined operation in Naval history has been carried out during the past week.

British, French and Belgian troops have been brought back safely to this country from Belgium and Northern France. in numbers which, when the full story can be told, will surprise the world.

The withdrawal has been carried out in face of intense and almost continuous air attack, and increasing artillery and machine gun fire.

The success of this operation was only made possible by the close co-operation of the Allies and of the Services, and by never-flagging determination and courage of all concerned.

It was undertaken on the British side by several flotillas of destroyers and a large number of small craft of every description. This force was rapidly increased, and a total of 222 British Naval vessels and 665 other British craft and boats took part in the operation. These figures do not include large numbers of French Naval and Merchant Ships which also played their part.

The rapid assembly of over 600 small craft of all types was carried out by volunteers. These showed magnificent and tireless spirit.

Through the operation of the Small Craft Registration Order, the Admiralty already had full details of all available small vessels. The order for the assembly of these vessels met with instantaneous response. Fishermen, yachtsmen, yacht builders, yacht clubs, river boatmen and boat building and hiring firms, manned their craft with volunteer crews and rushed them to the assembly point, although they did not then know for what purpose they were required. They operated successfully by day and night under the most difficult and dangerous conditions.

The Admiralty cannot speak too highly of the services of all concerned. They were essential to the success of the operation and the means of saving thousands of lives.

The withdrawal was carried out from Dunkirk and from beaches in the vicinity. The whole operation was screened by Naval forces against any attempt by the enemy at interference by sea.

In addition to almost incessant bombing and machine gun attacks on Dunkirk, the beaches, and the vessels operating off them, the port of Dunkirk, and the shipping plying to and fro were under frequent shell fire. This was to some extent checked by bombardment of the enemy artillery positions by our Naval forces. Naval bombardment also protected the flanks of the withdrawal. The enemy was active with submarines and high speed motor torpedo boats. Losses have been inflicted upon both these forces.

The operation was rendered more difficult by shallow water, narrow channels, and strong tides. The situation was such that one mistake in the handling of a ship might have blocked a vital channel or that part of the port of Dunkirk which could be used. Nor was the weather entirely in favour of the operation. On two days a fresh north-westerly wind raised a surf which made work at the beaches slow and difficult. Only on one forenoon did ground mist curtail enemy air activity.



A withdrawal of this nature and magnitude, carried out in face of intense and almost continuous air attack, is the most hazardous of all operations. Its success is a triumph of Allied sea and air power in face of the most powerful air forces which the enemy could bring to bear from air bases close at hand.

Zeebrugge has been blocked by the sinking of concrete-filled block ships. The sea gates of the canal and the lock working mechanism have been demolished. The lock gates have been blocked.

The other ports now in enemy hands have been rendered virtually useless. Fuel stocks have been destroyed.

The losses sustained by our Naval forces have been comparatively small. The loss of H.M. Destroyers GRAFTON (Commander C.E.C. Robinson, R.N.), GRENADE (Commander R.C. Boyle, R.N.) and WAKEFUL (Commander R.L. Fisher, R.N.) was announced on May 30th.

H.M. Destroyers BASILISK (Commander M. Richmond, R.N.), KEITH (Captain E.L. Berthon, R.N.) and HAVANT (Lieutenant-Commander A.F. Burnell-Nugent, R.N.) have also been sunk by enemy action.

Of more than 170 minor war vessels of H.M. Fleet engaged in the operation 24 have been lost. These comprise:- One Fleet minesweeper, H.M.S. SKIPJACK (Lieutenant-Commander F.B. Proudfoot, R.N.); one Gunboat, H.M.S. MOSQUITO (Lieutenant A.N.P. Castobadie, R.N.); one Fleet Air Arm Tender, H.M.S. GRIVE (Lieutenant C.E. West, R.N.R.); five paddle minesweepers, BRIGHTON BELLE (Lieutenant L.K. Perrin, R.N.V.R.), GRACIE FIELDS (Lieutenant A.C. Weeks, R.N.R.), WAVERLEY (Lieutenant S.F. Harmer-Elliott, R.N.V.R.), MEDWAY QUEEN (Lieutenant A.T. Cook, R.N.R.), BRIGHTON QUEEN (Lieutenant A. Stubbs, R.N.R.); one minesweeper, CRESTED EAGLE (Lieutenant-Commander B.R. Booth, R.N.R.); eight trawlers, POLLY JOHNSTON (Chief Skipper L. Lake, R.N.R.), THOMAS BARTLETT (Skipper G.E. Utting R.N.R.), THURINGIA (Chief Skipper D.W.L. Simpson, R.N.R.), CALVI (Skipper B.D. Spindler, R.N.R.), STELLA DORADO (Skipper W.H. Burgess, R.N.R.), ARGYLLSHIRE (Sub-Lieutenant E.G.D. Healey, R.N.V.R.), BLACKBURN ROVERS (Skipper W. Martin, R.N.R.) and WESTELLA (Chief Skipper A. Gove, R.N.R.); three drifters, GIRL PAMELA (Skipper C. Sansom, R.N.R.), PAXTON (Skipper A.M. Lovis, R.N.R.), and BOY ROY (Skipper E.F. Dettman, R.N.R.); two armed boarding vessels KING ORRY (Commander J. Elliott, R.N.R.), and MONA'S ISLE (Commander J.C.K. Dowding, R.N.R.); one danlaying vessel, COMFORT (Skipper J.D. Mair, R.N.R.); and one tug, ST. FAGAN (Lieutenant-Commander G.H. Warren, R.N.).

