WEEKLY INTELLIGENCE REPORT
(W.I.R.)

ISSUED BY THE NAVAL INTELLIGENCE DIVISION, NAVAL STAFF, ADMIRALTY, FOR THE INFORMATION OF ALL OFFICERS IN H.M. NAVY

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Attention is called to the penalties attaching to any infraction of the Official Secrets Acts.
PART I: WEEKLY NAVAL NOTES

An Invitation

Amateur photographers in the Service who have collected photographs of places which they have visited abroad are invited to submit their collections to the Director of Naval Intelligence.

Of particular interest are photographs which include details of beaches, jetties, bridges, roads, important landmarks and other significant topographical features. From time to time in the past such photographs have proved very useful in the preparation of reports and handbooks.

Collections, which will be safely stored while away from their owners, will be examined and returned quickly.

Current Events

Swordfish and Fulmars of the Fleet Air Arm carried out an attack on an Italian convoy of three ships off the coast of Tunisia on January 27. The leading ship was missed by bombs; the second ship of about 6,000 tons was probably hit by a torpedo as she was last seen amid clouds of white smoke and down by the stern; the third ship of about 4,000 tons was hit amidships by a torpedo, broke her back and sank.

H.M.S. Illustrious which was damaged by air attack on January 10 and proceeded to Malta where she was attacked on several occasions has now arrived at Alexandria. The “Hipper” class cruiser which is thought to be the ship engaged by H.M.S. Berwick on December 25 and has been subjected to repeated air attack in the dry dock at Brest since January 2 now seems to be preparing to leave. On January 26 it seemed from photographic reconnaissance that the dry dock was being flooded.
The score against the Italians during the week shows welcome increase to 10:1 from 6:1 the revised figures for last week but even this is a poor showing compared with the 24:1 of the week before—other than those destroyed on the ground. The Italians, however, were not very active in the air and the Germans, after their satisfactory losses during the dive-bombing attack on Malta on January 19 were fairly quiescent in the air as they may have decided that Malta had become, for the moment, less attractive as a target after the departure of H.M.S. Illustrious which they had been unable to prevent. The number of Italian aircraft damaged during the week has increased to 8 from 6 both for last week and for the week before. Casualties inflicted by the Greeks are not included in these scores.

The first figure given in the table under a Type indicates the number destroyed: the second gives the number probably brought down.

In addition to the figures given last week for Italian losses on January 20 when a Cant. Z.1007 was destroyed over the Piraeus by Gladiators an aircraft of unspecified type was shot down over Port Sudan on that date. Thus the Italian losses for the week were 6:1. The revised figures for German losses in the Mediterranean area for the period were 38:4 instead of 30:2. The Germans also had 10 aircraft damaged.

In addition to its other activities the Coastal Command of the R.A.F. provided air escort for convoys as follows: on January 22, 24, 25 and 27 for eight on each day; on January 23 for seven, on January 26 for eleven and on January 28 for four, or for 54 during the week as compared with 59 last week and 114 the week before. Two escorts were also provided for Naval Forces on January 24.

Enemy aircraft successfully attacked six ships in Home waters in the course of the past week. Focke Wulf long distance aircraft were responsible for four of these attacks off the west coast of Ireland.

On the North Sea coast besides attacking two ships in convoys, attempts were made on January 25 and 26 against the British Meriones which had gone ashore on Haisborough Sands. On the first occasion the aircraft came under heavy fire from three Auxiliary Patrol Trawlers and made off to the eastward, apparently crippled and with smoke coming from her starboard engine. She then jettisoned her bombs in the sea. On the following day Galvani, one of the Auxiliary Patrol Trawlers opened fire on the attacking aircraft which flew on towards the land and crashed at Horsey.

On the whole, however, German air activity over this Kingdom and the adjacent waters was greatly restricted during the week and the number of aircraft destroyed was no more than 6:1 compared with 12:5 the revised figures for last week and 5:4 for the week before. Of the German aircraft destroyed this week five were Ju.88 bombers, two each on January 22 and 26 and one on January 27. An aircraft of unspecified type, possibly a Me.110, was also shot down on January 26. Anti-aircraft fire allotted accounted for two of those destroyed on January 26 when H.M.S. Wallace successfully engaged the assailants of the F.S.95 Convoy and the Auxiliary Patrol Drifter Fisher Boy shot down an aircraft which had tried to bomb her. Eight other enemy aircraft were damaged during the week compared with six last week and one the week before.

According to revised figures up to and including January 21, the total German losses since the beginning of the war amounted to 6,164 aircraft destroyed. Since August 8, 1940, 1,029 others have probably been brought down and a further 1,288 have been damaged.

An analysis of the attacks made on 28 occasions by aircraft on British and Allied merchantmen during the month of December, 1940, shows that the most dangerous areas for ships not in convoy were the North-West Approaches and that traversed by ships proceeding from Falmouth to the Clyde past the coast of Eire. On the other hand the Germans found it more convenient to attack convoys while in the estuary of the Thames. Five unescorted ships were attacked in each of the first two areas, two of them were sunk (Falmouth to Clyde) and six were damaged (four of them in the North-West Approaches). Ten convoys, of 248 ships in all, were attacked in the Thames estuary but so good was the collective anti-aircraft defence put up that no more than three of the ships
were damaged and none was sunk. Two convoys of 60 ships in all were attacked in the North-West Approaches, one ship was sunk and another was damaged. It may be noted that while two of the 44 unescorted ships which were attacked by aircraft during the month were sunk and seven were damaged, only one was sunk and four were damaged among the 885 ships in the 14 convoys which were attacked.

During this week two ships, one Norwegian and one British, are reported to have been attacked by raiders. According to the first report, which came from South Georgia, the Whale Factory ship Pelagos, 12,088 tons, and the catchers in company with her may have been taken by the raider which probably captured the two Norwegian Whale Factory ships, Ole Wegger and Solglimt on January 14. The Pelagos sailed from Montevideo, Uruguay, for the Whaling Grounds on November 10. Her wireless transmitter was last heard on the night of January 15 and her position was then about 100 miles east of the last known position of the Ole Wegger. A message was intercepted at 0845/24 from the British Maudsor, 5,144 tons, on passage from Calcutta to Durban, stating that she was being bombed. Her position at the time is believed to have been about 300 miles east of the Seychelles. The message was subsequently cancelled, but there is some doubt as to whether this cancellation was genuine.

A Tiresome Tow

September 11-16, 1940

The British Harpenden, 4,678 tons, the Commodore's ship of the ocean section of the OA.210 Convoy, and the Dutch Maas, 1,968 tons, were torpedoed about 0245 on September 11 about 300 miles west of Inishtrahull.

The Harpenden was hit aft and her stern fell off within three minutes. This time was long enough to enable all the crew except the Boatswain to escape along the deck, though the last two had to jump for it. Three boats were lowered and the ship was abandoned, but the Master, Captain Parry, after having ordered two boats to stand by, pulled away in the third to search for survivors of the Maas. The Maas was hit amidships; she broke on each side of the engine room and sank within a minute. Captain Parry rescued the Officer of the Watch and the Quarter-master, who were the only two saved. As the Harpenden was still afloat Captain Parry returned on board with volunteers, started all machinery, and rigged a jury aerial. He and the Chief Engineer then distributed all their spare clothing, as many of the crew were scantily clad.

Jason and Hibiscus, which had left the convoy on September 10, were some eighty miles away to the southward when orders were received at 0416/11 to attack the submarine. The Harpenden was reached at 0600/11, and, as it was too late to get even a smell of the submarine, Jason prepared to take the Harpenden in tow while Hibiscus searched and patrolled. Weather conditions were good with a slight Atlantic swell, so, after clearing two boats, one was hoisted at the skiff's davits and launched sideways on to the quarter-deck for future use. The third boat passed a grass line, as the Jason's Cosdon gun had been damaged owing to the use of wrong ammunition.

Taking in tow caused little trouble; although Jason, through being a twice converted ex-surveying ship of the Halcyon type of minesweeper, now has no form of power available aft, and the tow's arrangement, in order to avoid the depth-charge rails and throwers, are suspected of being a product of the ingenuity of Mr. Heath Robinson. The tow consisted of a 34-in. towing wire and three shackles of the Harpenden's very heavy cable.

In case the tow might have to be abandoned at any time, all the crew were then taken on board Jason before 1200 on September 12. Captain Parry, who had then been doing the work of three men, in wet clothes, for twelve hours, was put to bed in the C.O.'s cabin with suitable restoratives to cure him of his slight chill.

At revolutions for ten knots, Jason made good five with a following freshening wind, which caused the Harpenden to yaw badly.

The tug, which had been sent to help and appeared at 1530, refused to take over Jason's end of the tow, so, as the wind was then 6-7, there was nothing to do but continue. Eventually, as the Harpenden's yaw became increasingly large, the tow parted at 2155/12 at the splice at Jason's end, after 120 miles had been covered. Jason stood by all night, and, at 0800/13 the tug signalled that she was going home as she did not consider the Harpenden would last, and that, anyhow, nothing could be done till the wind, then force 9, had moderated.

Jason's wardroom steward was sick on shore, and an enormous amount of work devolved on our No. 2 steward, Jordan. Then, at the height of the gale, the cook went sick; but Jordan, turning to in the galley, produced a first-rate lunch and dinner under most unpleasant conditions.
A second tow rope was made from a picking-up wire, a berthing wire, and a mooring pendant, with thimble eyes fitted as necessary, while the tow drifted towards Donegal Bay at two knots.

At 0830/14, as the wind and sea had moderated during the night, Jason laid a large line of oil, to windward to break the main force of the waves, and, as the Harpenden was still drifting fast to leeward this was continued by Hibiscus each time she passed to leeward on her circular patrol.

At 0945, in an unpleasant sea and swell, Captain Parry, the Chief Engineer, and two of Jason's men went over in the whaler. The Chief Engineer set to work on the donkey boiler and was rewarded by volumes of smoke from the funnel and cheers from Jason. He then lent a hand on the forecastle till the feed-water was ready and then, before the arrival of his assistants, lit up the main boilers.

Meanwhile, Jason made use of the boat and tried to recover the hanging tow. This was done forward, which necessitated maintaining the two ships stem to stem for a considerable period. In this, full use was made of the drift, as it was found possible to hold Jason in position stern to wind with the two stems about 40 feet apart. A wire was dipped round the cable, dropped, and hove in, but it was found, after several attempts, that the weight was so great that Jason's stem was drawn in too close. Finally, when the two ships actually touched, it was obvious that the operation was a failure, and Jason drew away to await the arrival of full steam, and to transfer more men. Steam was available at 1300, but, finding that the weight was too great even for her winch, it was necessary to slip the whole tow.

The makeshift tow was then passed, though not without incident, as the boat, by then covered with oil, took away a grass and, on receiving a heaving line from the Harpenden, cheerfully bent it to its own part only and cast the lot over the side: amidst a certain amount of adverse criticism from the bridge we had to start again.

On completion, the whaler's falls chose the most opportune moment to part, and, in the delay, Harpenden drifted so fast that Jason, handicapped by the point of tow being right aft, found herself head to stern and it was necessary to dip the whole tow under the other ship. Then, by going astern on the tow and hauling the stern round, the two ships eventually set off in the right direction, just as the haughty tug reappeared, after having been ordered rather brusquely to return to the tow.

After all the hard work, and, as the tow was then under perfect control—full ahead on the starboard engine, slow on the port, and wheel to port 25 enabled us to steer accurately with the wind on the beam—Jason continued till 2000. The Harpenden took station 30 degrees on the port quarter and remained steady.

In view of the poor weather outlook, and the doubtfulness of the tow rope, Jason turned over to the tug, but, as she again refused to take over Jason's end and thus save the outfit, it was again lost. In the operation of slipping the tow in the confined space on the quarter-deck, our Chief Bos'n's Mate put his leg in the way. As Jason, though carrying out the same duties as a convoy sloop, was then still manned as an A/S vessel with the minimum of officers and no doctor or attendant, this was very unfortunate. The Jason was eventually detached to Londonderry at 1700/15, and rejoined the tow at 0100 on September 16, off the Mull of Kintyre.

At 0230 a violent explosion was heard about 13 miles away, so Jason reported it and went off to investigate, to find that the Aska, a B.I. of 8,320 tons, had been bombed and was blazing fiercely amidships.

Two trawlers and a tug were close by but inactive, so Jason tried to get alongside as there were numbers of men both forward and aft. The tug was lying close off the port bow, and it afterwards came to light that the Master of the Aska had requested her to go alongside, only to receive an invitation that the survivors should jump into the water one by one and be rescued.

Jason tried to go alongside the port bow, as the fire appeared to be spreading in that direction, but she was baulked by the sudden appearance of a laden boat from under the flare, which compelled her to go full astern and swing to port. The tug took no action whatsoever and the Jason took her on her starboard bow at about one knot. As the blow was end-on, however, it was comparatively heavy, but damage was done only above the waterline.

After Jason had at last got alongside she found, after only one man had been transferred, that the Aska was drifting so fast that Jason was hauled round till she was end-on. Accordingly Jason lowered both whalers and the motor skiff, and aided by the trawlers with a motor boat from one of them, and two motor boats from the Phileante which had appeared and sent over her medical officer, Jason took all the survivors still on board. Two boats had got away early and were eventually located off the Irish coast.
Of the 540 passengers and crew Jason had rescued 440, which brought the numbers on board of her to 560 in all. The majority were given a hot drink, and there were plenty of biscuits and corned beef.

At 0830, on September 17, when there were about twenty officers in the C.O.'s cabin, Jordan the steward appeared with an enormous dish of sausages and bacon, and jugs of coffee. How he managed to produce these with the entire ship packed like a sardine-tin is still a mystery.

As Jason had no doctor, her sick bay had been run voluntarily by a stoker, Matthews, and it was reported that he had done work of an astonishingly high standard and value while dealing with the injured survivors.

The Harpenden was passed in the hands of the salvage tugs in Kilchattan Bay, and the Jason's crew were sorry not to see her later, as they had formed the highest opinion of the Master and Chief Engineer, who, by their unfailing keenness and perseverance, and their strenuous work, set a fine example. It was noticed, however, that some other members of the crew were quite apathetic as to the fate of their ship.

The arrival at Greenock was most impressive, and, as some 250 of the survivors were French soldiers, half Vichyans and half de Gaulleists, the Jason's crew were rather pleased when it was remarked that it was an excellent advertisement. The only blot was a Customs Officer, who was seen questioning an officer clad in some old clothes, lent by the C.O., and a greatcoat, in the search for dutiable articles. The sight was too pathetic and the Customs Officer was rather forcibly removed.

An Early Libyan Exploit

The air attack on enemy submarines in the bay of El Gazala on August 22, 1940, was undertaken by three Swordfish from H.M.S. Eagle working from Sidi Barrani. The aircraft approached their targets at 1255 from the north-west, flying in an open V formation at a height of about 30 feet. An enemy ocean-going submarine was on the surface four miles from the shore and seemed to be charging her batteries. The leading aircraft attacked her and as the other two aircraft passed her and exchanged a few shots a torpedo was seen to hit, and she blew up in many pieces. Only a small part of the stern was visible above the surface. Three miles inshore of this submarine a depot-ship was lying and as the aircraft approached her a destroyer could be seen lying alongside her on her port side and a second submarine lying alongside the destroyer. The aircraft were by this time under fire from the depot-ship and the destroyer. The starboard aircraft flew up to the target until it was about 1,000 yards on the port beam and turned towards it. The shallow water prevented the dropping of the torpedo until the range had been closed to 350 yards. The port aircraft dropped her torpedo when about 500 yards from the depot-ship. The torpedoes from the two aircraft hit within five seconds of each other. The submarine was seen to blow up amidships and also the depot-ship, which was left blazing furiously. Four minutes later there was a further large explosion which sent up smoke to a height of 300 feet and all three ships were seen to be blazing. The aircraft then turned and after having sighted a Cant.Z 501, which ignored them, about 40 miles from the coast, rejoined their leader and returned to Sidi Barrani.

DIAGRAM OF AIR ATTACK AT EL GAZALA ON AUGUST 22, 1940.
PART II: NAVAL INTELLIGENCE

Germany

Based on information received up to January 27, 1941

Main Units

1. It was reported that two large cruisers of the Hipper class escorted by five large destroyers and aircraft were sighted between Christiansand South and Skagen steering North at 1300 on December 29 (Graded B.2). Only one 8-in. cruiser could have been in this vicinity on December 29. It is considered possible, however, that the two large cruisers may have been the Battle Cruisers Gneisenau and Scharnhorst. These two ships were in floating dock at Kiel on December 21. They were almost certainly not at Kiel on January 9. It is possible that on December 29 they were carrying out a trial cruise, subsequent to the long period spent in dockyard undergoing repairs to damage.

2. At 1100, January 23, two large ships believed to be the Battle Cruisers Gneisenau and Scharnhorst are reported to have passed Nyborg (Great Belt) northward bound (Graded A.2). Photographic reconnaissance of Brest at 1200, January 26, showed the cruiser Hipper still in dry dock but the dock was in process of being flooded.

3. The latest known disposition of German Main Units is as follows:

Battleships:
- Bismarck... Hamburg... December 14... Alongside.
- Tirpitz... Wilhelmshaven... January 2... In Bauhafen. Had steam up.

Old Battleships:
- Schleswig-Holstein... Kiel... January 9... Alongside; one near S. Floating Dock, one near entrance to inner dockyard basin.
- Schlesien

Battle Cruisers:
- Gneisenau... Kiel... December 21... Not seen at Kiel on January 9 but Wick and Holtenau not covered.
- Scharnhorst

Pocket Battleships:
- Admiral Schon

Lützow... Kiel... January 9... Alongside.

Aircraft Carrier:
- Graf Zeppelin... Kiel... July 3... Not at Kiel July 15. Reported at Gryfia December, 1940. (Graded C.2)

8-in. Cruisers:
- Hipper
- Prinz Eugen
- Seydlitz... Bremen... January 9... Fitting out.

Aerial reconnaissance photograph, January 26, 1941, showing the “Hipper” Class cruiser in dry dock at Brest. The dock is apparently being flooded.
5. At 2111 on January 23, H.M.S. Valorous, escorting convoy F.N. 90, engaged three E-boats in position about 10 miles east of Lowestoft. The enemy disappeared without returning fire.

6. It has now been reported that the Norwegian whale factory ships Ole Wegger, 12,291 tons, and Solglimt, 12,246 tons, were probably captured rather than sunk as was at first supposed, by a raider on or about January 14. Four whale catchers alongside Ole Wegger are presumed to have fallen into enemy hands.

7. The whale factory ship Pelagos, 12,083 tons, has made no signal since January 18, her position was about 100 miles east of the Ole Wegger. She and her catchers are presumed captured.

8. At 0345/24 the British Mandusor, 6,144 tons, from Calcutta to Durban, was reported being bombed. Her position at the time is believed to have been about 300 miles east of the Seychelles. The message was subsequently cancelled, but the genuineness of the cancellation is doubted.

9. Enemy air activity against this country has continued on a much reduced scale. Meteorological flights have not been operating recently with quite the usual regularity, the North Sea zenith aircraft has tended to keep further to the eastward than in the past and only extended as far north as the Faroe Isles on one occasion. The flight from Trondheim was in operation on only two occasions, both flights being in a north-westerly direction. The flights from Brest and the Paris area failed to operate on several occasions during the past week, but the western zenith has been flown regularly by the F.W. aircraft from Bordeaux.
10. Two of the aircraft have been operating to the west of Ireland each day, and flights extended some distance to the north of Ireland on several occasions. A number of ships were attacked during the week. A ship attacked on January 26, reported that the aircraft was carrying British markings.

11. G.N.A. activity has been fairly regular over the Western Approaches during the week and on the S.W. Coast of Norway on January 24, when units of our naval forces were shadowed. The attacks on shipping have shown signs of increasing in number and success, the activities of the F.W. aircraft to the west of Ireland having been responsible for attacks on seven ships and the loss of two, possibly four. Intensive attacks were made on East Coast shipping on January 19, and subsequent attacks were made in the same area later in the week, including the bombing of several light vessels.

12. Day offensive activity over this country has not been of any serious consequence. At night enemy activity has been less than in any week since August last. The Thames Estuary, Kent, Essex and London outskirts, Southampton and Eastleigh were attacked on the night of January 19. There was no enemy activity of any kind on January 20, 21, 23 and 24 and only isolated attacks on East Coast towns on the night of January 22. The West Country, St. Eval and St. Ives were attacked by a small number of aircraft on the night of January 25.

U-boats

13. No casualties to shipping due to U-boat attack have been reported during this week and information of the whereabouts and movements of the U-boats operating has been scanty.

14. Some six or seven U-boats have been in the North-Western Approaches and one of these apparently sighted but failed to attack an outward-bound convoy on January 20. On the same day a ship reported a U-boat near her, but so far as is known managed to escape.

15. One U-boat has been returning from the South Atlantic and another is outward bound for that area.

16. Two attacks on U-boats were made on January 20, but neither was particularly promising.

Mining

17. On the night of January 19/20, there were indications of exceptionally heavy minelaying by aircraft in the Thames Estuary, but this has not yet been confirmed.

18. In the Humber area there were two casualties, and five mines were destroyed on January 22. During the latter part of the week there appears to have been little, if any, minelaying.

19. Casualties have been few, but have included a number of sweepers.

SWEDEN

Germany has been exerting pressure upon Sweden to allot half the space of her shipyards to German shipbuilding, using the threat of withholding steel supplies. The Swedes, after resisting the original demand, have now consented to assign a smaller proportion of their shipyard capacity, amounting to about a fifth of this capacity.
POSSIBLE GERMAN INTENTIONS

Further indications of possible German moves, received since the last summary, are given below.

**Norway**

Although one report suggested that Germany may be contemplating some operation based on the North of Norway, another states there are no signs of activity other than the preparation of aerodromes. Some attention is being paid to coast defence, and it is possible that Germany is more concerned with defence against a British sea-borne attack and eventually against Soviet Russia, than with offensive preparations. Northern Norway would, however, be a suitable starting point for an operation against Iceland or Greenland.

**Invasion of Great Britain and Ireland**

A further source supports the statement in last week's summary that the Germans are pinning their faith to a victory in the next few months by invasion of this country. He stresses the importance now attached to the seizure of Ireland and to the use of large numbers of air-borne troops.

Both invasion of Great Britain and the need to protect Ireland have recently been the subject of German wireless broadcasts.

There is still no sign that invasion is immediately imminent.