The next of kin of all casualties are being informed as details become available.

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ADMIRALTY,  
3rd June, 1940.



3/6/40 - No.18.

Not for Publication before the morning of Tuesday June 4.  
Not for Broadcast before 7 a.m. on that date.

PRESS NOTICE.

The following message has been received from His Majesty the King by the Prime Minister and Minister of Defence:-

Buckingham Palace.

I wish to express my admiration of the outstanding skill and bravery shown by the three Services and the Merchant Navy in the evacuation of the British Expeditionary Force from Northern France. So difficult an operation was only made possible by brilliant leadership and an indomitable spirit among all ranks of the Force. The measure of its success - greater than we had dared to hope - was due to the unfailing support of the Royal Air Force and, in the final stages, the tireless efforts of naval units of every kind.

While we acclaim this great feat, in which our French Allies too have played so noble a part, we think with heartfelt sympathy of the loss and sufferings of those brave men whose self-sacrifice has turned disaster into triumph.

GEORGE R. I.

10, Downing Street,  
S. W. 1.



3/6/40 - No. 19

GENERAL IRONSIDE TO MEET LEADERS OF  
LOCAL DEFENCE VOLUNTEERS.

The following statement has been issued by the  
Commander-in-Chief, Home Forces:-

It should be understood that the Local Defence Volunteers  
are of first-class importance in the defence of their country,  
both in towns and factories and in villages. They will be armed  
as required, and will act under the military authorities in their  
own districts as an integral part of the ~~Armed~~ Forces.

General Ironside is meeting all leaders of the Local  
Defence Volunteers on Wednesday and Thursday next, when printed  
instructions and advice will be issued in sufficient quantities  
for all concerned to know what they have to do. The special  
problems of London and other large towns will also be explained  
by General Ironside to the leaders.

WAR OFFICE,  
S. W. 1.

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Press Notice.

ALIENS (PROTECTED AREAS) ORDER

The Home Secretary has made two further Aliens (Protected Areas) Orders declaring certain additional areas in England and Wales and Scotland to be protected areas. One of these Orders which came into operation yesterday relates to certain parts of the Counties of Norfolk, Suffolk, Essex, Kent and Sussex, and certain districts in Bedfordshire and Buckinghamshire; the other which comes into operation on the 10th instant relates to certain parts of the Counties of Northumberland, Durham, Dorset, Cornwall, Glamorgan, Monmouth, Gloucester, Somerset, Wilts, Lancashire, Cheshire, Pembroke, and in Scotland, to certain parts of the Counties of Argyll, Ayr, Dumbarton, Renfrew, Wigtown and Perth and the whole of the Counties of Angus and Bute.

An alien cannot enter or remain in any of these areas without the permission in writing of the Chief Constable or of the Secretary of State. As regards the protected areas in the parts of East Anglia, Kent, Sussex, Bedfordshire and Buckinghamshire, aliens will not be allowed to remain in these areas unless their presence is required for special work of national importance.

The occupier or keeper of any premises in any of these areas at which an alien is staying, is required to report to the officer in charge of the nearest police station forthwith:-

- (i) on the arrival of the alien, his arrival, his names in full, his nationality, and the address at which he spent the preceding night; and
- (ii) on the departure of the alien, his departure and the address at which he intends to spend the succeeding night.

Another provision prohibits an alien from having in his possession or using in a protected area any camera or other photographic apparatus; any telescope, field glass or similar optical instrument; or any nautical chart.

It will be permissible for an alien to pass through a protected area in the course of a continuous journey from a place outside the United Kingdom to a destination within the United Kingdom, or from a place within the United Kingdom to a destination outside the United Kingdom.

Copies of the Orders, which contain schedules defining the areas which have been declared protected areas, may be obtained from the Stationery Office or through any bookseller.

HOME OFFICE,

S.W.1.