**Move into Unoccupied France**

Except for one report that Germany and Italy intend to invade unoccupied France and Tunisia between January 20 and 23, there have been no indications that the integrity of Vichy France is likely to be violated. If, however, the Axis powers decided to act in this way their forces are so disposed that the operation should be a simple one.

**Move into Spain**

A rumour that Hitler had confronted General Franco with an ultimatum on January 18, which expired 48 hours later, is not supported by events, and there are no further signs of an immediate German move. A reliable source reports, however, that German attack on Gibraltar might take place simultaneously with an attack on the U.K. or on Greece.

**Germans in Italy**

Further reports of large German forces in Italy and Sicily continue to arrive. Their volume rather than their reliability makes it appear likely that there are some German troops in southern Italy and Sicily, possibly including mountain and parachute troops.

The Axis plan to invade Tunisia, mentioned in the report referred to above, would offer certain political advantages, and there may now be sufficient German air forces to support an attack. If the operation materialized the sea-borne element would be more likely, from present indications, to start from the Italian mainland than from Sicily.

The German air force in Italy and Sicily has been increased and is believed to number about 350 aircraft of all types, two or three of which have been operating to Libya. While the main objective of German air forces in the Mediterranean is probably our Fleet and merchant shipping, an extension of their activities to Libya is a possibility.

**The Balkans**

There appears to be no slackening of train movements to Roumania, and there are indications that personnel, as opposed to equipment, is arriving at a faster pace than at any time previously.

There is little doubt that there are at least nine divisions in the country, of which the majority are opposite the Bulgarian frontier. This figure is likely to be exceeded considerably by the end of January.

Further German aircraft are arriving, but it seems improbable that all preparations for their employment will be ready before the end of February. Meanwhile work on aerodromes and communications is reported to be proceeding.

Fresh reports of German infiltrations into Bulgaria have been received. Individuals arrive in civilian clothes and appear to be actively concerned not only with anti-aircraft defence but also with reconnaissance and the improvement of communications.

**Action against Soviet Russia**

A survey of German intentions towards Russia reveals no military evidence to support the view advanced in some quarters, that Germany intends to attack Russia. German forces in Poland contain a low proportion of divisions of the field army, and military dispositions and preparations on the Soviet frontier cannot at the moment be described as anything but normal.

**Conclusion**

There is ample evidence that Germany is making preparations on a large scale to operate from Roumania and the occupation of Bulgaria seems to be certain. It is not likely that Germany will take action before the beginning of March, when an attack on Greece and possibly on Yugoslavia may be carried out if considered necessary. The occupation of Bulgaria might, however, be a preliminary to these attacks.

Meanwhile German activities in the Mediterranean are increasing and the Hitler-Mussolini meeting, reported to have taken place on January 20, may presage greater German control of Axis operations.

Preparations for invasion of Great Britain make it probable that an attack on this country in the spring, possibly accompanied by an attack on Gibraltar, is still the main object of German policy.

**GERMAN PROTECTED STORAGE**

**Activity recently reported at Channel Ports**

A further group of square concrete shelters, comparable to those reported at Le Havre, Cherbourg and Brest, and at St. Nazaire, are under construction at Ostend, Dunkirk and Boulogne.
On the quayside at Ostend there are three large concrete shelters, approximately 80 by 40 feet and 20 feet high, fitted with ventilators. These are considerably larger than those previously reported. In addition to these there is a group of twelve concrete storage chambers adjoining the quayside and railway and a further two groups of similar constructions being built in the vicinity of the marshalling yards.

Those at Dunkirk and Boulogne are similar to the latter both in size and disposition. In both cases they are approximately 50 feet square, constructed of concrete, standing approximately six feet above ground level. They are situated close to the quayside in close proximity to the railway and oil containers of the conventional pattern.

**Purposes of Storage Units**

The following points tend to confirm that the smaller units are to be used for the storage of lubricating, Diesel and fuel oil.

(a) At Dunkirk, Boulogne, Le Havre and Brest the new buried concrete containers are in close proximity to the old oil containers.

(b) At these ports a large proportion of the existing oil storage has been destroyed.

(c) At Le Havre, Cherbourg and Brest, storage chambers with light railways which would be required for storage and handling artillery ammunition are absent.

(d) They are all close to the quayside.

(e) At Brest an oil tanker was seen moored alongside the new containers.

The larger shelters on the quayside at Ostend are likely to be for the protection of personnel working in the harbour and possibly troops prior to embarkation.

It is possible that the units under construction near the marshalling yards at Ostend, and a proportion of those at Dunkirk, are for the storage of ammunition.

**Conclusions**

The construction of the majority of these units was begun in mid-September when German invasion preparations and consequent R.A.F. bombing were at their peak. The lack of protection from the air for troops and supplies prior to embarkation may have been a strong deterrent to the launching of the invasion plan, in the face of concentrated R.A.F. attack.

At Ostend, Dunkirk and Boulogne well dispersed protected storage for fuel and probably ammunition, and at Ostend shelter for personnel is being prepared in close proximity to quays, where barges were seen end-on presumably for loading, at the end of September and the beginning of October.

Photographs have not so far revealed any similar activity at Calais, Antwerp or Rotterdam.

Those under construction at Le Havre, Cherbourg, Brest and St. Nazaire appear to be intended solely for the storage of fuel.

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**TRANSPORT SERVICES**

The following notes summarize the most up-to-date information available on railway working in Germany and occupied territories:

(i) Generally the Germans are making great and, on the whole, remarkably successful efforts to organize an adequate transport system, in spite of the problems occasioned by lack of adequate quantities of rolling stock (use being made of rolling stock from occupied territories); winter conditions, which are largely normal, e.g., closing down of inland water transport (the Danube became unusable from about December 18, rather than earlier than usual); fuel shortage, which seems most serious in occupied France (petrol shortage aggravates this difficulty by throwing on the railways much traffic normally taken by road); war damage (e.g., in Belgium, 4,483 bridges destroyed 66 have been permanently and 73 temporarily repaired and a further 171 temporarily repaired for single track only); air raid damage, notably in the Mannheim district, and to Hannover, etc. (the latter is thought to account for shipping of Ruhr coal at Rotterdam, which may also be partly due to damage of northern German ports); shortage of barges, due to requisitioning for war purposes and to barges sunk at time of German invasion (it is now reported that some 1,400 barges then sunk have been raised and most of them repaired).

(ii) German passenger traffic.—The winter time-tables show that traffic is largely restored almost to normal proportions. On the other hand, the practice is continued of showing certain trains (about a quarter of the total service) as running “only when specially announced.”

(iii) Goods traffic.—Estimated transit times are considerably longer than pre-war, but do not seem excessive under present conditions.

Sestin-Milan, 15 days.

Trelleborg-Confranc (French-Spanish frontier), 11 days.

Berlin-Hendaye/Irun, 14 days.

It seems, however, that while priority traffic and full train-loads are getting through quite well, smaller consignments are apt to be delayed. International goods traffic is strictly “rationed” and private goods traffic is liable to total suspension over quite large areas for periods of a fortnight or so.

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**GERMAN AIR FORCE PRISONERS**

Summary of Reports, January 11-17, 1941

Only six living P/W have been reported between these dates.

1. K.G.40. A prisoner of war, brought down at the beginning of December, had visited Bordeaux shortly before and said that there were six Focke-Wulf Condors and a motley collection of other aircraft on the aerodrome. He said that the Trans-Ocean Staffel had lost its independent
entity and that the personnel, with their aircraft, have either been attached to or amalgamated with K.G.40 and come under the command of Major Petersen. A Condor is said to have made a flight to Greenland in October or November to carry out a photographic survey. Major Petersen, a great believer in long-range attacks on shipping, is said to have visited Hitler recently and told him that if he had enough aircraft to be able to send out between 40 and 50 each day over the Atlantic, the blockade of England could be made really effective. On the morning of January 10, K.G.40 consisted of two Staffeln and 15 aircraft, all Focke-Wulf Condors. Owing to the small number of aircraft, the crews did not get a great deal of flying, the average number of war-flights for each crew being not more than three in two weeks. The pilot of the Focke-Wulf Condor of K.G.40 brought down on January 10 has made a total of 23 war-flights, beginning at the time of the Norwegian campaign. This was to have been his last flight before being posted as Special Liaison Officer to Vice-Admiral Dönitz at Lorient. As Dönitz is the C.-in-C. of the U-boat arm, this posting was to bring into effect closer co-operation between aircraft of K.G.40 and U-boats.

2. K.G.40 Operations. This Unit has discontinued mine-laying operations, as these were not really successful and the aircraft proved unsuitable. They have also ceased to carry torpedoes on their flights because it is said that there is an acute shortage and the Germans only have just sufficient torpedoes to fulfill the demands of the U-boats. As a result, the aircraft now carry out very long range shipping reconnaissance extending far into the Atlantic, carrying six or eight 500-lb. bombs. On these flights they operate solely from Bordeaux, and no longer make the round trip up to Norway. In the early autumn, when the invasion was imminent, K.G.40 was continually carrying out long flights which were purely weather reconnaissance; no bombs were carried. Aircraft of K.G.40 have also carried out a few attacks by night against land objectives, visiting Glasgow with a bomb load of four 1,000-lb. bombs and two 500-lb. bombs; they claim that London has had a total bomb load of 11,000 lbs., from this Unit. The two Focke-Wulf Condor Staffeln claim between them to have sunk a total of 230,000 tons of shipping and to have damaged a further 140,000,000 tons, up to the present. If there is any doubt about the tonnage of a ship, the crew agree to up-grade it and the final communiqué is worked out along the following lines—A ship of unknown name and ownership and of about 1,800 tons is sunk and reported on the W/T Code scale as No. 2 which is for shipping between 2,000 and 4,000 tons. The Ground stations report to Goebbels 4,000 tons, Goebbels adds 50 per cent. for safety margin, thus arriving at the figure of 6,000 tons. If the English announce the name and tonnage, this is added to the week's total.

3. K.G.40 Tactics. The normal practice of K.G.40 at present, is to fly out from Bordeaux to the Atlantic for approximately five hours, to remain in the patrol area for two hours, and then return to Bordeaux. Many convoys seen during this reconnaissance are reported by W/T to their ground station, which passes the information to the U-boat arm (B.d.U.), from which it is transmitted to the U-boats. The whole procedure, including encoding and decoding, is said to take about 14 hours.

Three men joined by the local escort when the attacks began during the evening of the 11th. owing to the fact that it is attacked when in convoy O with number e.g. 2 x 95 Approaches attacked independent or stragglers.
Three convoys were attacked during the month. In OB 252 only one ship was hit. Of the other two, HX 90 had not been joined by the local escort when the attacks began during the night of the 1st-2nd; the escort joined after daybreak on the 2nd. HX 92 was unescorted when attacked during the evening of the 11th, owing to the fact that it proceeded past the local escort rendezvous well ahead of the arranged time.

Ships attacked when in convoy ☐ with number e.g. ☐
Ships attacked, independent or stragglers. ☐

Approx number of U-Boats operating in N.W. Approaches

1st Week 8, 2nd Week 7, 3rd Week 9, 4th Week 10.
4. Attacks on shipping are carried out from a low altitude, usually between 250 and 300 feet. The bombs used are therefore armed with Fuse 38, dropped VZ. This has no "mine effect" if a near miss is obtained. Probably the whole of K.G.40 attack along the length of a ship from bow to stern because the armament of a merchant ship is generally on the stern and consequently the guns are blind during the approach of the aircraft. The most formidable armament for a merchantman, from their point of view, would be two 2-cm. shell guns on the bows and two on the stern; they always attack from a low altitude and therefore, would be well within range of the guns which can be brought to bear very quickly, whereas a larger gun cannot. The high rate of fire enables the light gun to be used as a "hose," and because the Condor is not of particularly robust construction, it is fairly easy to shoot down. If this armament plan were generally adopted, a new method of attack would have to be found, which would probably be by torpedoes, though this is not an ideal weapon for the Condor.

Ice Conditions

White Sea
Closed.

Baltic

GULF OF BOTNIA. It is probable that no ports north of Gavle will be open by the end of this month, and a continuation of the cold weather will probably cause the whole Gulf to be closed to traffic within a fortnight or so from now.

GULF OF FINLAND. Ports east of Helsinki are closed.

BALTIC SEA. Swedish ports north of Karlskrona are being kept open by icebreakers, as are also German ports, though with difficulty, particularly west of Danzig; one ship, for example, was icebound off Swinemunde for three or four days before an icebreaker was available to assist her.

APPROACHES TO BALTIC SEA. Although no definite information has been received recently it is considered highly probable that communication between the North Sea and the Baltic is no longer a practicable proposition. Thaw conditions which spread over southern England a few days ago have not reached Denmark.

Owing to ice conditions, it is unlikely that any large expedition could pass out of the Baltic into the North Sea at the present time and this state of affairs will probably last until a week after a thaw sets in.

North Sea

Milder conditions have spread to north-west Germany and Holland but temperatures are not yet high enough, nor have they persisted long enough, to cause any improvement in the situation which is expected to be as described in the appreciation issued by D.N.M.S. on January 20.
Isolated floes may be encountered in the Heligoland Bight and off the coast of Jutland as far out as the 20-fathom line.
Ice is present in all the fjords and must render communication difficult with ports several miles inland where the depth of water is not great.

**Denmark Strait**

The width of the channel is expected to be between 40 and 50 miles.

**Dambe**

The river is open as far as Braila. Above this point there are ice blocks at many points and about three weeks of the present mild weather would be necessary to make navigation safe for barges and river craft.

## Italy

**Based on information received up to January 27, 1941**

**Enemy Surface Craft**

Recent reconnaissances have established the following dispositions of main units of the Italian Fleet:

**BATTLESHIPS**

- **35,000 tons**
  - **Littorio**—In dock at Taranto December 26; possibly now at Genoa under repair.
  - **V. Veneto**—Sailed from Naples January 9/10, for unknown destination. Reported at Spezia, January 18.
  - **23,000 tons**
    - **Cavour**—Sunk at Taranto.
    - **Cesare**—Sailed from Naples January 9/10, for unknown destination. Possibly now repairing at Genoa.
    - **Doria**—At Spezia January 18, repairing.
    - **Duilio**—Sailed from Taranto between January 10 and 16. Possibly now repairing at Trieste.

**CRUISERS**


**Libya**

During the week operations in the western desert continued satisfactorily and according to schedule. Tobruk and the surrounding areas were subjected to heavy bombing and bombardment by aircraft and H.M. ships. On the night of January 20/21, H.M.S. **Terror** and gunboats shelled the port while destroyers and H.M.S. **Regent** patrolled to the westward to interfere with enemy communications. The Italian ship **Diego** was sunk off Tobruk on the night of January 21/22 and ten prisoners were taken aboard H.M.A.S. **Vampire**. H.M.S. **Fiona** and sweeps remained at Sollum ready to clear Tobruk harbour as soon as army control should be established, while a flight of Naval aircraft was based at Sollum as a torpedo-bomber striking force. On January 22, Blenheimbombers dropped many tons of bombs on Tobruk defences and gun positions, on Derna and on Apollonia, while Hurricanes and Australian Gladiators maintained protective patrols for the Blenheimbombers and H.M. destroyers operating off the coast.

General reconnaissances discovered 50,000 gallons of petrol abandoned in a wadi between Gazala and Bomba, and 20,000 bombs at the seaplane base at Bomba. The attack on Tobruk began early on January 20, when Australian troops entered the defended area, and on January 22, the army captured Tobruk with it, is estimated, over 20,000 prisoners.

By January 26 British forces were occupying the area ten miles S.E. of Derna with advanced units overlooking the town.

**Eritrea**

On January 26, operations were progressing east of Keru and Aicota, and over 600 prisoners, including a Brigade Commander, had been captured.

**Greece**

Valona was bombed by Wellingtons several times during the week. Military buildings at Elbasan and Berat were also bombed and several fires started. On the night of January 21/22, Wellingtons dropped 17,500 lb. of bombs on Maritza (Rhodes) aerodrome where German aircraft were believed to be located, and several fires were started.

**Sicily**

Catania aerodrome was attacked on the night of January 21 and again on January 23. On the first occasion nearly 25,000 lb. of G.P. bombs and 20,000 incendiaries were dropped in sacks from an average height of 10,000 feet. Seven aircraft, of which two were large twin-engined machines, were seen to burst into flames. Fires were also caused among administrative buildings. On the second occasion more fires were caused and several explosions were seen near the runway and hangars. One especially large explosion was followed by a fire 200 feet high with heavy black smoke apparently from ignited petrol, the glow of which was reported to have been seen from Malta.

**Italian Submarines**

On January 20 an Italian U-boat arrived in Las Palmas, Canaries, in a damaged condition. The damage was not very serious although the second officer had been killed, and she was able to leave on January 24, possibly for a home base. It is thought probable that this is the U-boat which sank the **Eumaeus** off Freetown on January 14, and that the damage was caused by her gunfire. Another U-boat has been patrolling near the Canaries, two more in the Western Approaches, and one is returning to the Gironde from that area.

**Mining**

Danger areas due to mines exist off Tripoli, within five cables of 36° 24' 15" N., 12° 10' E., and to the southward of Pantelleria within two miles of 36° 24' 30" N., 12° 30' E.
Enemy Aircraft Activity

GERMAN AIR ASSISTANCE TO ITALY. The movement of German aircraft and ground defence personnel into Italy continues. All types of aircraft are believed to be included, with a preponderance of long-range bombers and dive-bombers. The total is now estimated at about 400. It is thought that the majority are in Sicily and that some bombers and dive-bombers have been operating from bases in the Benghasi area.

MALTA. It is now confirmed that the total bag of enemy planes made during the attack on January 19 was 19 confirmed, 3 unconfirmed, and 4 damaged. On January 21, several enemy aircraft passed singly over the island and dropped bombs indiscriminately. The target appeared to be Luqa but was not located. Bombs fell in the sea and in various parts of the island but the only casualty was one civilian injured. Four houses were demolished but others which were damaged are still habitable. The enemy kept very high to avoid gunfire. On January 23, four enemy aircraft flew over the island independently, but only two bombs were dropped on land and there was no damage or casualty.

LIBYA. Italian aircraft with Red Cross markings have recently appeared in the Western Desert. One of these aircraft which was forced to land by our fighters was destroyed by the crew before they were captured. The aircraft was apparently carrying mail and an assorted cargo, including ammunition. It has been notified to the R.A.F. in the Middle East that aircraft with Red Cross markings can be attacked if encountered over or in the vicinity of British or Allied territory or ground or sea forces, and this intention has been communicated to the Italians.

Enemy Ports

BENGHAZI-TRIPOLI. It was reported that on January 25, seventeen ships were at Benghazi; at Tripoli on January 23, there were eight large M.V.s, two tankers, nine small M.V.s, two destroyers and two torpedo boats. There were also one Cant Z.506 and three Cant Z.301 aircraft.

Coastal Traffic

The known wagon shortage in Italy may in part be due to the necessity of using rail transport for internal traffics which normally are forwarded by coastal steamer. A report on the Italian shipping position indicates that the tonnage available is proving insufficient mainly owing to its not being efficiently used. This is said to be due to the following factors: (i) a large proportion of the tonnage appears to be allocated to the military authorities and remains idle for considerable periods; (ii) little use is being made of the large liners owing to the fear of endangering them; (iii) motorships, which represent much of the newer proportion of the fleet, are being used as sparsely as possible owing to the fuel situation; (iv) tonnage is wastefully employed, and at Trieste working is so organized as to ensure the speedy turnround of German wagons rather than that of Italian ships; (v) there are considerable navigational delays owing to the fear of mines or interception, and a round voyage from Trieste to Naples and back may take up to forty days.

Enemy Submarine Activities

In the regional grouping of the following reports of submarines or of ships attacked by them the following geographical expressions are used:

"North-Western Area" ... North of 55:00 N., and West of the Orkneys and Shetlands, and of 01:00 W.

"Coast of Norway" ... The area East of 02:00 E., to the North of 50:00 N., and East of 01:00 W., to the North of 61:00 N.

"North Sea" ... The area between that line and a line running from Dover to Cap Gris Nez.

"The Channel" ... West of that line as far as a line running from the Lizard to Ushant.

"Western Area" ... West of the Channel, South of 55:00 N., and North of 36:00 N.

"African Coast" ... The area South of 36:00 N., and West of Tarifa, Strait of Gibraltar.

NORTH-WESTERN AREA

0208/24 60:12 N.—27:10 W., 440 m., 290° Reported by British Rockall. Empire Buffalo.
0730/25 55:30 N.—16:00 W., 600 m. W. Reported by British Framlington Court.

WESTERN AREA

2048/15 52:45 N.—23:59 W., 500 m., 275° Norwegian Brask attacked.

PART III: STATISTICS

British Shipping

CONVOYS. The following table shows the number of ships, British, Allied and Neutral, which have sailed in escorted convoys during the last week and since the beginning of the war; together with the losses from enemy action:
German Shipping

European Waters

The **Consul Horn**, 8,384 tons, was reported to be loading fish at Christiansund North on January 17. She was expected at Aalsnord on January 19 and to stay there loading for three days and then to sail for Bergen and Hamburg with 700 tons of cod.

The **Jessica**, 998 tons, left Bergen on January 13 for Hamburg with 250 tons of aluminium.

The quantity of iron ore imported by Germany from Sweden is said to have been somewhat less in November than in October. The beginning of the winter freeze was probably responsible for a falling off in shipments.

The **Hanna Oldendorf**, 2,095 tons, sailed from Vigo at about midnight on January 26. She ran aground some 5 hours later in Pontevedra Bay but got off again and probably put into Marin. She is leaking aft. The **Plus**, 2,449 tons, is reported to be likely to sail from Vigo shortly as a German Master who has previously piloted other ships to French ports, has arrived and taken charge of her.

The **Spezia**, 1,825 tons, arrived at Valencia on January 21 and the **Atlas**, 2,257 tons, on January 23. The former proceeded alongside the **Tino**, 2,826 tons, which has recently been docked, and gave her 700 tons of coal. The Danish **Grete**, 1,563 tons, which is at Valencia has been docked recently, and it is reported that she will be used to trade between Spanish ports and Genoa. The **Adana**, 4,205 tons, which was last reported at Cagliari where she had been for many months, has gone to Genoa where she completed discharging her cargo on January 21.

The **Sultberg**, 1,663 tons, completed docking at Cartagena on January 21 and began to load ore.

On January 1 only five German ships were reported to be in Trieste whereas there were twenty there on December 5; nine are said to have sailed for an unknown destination on December 15.

Pacific

The **Munsterland**, 6,408 tons, speed 12 knots, sailed from Kobe on January 26. She has been extensively repaired and both the upper and lower bridges have been totally enclosed.

The **Elbe**, 9,739 tons, which is at Yokohama, was reported on January 22 to be loading 4,200 tons of oil fuel.

Reports from Talcahuano, Chile, say that the **Osorno**, 6,800 tons, began loading wool and oats on January 17; the **Frankfurt**, 5,222 tons, has not been docked since the war began, has asked permission to load 700 tons of concentrates. The **Portland**, 7,132 tons, has loaded 1,000 tons of lentils, 3,000 tons of oats, 1,490 tons of beans, 600 tons of concentrates, and 500 tons of wool. She has asked permission to load 6 tons of lubricating oil and 90 tons of diesel oil; she is thought to have had 270 tons of fuel oil on board when she arrived at Talcahuano from Coquimbo on December 4. She is believed to have had her bottom painted.
Italian Shipping

European Waters

Since January 21 seven Italian merchant ships are reported to have been captured or sunk. These are:— the schooner Diego, sunk by H.M.A.S. Vampire, two other schooners of approximately 400 tons each which were captured by a British destroyer off the Libyan coast, the Marco Polo, 12,272 tons, burnt out in the harbour at Tobruk, and three ships which the Greek submarine Papanciotes claims to have sunk.

The Caralis, 3,510 tons, sent out an SOS at 1420/27 in the position 34° 30’ N., 11° 50’ E. and subsequently made her position off Tripoli at 0300/28.

Lloyd’s Agent at Split reports that two lifeboats belonging to the Capo Vado, 4,391 tons, and the Catalani, 2,429 tons, have been found. These ships were reported in December to have been sunk or damaged in the Straits of Otranto in November.

The Numidia, 5,339 tons, left Susah on January 21 for Trieste.

The Mauro Croce, 1,049 tons, arrived at Barcelona on January 23 from Genoa.

The Burma, 2,896 tons, which was in Cadiz, was reported to have been blown ashore near Puerto di Santa Maria on the night of January 21/22 and was likely to become a total wreck.

Pacific Ocean

The Cortellazzo, 5,292 tons, arrived at Kobe on January 23 from Dairen.

The Conte Verde, 18,765 tons, which is at Shanghai, has been trying to arrange for six months supply of fuel oil from the Standard Oil Company for maintenance purposes. The Company has refused to supply any under the terms of the Neutrality Act unless the oil is paid for in advance. Lloyd Triestino has been asked to cable to New York the cost of 500 tons of oil plus lighterage charge.

The Gulf of Mexico

The tanker Tuscania, 6,904 tons, which is at Tampico, is reported to have raised steam on January 25 and to have moved up behind the German steamer Orinoco.

Sinkings, Attacks and Minings

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<td><strong>No. of Ships.</strong></td>
<td><strong>Tonnage.</strong></td>
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<td>British</td>
<td>3</td>
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<td>Allied</td>
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<td>Neutral</td>
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<td><strong>Totals</strong></td>
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The sinkings are in accordance with information received up to 1200 on January 28.

With the following belated reports the sinkings last week now amount to:—

5 British ships of 34,772 tons
8 Allied ships of 47,887 tons

Total 13 ships of 82,659 tons

Since last week's W.I.R. went to press some doubt has arisen as to whether the Norwegian Whale Factory ships, Ole Wegger and Salgjent have actually been captured or sunk. Their names and tonnage are, however, being left in these tables until definite information is available.

BELATED REPORTS

British

The Joint Arbitration Committee has now agreed that the Ben Atlan, 156 tons, was sunk by enemy action on February 27, 1940. The cause of the sinking was probably a mine.

It is now known that the Carlton, 5,162 tons, bound from Newport to Buenos Aires with a cargo of coal, was torpedoed and sunk in the Atlantic on December 20. Four of the crew, who are believed to be the only survivors, were landed at an East Canadian port and are now in hospital.

The Ardantiken, 4,890 tons, which was known to have been torpedoed on December 27 about 235 miles W.N.W. of Rockall, is now so gravely overdue at Mar del Plata, Argentine Republic, that she must be presumed lost.

Nothing has been heard of her crew.

ALLIED

It is now known that the Norwegian Brask, 4,079 tons, outward bound from Ardrossan to Table Bay, was torpedoed and sunk on January 15, about 540 miles W. of Galway, Ireland. Twenty survivors were landed at Londonderry, and the Master and twelve men are missing. The Greek Nicolas Filinis, 3,111 tons, was torpedoed on the same day in much the same position, and sank later. Four of the crew are missing and the remainder have been landed at Londonderry. The Greek Nematia, 5,101 tons, homeward bound from Barry, was also sunk by a submarine on January 15, about 520 miles W. of the River Shannon. Seventeen of the crew were saved and 19 are missing.
**Imports in Convoy**

Owing to two convoys being delayed by the weather, imports into Great Britain by ships in convoy during the week ending January 25 totalled only 474,190 tons compared with 764,232 tons during the previous seven days and an average of 688,130 tons for the previous ten weeks. Oil imports, in nine tankers, totalled 97,105 tons compared with 179,075 tons during the week ending January 18. Mineral imports were 155,229 tons, of which 120,481 tons were steel, scrap iron, pig iron, and iron ore. The corresponding figures for the previous seven days were 285,439 tons and 189,678 tons. Timber imports were 29,319 tons and cereal imports 73,321 tons, eight ships being fully laden with grain. Other food imports were 74,104 tons, of which 22,999 tons were sugar and molasses, 10,105 tons were fruit, including a shipload of 1,780 tons of Seville oranges, 5,010 tons were tea and 4,467 tons were refrigerated and canned meats. There were 283 tons of wine from South Africa and 195 tons of rum from Mauritius. Among the imports were satisfactory quantities of aircraft, lorries, and other war material.

**PART IV: POLITICAL**

**Germany**

Of Germany's active intervention in the Mediterranean there was until January 27 no reliable fresh news, beyond the continuing activity of the air units in Sicily; but on that day the many stories of imminent large-scale reinforcement of the Italians in Libya were confirmed to the extent that the German wireless for the first time said that troops were being transported into Italy. Hitler is doubtless occupied with the Mediterranean problem (though not preoccupied to the extent of lessening his preparations for a direct assault on Great Britain); and this may well account for his proposed meetings with Marshal Pétain and General Franco. The dates of the meetings (which may indeed have taken place by the time W.I.R. is in print) have not been divulged; the supposed topic of discussion is Hitler's desire to acquire, by one means or another, the use of bases in French or
Spanish Morocco or even in Spain. Another subject which appears to be occupying the German High Command—to judge by the prominence given to it in German propaganda—is United States aid for Britain: propaganda assures the people that aid will arrive too late, and it will presumably be the task of the High Command to fulfill the prophecy.

On the day of the latest meeting of the Dictators Dr. Clodius arrived in Rome with a team of experts to start a new series of intra-Axis economic talks. Germany's careful concern for her own war economy is seen not only in the almost non-stop series of trade agreements which she continues to make with her allies and with neutral countries, but also in the wide publicity given to them and to the confident pronouncements of her experts. The nebulous lease-and-lend plan for U.S. help for Britain is contrasted with the substantial reality of Russian cooperation with Germany, as evidenced by the latest Russo-German agreements; State Secretary Kömer has emphasized that one function of the second four-year plan is to maintain the start which German industry has already gained over British, and State Secretary Reinhardt has insisted on the complete financial stability of the Reich, asserting that no new taxes need be levied, nor existing taxes increased, in 1941. In view of the comprehensive and ingenious methods of economic exploitation which Germany is applying to the territories she occupies and dominates (to the extent of securing from them about 15 per cent of all the financial and material resources that she requires for her war effort), this is a promise that can be made with considerable assurance.

Though much less is now heard of a New Economic Order for Germany's post-war Europe, the Germans are continuing to give much thought to the adaptation of Europe's industrial capacity to peace time conditions. Her experts are making it clear that German industry is to be accorded precedence in any post-war scheme, and that other industrial countries of Europe are simply to play the part of complementary concerns. No industries are to be permitted to these other countries that can only exist under the protection of preferential tariffs or import restrictions. Germany alone in Europe is to be permitted economic independence, and thus will be able to exercise the most effective control possible over the destinies of the whole continent, including, presumably, Great Britain.

Reports of black-out accidents to Germans in the occupied Low Countries have more than once been mentioned in W.I.R. It is interesting that a similar report referring to Vienna has recently come from a refugee who left Austria in the early winter. The victims are said to be Prussians, who, never popular in Vienna, are now hated, and who are often set on in the dark. The Viennese are prevented by police repression and spying from learning news of British bombing in the Reich proper; but refugees from Berlin, Hamburg and other towns—for the most part children and the richer classes—have reached Vienna in considerable numbers with horrifying stories of their experiences.

**Poland**

Recent reports from the Government-General show clearly that the Poles are almost all confident of an Allied victory, and that for the most part they maintain a proper distance in their relations with the Germans, and avoid unnecessary provocations. Frequent reports, however, in the German press about the destruction of Polish farm buildings and grain stores by fire, and about the arrest of Polish armed bands, show that active resistance and sabotage continue.

The German policy in the Government-General is not only one of persecution, but of demoralization. Besides the encouragement of gambling by opening casinos in Warsaw and elsewhere, they are publishing illustrated Polish periodicals of a very erotic character, and it is said that a secret circular has been issued forbidding to the Poles all theatrical performances, concerts and publications of artistic value, and permitting those of a diverting nature even if they have a directly indecent or immoral character. For the working classes, and especially for the peasants, another means of demoralization has been found—a steady reduction in the price of vodka and an increase in the number of licenses for its sale. Whether as part of the same policy of demoralization or for economic reasons, the Germans are certainly paying peasants in vodka for the grain which they have to hand over to the Government. This is extremely disappointing to the peasants, who had hoped to receive money payments so that they might buy clothing and other necessities.

There is reliably reported to be a tendency among the Jews in Poland to blame their sufferings on the Poles. They argue that the Poles should have yielded to Germany at once, in which case the German occupation would have been much milder and more supportable than it is in fact at present. Though many of them are deeply attached to the land in which they have lived for six
or seven centuries, they cannot understand that political independence is a thing worth fighting for, since they themselves, under every régime and bitter persecution, have managed to preserve their separateness and individuality.

A considerable part of the essentially Polish region to the west and south-west of Cracow has been detached by the Germans from the Government-General and annexed to the Reich; and this process has involved a ruthless deportation of the Polish inhabitants of some thirty villages, and their replacement by German settlers—generally Germans from Volhynia who speak more Ruthenian than German—at the rate of one German family for every ten or twelve dispossessed Polish families. The correspondent of a Finnish newspaper has lately described the efforts of the Germans to turn Poznan (Posen) into a German town "for ever." In August, 1939, it was an entirely Polish town except for a small German minority. To-day the administration is wholly German, business is almost wholly Germanized, all public notices and street names are German, the cinemas show only German films and the bookshops only advertise German books. Before the war there were only 10,000 Germans out of a population of 300,000; to-day there are 60,000. Many Bessarabian and Bukovinian Germans have been brought in. They have the most varied traditions and habits, and have in common only their often imperfect German language and their often much diluted German blood. They look forward to a bright future, for they are supported in every way by the authorities, enjoy privileges in the matter of taxation, and have almost unlimited Polish labour at their disposal.

Although a rigid distinction is made between Germans and Poles, who are treated as an inferior race, this correspondent believes that the three and a half million Poles in the annexed territories are in some danger of being absorbed into the German system, for they have neither arms with which to resist, nor that "vital intellectual stratum" necessary for the maintenance and assertion of their nationality. They have no Polish books or newspapers, and are obliged to learn German. There is no Polish education, and most of the teachers, together with doctors, lawyers, officials, landowners and industrialists, have fled to the Government-General, have been exiled, or have succumbed to persecution. Seeing French and British prisoners at work in Poznan, the correspondent asked why they were there, since there were such ample reserves of Polish labour available. He was told by a German that "it was appropriate to show the Poles what their liberators and savours were really like."

A writer in Das Reich states that the Government-General is barely self-supporting in food, and that owing to lack of raw materials and uncertainty of the future, industry as a whole is at a standstill, except in so far as it directly ministers to the German war industry. The Frankfurter Zeitung reports that the movement of goods through the port of Danzig has greatly diminished since the town became German. Exports from the annexed Polish territories now pass through Stettin, while the timber from Eastern Poland is floated down the Niemen to Memel. Danzig is now only living on the small trade with the Government-General and on the hopes of a revival of German trade with Russia.

Scandinavia

Norway

Norwegian resistance is now openly admitted by the Germans in a number of ways. Damage to military property is acknowledged by the offer of a reward for information leading to the conviction of saboteurs; a curfew has been imposed in Stavanger, Bergen and other towns in the west of the country where sabotage has been most prevalent; collective fines have been levied on Trondheim and other places where, among other acts of sabotage, electric cables, including the wires supplying the air raid sirens and fire alarms, have been repeatedly cut; the Norwegian Bank has had to announce that it will refuse notes embossed with anti-Quisling inscriptions; political arrests have been so numerous that, to relieve the Norwegian gaols, prisoners serving sentences of more than three months are being transferred to Germany.

The food situation is reported to be deteriorating in the north. Throughout the country fish, the staple diet in normal times, has been scarce, partly because many fishermen refuse to risk sailing along the northern coast, and partly owing to German requisitions. Fish shipments to Germany from Aalesund were recently at the rate of two a week. In payment, Norway receives from Germany large consignments of harmonicas. It is reported that a Bishop, an ex-Minister and a State Advocate have telegraphed to Mr. Hoover that Norway is faced with starvation by the blockade, by foot-and-mouth disease and by a poor harvest, and needs imports which could be obtained from Russia against payment in dollars.

Recruiting for Quisling's volunteer force, which is to serve in Germany, continues to make little headway. It has been officially announced that the title "Nordland Regiment" has
nothing to do with the Norwegian province of that name, but is intended to indicate the position of Norway in Greater Germany. This open emphasis on the provincial role contemplated for the country is not likely to commend the scheme to a people so independent in spirit as the Norwegians.

DENMARK

Evidence of the parlous condition of Danish industry includes reports that the Aarhus oil works are operating only “a couple of days a month”; that the manufacture of Diesel motors has been temporarily stopped as Diesel oil is unobtainable; that the shortage of tinplate and copper has reduced one factory to the employment of only one-third of its men for only 27 hours a week; that tyre factories are closed for want of rubber; and that her own shortage of oats makes it impossible for Denmark to fulfil Italian orders for sawing oats. On the other hand there is said to be some prospect of adequate timber imports from Sweden during the first half of 1941.

A proportion of Danish industry is working for the German market, but Germany cannot extort from the Danes all the goods that she would like. It is probable that certain of her demands, such as for weapons or munitions of war, would, if pressed, be baulked by sabotage. Meanwhile, in this sphere, no less than in the political, King Christian is believed to be resolutely refusing demands which go beyond the agreement made with Germany at the time of the occupation. Denmark has successfully escaped certain indignities to which Germany has subjected the countries actually conquered. Unlike Holland, for example, she has succeeded in withholding from the local Nazi Party the privilege of wearing uniforms, and last week several heavy fines were imposed by the Danish courts on Nazis who appeared in uniform.

Swedish correspondents have frequently alluded of late to the Danish dissatisfaction with the news which is fed to them by their own newspapers and radio. Recently a news-vendor in Copenhagen was heard vociferously recommending his wares:—"Eight pages of lies! Eight pages of advertisements!" They want to know, it is said, not what the Germans want them to believe, but what is said and thought in England. Listening to English broadcasts is on the increase—a fact that may be reflected in the considerable rise in 1940 in the number of registered radio-listeners.

The Low Countries

The German authorities are not succeeding in their efforts to induce either Belgium or the Netherlands to co-operate in their new order. They have tried both harsh and gentle means and have succeeded with neither. In the meantime, a growing conviction of ultimate British victory is spreading through the Low Countries, making it more than ever difficult to convince public opinion of the desirability of falling in with German wishes. In Holland the German authorities have been putting about the suggestion that they themselves are divided between sharper and milder methods, hoping thus to induce the Dutch to accept the lesser of the two evils. A Belgian economic delegation which recently went to Berlin was given assurances that Germany would provide essential foodstuffs, grain and raw materials if the Belgian authorities and population would demonstrate their willingness to co-operate with the Reich. This may be an attempt to persuade the Belgians that there is no real shortage, but they are left in no doubt that supplies depend on their being on good terms with the Germans.

In the meantime, compulsory stock-taking in Belgium has revealed that clothing shops are virtually empty. Shopkeepers who hold coupons for new supplies are unable to obtain them from wholesalers and have to wait weeks, and sometimes even months. In particular there is a shortage of shirts, collars, ties, handkerchiefs and the like. From Amsterdam comes news of the opening of the first dog wool depot for supplying long-haired dog combings as a substitute for wool.

Further publicity has been given by the Brussels radio to the return of some thousands of Belgian prisoners of war, some of whom have even been confronted by the microphone. Propaganda has not connected King Leopold with this return of prisoners, but it is now believed (as recorded in W.I.R. last week) that the German concession resulted from a meeting of the King and Hitler. Whether the King made a concession in return is not yet known. It will also be interesting to see whether the position of the King will be in any way altered. He is himself a prisoner of war, and this fact was given much emphasis at the time, shortly after the surrender, when he first refused to collaborate politically with the Germans.
France

It has been officially announced that the meeting of Marshal Pétain with Laval, which took place at La Ferté, on the frontier between the occupied and unoccupied zones, was arranged at the express request of the Marshal, and had as its purpose the clearing up of "misunderstandings." There is no answer so far to the question whether the Marshal is prepared to accept Laval again as a collaborator, whether at Vichy or Paris. In some quarters it is believed that the removal of "misunderstandings" relates to Laval as a private citizen rather than as a public figure, but a press statement issued at Vichy, apparently with official inspiration, explained that the main reason for the La Ferté meeting was to modify the violent attacks on the Vichy Government in the Paris press.

There is no doubt that the Germans have put great pressure on the Marshal to restore Laval to office of some kind. Should they succeed, they might precipitate a crisis in unoccupied France, which would give them an excuse for occupation on the plea of maintaining order. Since the Marshal's prestige and authority have lately been increased largely by the resistance which he was believed to be showing to German demands, and by his dismissal of Laval—who is universally unpopular in France—it seems obvious that his credit would suffer perhaps disastrously, if he were now forced to give way. It is certain that the reinstatement of Laval would at once deprive the Vichy Government of all semblance of independence.

Marshal Pétain has so far believed that he held certain trumps, which might make the Germans hesitate to proceed to extremes. One of these is the Fleet, which might, in certain circumstances, sail for Africa; another is the Empire, chiefly in Africa, which might, if orders to that effect were given by the Marshal and the heads of the fighting services, oppose Axis aggression. The Germans may, however, attach less value than the Marshal docs to the African trump in his hand. They are certainly not likely to decrease their pressure on France. Professor Grimm, a German jurist, has inaugurated a series of conferences on Franco-German collaboration, and Brinon, the Vichy "ambassador," in Paris, attended the first of them. The Journal Officiel has published a law approving an arrangement whereby advances made by the Bank of France, free of interest, to the French Government for the expenses of the German forces of occupation have been raised from 75 to 85 milliards of francs.

Marshal Pétain has now set up a National Council of 188 members. This will be a purely consultative or advisory body, and will have no legislative powers. The new assembly closely resembles the Conseil d'Etat of the First Empire, and will probably be equally ineffectual. It is to disappear "as soon as France has received a new constitution." The Councillors have not been elected, but chosen personally by the Marshal; and although they are supposed to be representative of the nation, they are no doubt in fact representative only of the partisans of Vichy. They include, besides Deputies and Senators, persons engaged in business, agriculture and science, and a sprinkling of Service and ex-Service men, priests and intellectuals. The French wireless somewhat glowingly observes that they will constitute "a happy synthesis of the material and spiritual energies of France and her Empire," and draws attention to their philoprogenitive prowess: "the part allocated to large families—most of the Councillors have over four children, some have seven, nine and even eleven—is the surest guarantee of the renewal of France's energies." However, the Nazi-controlled Paris press comments on the new Council in a contemptuous or hostile tone.

The railways in the south of France are reported to be handicapped by a shortage of coal and lubricating oil, and by an inability to replace damaged bearings. The line from Lyons to Geneva—the only really main line between Switzerland and unoccupied France—crosses a short section of occupied territory near Bellegarde. The Germans now appear to be demanding a minimum transit fee of 200 francs per wagon, even when empty, and still higher charges are made on the more valuable traffic. A transit charge varying according to the nature of the traffic is not unusual, but the rates in this case seems penal.

Spain

The progress made with the settlement of the Tangier question and of the economic negotiations has had a favourable effect on public opinion in Spain, which is becoming increasingly pro-British and anti-German. Though the Germans are doing all they can to prevent any rapprochement between Great Britain and Spain it is doubtful if they realize how strong is the feeling against them.

In the meantime the food situation has been slightly eased. Both olive oil and bread have been obtainable in small quantities. In the north-west the population have been better off than elsewhere and have been able to obtain meat and fish fairly
regularly. Shortage of coal is very serious. Railway repair shops have been closed because they are unable to obtain coke and coal and this has increased the difficulty of railway transport. As a result there is more activity in coastal shipping.

Internal politics continue to be stormy. The generals have held another meeting and are reported to have drawn up a memorandum for General Franco which lays down that either there should be a purely militarist regime; in which perhaps Señor Suñer might be included for the time being; or else that the Falange should take over the whole Government, in which case the generals would resign, leaving the Falange to shoulder all responsibility. The breach with the Falange is becoming wider and wider and the military party consider that it has failed to govern the country. Now they wish to take control themselves, but, as a sop to Germany, would be prepared to include Señor Suñer in the Government. There has been no improvement in feeling between the Spaniards and Italians, and the British and Greek victories are welcomed in Spain. The small military missions sent by Spain to Italy and by Italy to Spain are now reported to have been withdrawn. The Spanish Government are also reported to have withdrawn their Ambassador from Rome at the request of the Italian Government who declared that his views were not in keeping with the good relations between the two countries.

Portugal

In Portugal the Prime Minister, Dr. Salazar, continues to do all he can to stiffen General Franco's resistance to Germany. There is a very general fear of a German invasion and a belief that, if the United States seemed likely to enter the war, Germany would occupy the Peninsula and make use of Portuguese air and naval bases.

A new war trade agreement is being negotiated between Portugal and Great Britain. In spite of their strong pro-British sentiment, the national pride of the Portuguese is often an obstacle. Although Dr. Salazar is prepared to give a guarantee not to re-export goods imported from foreign countries overseas, he will give no guarantee in respect of goods coming from the Portuguese colonies. He will give a verbal assurance but nothing more, since this is a matter of amour propre and touches Portuguese rights and independence. This attitude of mind is perfectly genuine and must therefore be taken into consideration if a satisfactory agreement is to be reached.

Italy

The opinion has been expressed in Italy that, if the Italian army continues its succession of defeats for another two months, it will mean the end of the Fascist régime. This is perhaps wishful; but that some such opinion is also held in high German circles is apparent, both from the increasing evidence of German penetration of Italy and from the continued bolstering-up of Fascist-Nazi "brotherhood" in German propaganda. German penetration and influence is both feared and disliked by the Italians, even by many members of the Fascist Party. The educated classes are said to refrain from expressing this dislike for fear of being denounced to the police; but the working people are now outspoken in blaming all their hardships on the Germans, and it is said that food and coal queues openly abuse Germany to the police who are marshalling them. The alarm of the Italian Government at the outspoken criticism is seen in the continual broadcasts designed at once to hearten and to threaten the malcontents.

Disaffection is most pronounced in the northern industrial towns where, according to press reports, serious rioting broke out last week. So far there is no confirmation of these reports, which are suspect (as coming from that hot-bed of rumour, Belgrade) and which have received official contradiction (for what that is worth) in Rome. If true, they would be significant: riots are usually a first sign of internal collapse, and though there has been much discontent since before Italy entered the war, it has never yet broken out into actual rioting. It is of course possible, though not at present probable, that the Germans are deliberately fomenting discontent, as they have done in other countries, in order to create a pretext for taking control.

Some idea of the internal dissension which is spreading from the civilian population to the army may be gathered from a Greek press report of interviews with captured officers and men of the "Wolves of Tuscany." "I know," said one man, "that our officers accuse us of cowardice; but it is really they who showed the cleanest pair of heels." An anti-Fascist said that most Italian soldiers were peasants and all peasants hate Fascism and Mussolini: "The Fascists extort from us the products of our labour and our farms and pay their own price or none at all. Mussolini imposes fresh taxes on the agricultural population solely in order to maintain the Party or to meet the mad necessities of war." Non-Fascist officers attribute the military débâcle entirely to the appointment of large numbers of Fascist officers, who are granted large extra allowances. On the
other hand some Fascist prisoners are said to blame the Duce bitterly on the ground that their promised special allowances had dwindled or completely disappeared, and that they were getting no preferential treatment compared with volunteer and professional officers. In order, apparently, to heal the breach between Fascist and non-Fascist, it was officially announced in Rome last week that the Party would be thrown open to all members of the fighting forces. "The Duce's decision represents an important step towards an ever-closer co-operation between the Italian Army and the Fascist Party." No doubt the Duce weighed and rejected the alternative possibility—that his decision may please neither a Party which has always prided itself on its exclusiveness nor a professional army which will fear coercion. Criticism of Fascist officials who have remained at home instead of going to the front has become so open that many have had to resign their posts and join the forces. Among others, Ciano and the Ministers of Popular Culture, Public Works and National Education have taken up active appointments with the air force in Albania, and Farinacci is also reported by Popolo di Roma to have gone there. The departure of Ciano from Rome may well reflect the often rumoured disagreement between him and Mussolini.

Hoarding of foods which are difficult to obtain has become common, and heavy fines are recorded in the Italian press. Spaghetti and bread besides being rationed, have increased in price and deteriorated in quality. (Deterioration of spaghetti is said to take the unappetizing form of "progressive blackening." ) Although the rich can buy more or less what they like, the poor are finding increasing difficulty both in budgeting for the rising costs of living and in obtaining nourishing foods within their means. A series of decrees has been issued to remedy these hardships, but it is clear that one more boast of Fascist propaganda has proved idle. In the past it has always been emphatically claimed that the poorer classes would derive great benefit from the corporative system in war-time as there would be equal distribution of labour, of food and other goods, and of wealth.

**U.S.S.R.**

While it is too early to assess the full implications of the recently concluded economic agreement between Russia and Germany, it is certain that the exchange of goods envisaged goes considerably beyond that formerly agreed upon. Russia is to continue to supply Germany with foodstuffs and raw materials, including oil, but the chief increase is believed to be in the projected supply of grain. Russia is supposed to receive in exchange deliveries, at an increased rate, of industrial equipment. The Soviet Government are reported to have been purchasing increased quantities of oil, cotton, copper and other raw materials in the U.S.A., in order to be in a position to export more to Germany, and have also been seeking to increase their shipping resources for the purpose of transporting these things. Possibly the increased freight rates on the Trans-Siberian Railway, and the difficulty which non-Russian exporters find in obtaining transit permits, have some connection with this traffic. Japanese exporters of soya beans via Siberia to Germany are getting behind with their deliveries because of a shortage of Russian trucks and of a lack of storage space at Manchuria, on the Manchukuo frontier.

Tass communiqués have announced that a prolongation of the Soviet-Japanese Fisheries Convention until the end of 1941 has been agreed upon. The Japanese are to pay 20 per cent. more for leases, taxes and dues for fishing areas. They have also agreed to settle a long standing claim, amounting to nearly two million yen, for return of advance and damages for non-fulfilment of a contract to build three ships. Tass described these agreements as being undoubtedly a forward step towards an improvement of Soviet-Japanese relations. A new Fisheries Convention is now being discussed and is expected to be concluded some time this year.

**The Balkans**

In spite of the most severe wintry weather, the Greeks have held their positions, have succeeded in repelling Italian counter-attacks, and have made some small gains in Albania. They feel confident enough in defeating the Italians, but, although they would no doubt resist to the best of their ability any advance which might be made against them by the Germans, they are not unnaturally reluctant to take any step which might provoke a German attack. Their resistance to any such attack must depend to some extent on the attitude of Yugoslavia and Turkey. At present Germany hopes, by keeping the Balkans anxiously guessing about her intentions, to paralyse at least Yugoslavia and Bulgaria into inaction. She has been suggesting to each of these countries that the other has agreed to the passage of German troops, and, in order to sow suspicion and create nervousness about her own intentions, has been putting out thoughts of a British landing at Salonika and of British generals having taken over the command of Greek forces in Albania.
Polite messages were exchanged between the Foreign Ministers of Yugoslavia and Bulgaria on the occasion of the fourth anniversary of the conclusion of the pact of “eternal friendship” between the two countries, but they have not concerted measures with each other, or with Turkey, for their joint defence. The visit to Sofia of Colonel Donovan, President Roosevelt’s special envoy, may have produced a temporary awareness that the Axis is not all-powerful, for Colonel Donovan saw King Boris and his principle Ministers and no doubt explained to them the significance of American foreign policy and aid to Britain. In the meantime some progress has been made towards an improvement in relations between Bulgaria and Turkey. German pressure on Bulgaria is, however, continuing. There has been a steady infiltration of German technical units into that country, and there are concentrations of German troops against the frontier in Northern Dobrudja, but there is no evidence that the Germans have yet decided on a sudden occupation or invasion.

In Roumania, on the other hand, they are rapidly consolidating their position, and the incursion of German troops has lately gone on at an increased pace. During the past week Roumania has been a scene of chaos. Ever since the German troops arrived in October there has been a split in the Iron Guard. It arose primarily from the question of territorial sacrifices. Some of the Iron Guards, it appears, are willing to collaborate with General Antonescu and obey his German masters. Others, while not hostile to the Axis, have wished to be autonomous. General Antonescu had lately arrested or pensioned off some of the dissident Iron Guards, and during the growing tension a member of the German Military Mission was murdered in Bucharest. From January 21 onwards there were incidents in Bucharest, Brasso, Ploesti, Constantza, Braila and other places, which varied from demonstrations to riots and organized rebellion. At Brasso the revolting Iron Guards seized the wireless station and jammed the Bucharest broadcasts, and in the capital itself public buildings were occupied by the insurgents and there was fighting in the streets. Advantage of the prevailing anarchy was taken by criminal, terrorist and irresponsible elements to indulge in murder and robbery, and something in the nature of a pogrom was carried out against the Jews. For a time it appeared that the situation was out of control, but General Antonescu, with the aid both of Roumanian and German troops, was able to re-establish his authority. According to press reports, the Iron Guard leader, Horia Sima, has been arrested—his pockets lined with some millions of embezzled lei—and is now awaiting trial by court martial. It is more reliably reported, however, that he has gone into hiding and has not yet been found.

General Antonescu declared, in one of a series of broadcasts, that the revolt had been organised by M. Petrovicescu, formerly Minister of the Interior. The Conducator’s utterances have been in his usual rhetorical style, at once emotional and high-sounding. They have included praise for the army, condemnation of the insurgents as “for the most part irresponsible children and notorious Communists,” and a tribute to himself as one who “could not be suspected of permitting Judeo-Masonic machinations.” Repressive measures have been decreed, the General is reported to have formed a new Cabinet consisting almost entirely of other generals, and he has re-affirmed his solidarity with the Axis. It is hard to see that the revolt has led to anything. The Germans have tightened their grip on the country, and the arrival of Killinger, the new German Minister, in Bucharest is likely to tighten it further, since he is not known for his light touch. Rumour, however, suggests that his stay in Bucharest may be short and that Fabricius may soon return. Whether Germany does or does not intend to make an early move in the Balkans, she will at least make sure that she is in a position to do so.

Far East

The fact that Japan has been governed in recent years by a whole series of short-lived administrations, which have sought in vain to solve the nation’s problems, has indicated that sooner or later a major crisis would supervene. The internal situation in Japan to-day seems to suggest that that crisis is impending. It is possible to discern two main currents in Japanese politics, both of which are strongly nationalistic. The genuine moderates no longer play any real part in the politics of the day. A clash, however, between the radical nationalists (who believe in the policy of “southward expansion”) and the reactionary nationalists (who are chiefly influenced by their anti-Soviet feelings) might bring appreciably nearer the moment when more moderate counsels would find a hearing.

With Italian prestige rapidly declining, it seems highly probable that Germany is making strenuous efforts to secure the active co-operation of her other partner in the Three Power Pact. The Japanese radical nationalists, who seem for the present to hold the real power even though it is not yet absolute, have always been hypnotized by German arguments. While Germany is actively interested in bringing Japan into open conflict with Britain and the United States, she no doubt
persuades the radical nationalists that a display of German-Japanese solidarity, and of open collaboration between the fighting services of the two countries, would frighten off both the United States and Britain, thus opening the way for Japan to achieve her dream of southward expansion. That such arguments have told, and that the radical nationalists have to a considerable extent succeeded in getting their own way, is shown, *inter alia*, by the dispatch of missions to Germany provided for by the terms of the Three Power Pact.

It seems fairly clear that at one time the Soviet Union was intended to be a partner—however reluctant—in the scheme of things, and that the Japanese radical nationalists were persuaded by Germany to accept such a situation. But the indications are that Russia did not find her rôle sufficiently attractive. If Germany hopes nevertheless to induce Japan to continue her southward expansion, she will presumably persuade her that Russia will be held in check by Germany to obviate any likelihood of an attack in the Far East. Some kind of undertaking of this sort would be all the more necessary since the anti-Communist clause in Japan's treaty with the Nanking puppet Government of Wang Ching-wei caused a perceptible coolness in her relations with Russia. That the U.S.S.R., possibly under German pressure, has recently moved a step nearer Japan is shown by the extension of the Russo-Japanese fisheries agreement. There are at present, however, no indications apart from insinuations by Mr. Matsuoka, that Russia is prepared to satisfy Japanese lustrs for anything more than fish.

This is where the Japanese reactionary nationalists come in, for they are bitter opponents of Russia and have always regarded with profound suspicion any idea of a rapprochement with that country. Their views are shared by quite a large section of the population and by the powerful Kwantung Army, which garrisons Manchukuo. On balance it appears that the radical nationalists (or southward expansionists) have the whip hand for the moment, but that the reactionary nationalists (or Russophobes) may have their day if the policy of their opponents is patently shown to be contrary to the country's interests. What is certain is that both factions are hostile to democracy and that both would like to find a means of escape from Japan's commitments in China.

The present atmosphere of crisis in Japan, as regards both internal politics and foreign policy, has been intensified by recent American pronouncements. Mr. Cordell Hull's description of the Japanese "new order" as the subjugation, exploitation and impoverishment of invaded countries brought an irate insistence by Mr. Matsuoka, the Japanese Foreign Minister, that Japan's expansionist aims involve "no conquest, no oppression, no exploitation." Mr. Matsuoka has also virtually declared that the United States must mind her own business, and that "Japan must dominate the Western Pacific." All this fails to impress the American people. "If Mr. Matsuoka rashly threatens the United States with war," says the New York Herald Tribune, "and challenges the American people to meddle with Japan if they dare, he is begging for angry popular attention. If he shouts long enough in this vein to get it, he will discover that his replies are coming from a nation that has never yet been successfully bullied."

While there is some indication that the Japanese hotheads are not having everything their own way, and that the Japanese Government may consider it advisable to give at least the appearance of taking up a more conciliatory attitude towards the United States, Japan is actively pursuing her avowed policy in South Eastern Asia. She has prevailed upon Thailand and Indo-China to agree to Japanese mediation in their dispute ("When disputes occur in Eastern Asia," Mr. Matsuoka is reported as saying, "Japan alone has the right to mediate"); an armistice is being arranged, and a conference between representatives of the two countries will be held immediately, though it is not certain where. Whatever the immediate outcome of the conference, and whatever concessions the French may agree, under Japanese pressure, to make to Thailand, Japan is likely to exploit this diplomatic success as much as she can to her own advantage. There are indications that she is using her influence in Bangkok with a view to strengthening pro-Japanese tendencies in the Thai Government, and reports of Japanese military concentrations in Formosa may foreshadow action to gain a firmer hold and strategic benefits in Indo-China.

Economic negotiations between Japan and the Dutch East Indies are shortly to be resumed. The old epigram which says that "In matters of commerce the fault of the Dutch is giving too little and asking too much" must now be applied to the Japanese, who wish to obtain in the Dutch East Indies various rights of a kind that would be helpful to peaceful, and in certain eventualities anything but peaceful, penetration. They are understood to be asking for freer Japanese immigration, freedom to undertake prospecting, mining and other commercial enterprises, more fishing rights, and leave to establish air and cable communications between the Dutch East Indies and Japan. They try to justify these requirements by cant phrases about the need for Japan to help the Dutch East
The Foreign Affairs Committee of the House of Representa­tives, which has been examining President Roosevelt's "lease-and-lend" Bill, has now heard the evidence of Colonel Lindbergh (who said that he did not want either side to win the war but would like to see a negotiated peace) and of Mr. William Bullitt, formerly U.S. Ambassador to France, who showed that he has more backbone and common sense. "Our country is in such danger," said Mr. Bullitt, "that decisions on the effective use of our instruments of defence are as vital as if we had already been attacked."

Colonel Lindbergh's testimony was undoubtedly the most effective card which the opponents of the Bill have so far played, and it was seized upon by the press for its news value, and often made the subject of favourable comment. As an American observer points out, Colonel Lindbergh provides a dramatic antithesis to the President and, "despite the latter's debunking of him as a 'lonely eagle,'" Lindbergh is still a name to conjure with." However, Colonel Lindbergh's views have no serious support, except among extreme isolationists, and they are unlikely to affect the great majority of the American people, who have already made up their minds about sending aid to Britain. It is even suggested that the airing of his views, while an example of the functioning of democracy, will in effect strengthen the Administration's case. In fact, the latest Gallup Poll shows that public support for President Roosevelt is at its highest for seven years, and that he now has the backing of many who voted for Mr. Willkie in the Presidential elections. The Chairman of the Foreign Affairs Committee, which has now closed its hearings, has expressed the hope that the Bill will be passed in less than 30 days—"if we are going to do anything we must do it now: there can be no delay on a matter of national defence."

Although it is not likely to be passed without some amendments, it is expected that the Bill will give the President substantially all the powers he seeks, and that he will make the most effective use of them. Industrialists, attempting to move forward and to make plans, are at least certain that 1941 will be one of the biggest years of production in the history of the United States. Production in a number of important industries is already close to the highest level of the boom year of 1929, and in some cases is above it, and is continuing to expand. "Big business," though fearful that the passing of the "lease-and-lend" Bill, will be followed in time by an increasing regimentation of industry, is more concerned at present with the increasing demands of labour for higher wages, and the consequent prospect of increased costs and diminished profits.

The arrival of Lord Halifax in the King George V instantly appealed to the imagination of the press and radio and received much attention. So did President Roosevelt's action in going to meet him. The American view of Lord Halifax is crystallized in a headline, "Appeaser now War Apostle." The New York Times describes him as "a warrior who drew his sword most reluctantly though he has now thrown away the scabbard," and who will therefore understand, "if any man can, the divided drives of our own emotion—towards helping to beat down Hitler and towards keeping out of war if we can." The same idea is put by the New York Post, which considers that he will be a "sympathetic teacher and guide for those Americans who still fail to understand the Nazi threat."

There is further evidence of an increasing and widening "war consciousness." The north-eastern States are having their first air raid manoeuvres, with hundreds of spotters scanning the skies for "enemy" bombers, and even in the heart of the Middle West, in North Dakota and Missouri, hitherto strongholds of isolationism, preliminary steps are being taken for A.R.P. "We cannot say," remarks a local paper, "that we shall never hear the wail of an air raid siren, or sleep underground, or carry masks as a regular part of our equipment, or stumble through blacked-out streets. . . . Yesterday's remote contingency, as the British have found, has a disconcerting habit of becoming the reality of to-day." This awakening realism is reflected in the Gallup Polls. While an overwhelming majority would vote against going to war now, if a national referendum were held, many more Americans now regard it as more important that the United States should help Britain even at the risk of getting into the war, than that the United States should merely concentrate on keeping out of it.
Latin America

The British trade mission led by Lord Willingdon has concluded a £40,000,000 deal with Argentina, which thus becomes one of Great Britain's chief sources of food supply for the period of the war. There is a large surplus of maize in the country about the disposal of which the Argentine authorities are greatly concerned. It is hoped that trade relations between Argentina and Brazil will improve as a result of a recent agreement. The chief difficulty hitherto from the Brazilian point of view has been the large deficits arising from the heavy imports of Argentine wheat and the encouragement by the Argentine Government of home-produced sugar, meat and cotton goods which previously were imported from Brazil.

The Argentine political situation is disturbed and changes are taking place in the Cabinet. Both the Minister of Finance and the Minister for Foreign Affairs have resigned. There has been considerable agitation among the various political parties and the continued ill-health of the President and the uncertain views of the Vice-President add to the general confusion.

Chile and Bolivia have signed a non-aggression pact. Relations between the two countries have been bad. Chile fears Bolivia, as a River Plate country, might become too much committed to Argentina at the River Plate Conference.

There has been an improvement of trade in Ecuador, as shown by recent figures. This is no doubt partly due to the setting up of a Constitutional Government last September. The agricultural situation and the increased deliveries of cocoa have also helped, although Japanese competition, particularly in textiles, has been heavy.

In all the parts of Latin America where the British trade mission has been it has received a warm welcome and nowhere more than in Uruguay. Here pro-British sentiment is particularly strong. Some Argentine papers have recently reported that British Government officials were suggesting the use of Montevideo as an open port for British warships. This suggestion comes, not from British officials, but from the Uruguayans themselves. A further instance of popular feeling is a demand put forward by Senior Larreta, editor of El País, that Uruguay should abandon her neutrality and join the war on the side of Great Britain.

The new Mexican Foreign Minister has declared in a recent broadcast that aggression against any South American country would be regarded by Mexico as an attack against herself. There are many reports that the United States and Mexico will shortly sign a pact of mutual defence and an economic agreement on the lines of the pact between the United States and Canada. It is thought that such an agreement would give the United States the use of bases on both the Mexican coasts. There are ten Italian ships in the Panico River where they have been taking refuge since Italy entered the war. Recently they have taken on quantities of fuel, and although the port officials deny that they have yet been issued clearance papers, it is thought likely that they will try to run the blockade.

PART V: SPECIAL CONTRIBUTIONS

The Admiralty does not necessarily agree with the opinions expressed in Part V of "W.I.R."

The Air War in 1940

By the Assistant Chief of the Air Staff (G)

The war began with all the combatants believing that there would be heavy and effective attacks by day bombers. The Germans in particular developed day bombers as an accessory to the army, to be used in air hurricane onslaughts upon the enemy. Up to the beginning of the war, the Germans threatened small powers with their day bombers. After the decision against Poland, they put these threats into action. The experience confirmed their view that heavy mass attacks by day bombers, supported by fighters, would be able to bring the opposing fighter force down, to intimidate the army and the country, to attack communications, and finally batter the harassed people, to the extent even of pursuing refugees along the roads.

The Germans found these tactics successful in Poland and afterwards in Holland and Belgium. They had it all their own way for they were up against very small fighter forces, not very well organized, without the ground protection, communications and ground organization necessary for the operation of a fighter force over a defended zone. These weaknesses were abetted by treachery. The Germans operating in Poland, Holland and Belgium had it their own way. They came up against increased opposition in France, but even then the fighter force of our ally was not sufficiently effective as an umbrella over a defended zone. There were many reasons for this. Our own people fought to a standstill, many of our pilots doing five and six sorties in a day. Some of them were so exhausted that—going up again and again
and shooting until the gun was too hot to hold—they would come down and fall asleep on the floor. Some were so exhausted that they had to go off to hospital to rest. Then they returned to it and began again. This was forced upon us by the disparity in numbers.

Then came the Dunkirk affair when we had to use all we could—perhaps a little more—to try to get the army away from the enemy clutches. We got them away, but we were fighting then under several tactical disadvantages. We had the extreme range at which our single-engined short range fighters had to operate—and the sea over which to return. Every pilot who had to bale out on the other side, and every aircraft that had to come down, was lost to us. In spite of all the disadvantages we suffered, it is just to say that this was the first time that the German Air Force came up against a formidable fighter force. But it was impossible with the aircraft we could deploy at that range to keep a permanent patrol over Dunkirk, in numbers superior to those of the enemy.

All was well while we were there. But when the patrols had to leave, the enemy took their opportunity and came out to do their bombing. They were fighting on their home front and when one of their pilots came down, they could collect him. We could not. We lost many good pilots and many aircraft: more than we could easily spare.

**THE BATTLE OF BRITAIN**

Then followed two or three weeks of respite during which we were able to re-equip. It was not until August 8 that the very heavy attacks on this country began—with the usual German tactics, already proved in Poland, Holland, Belgium and France. They aimed first at getting down the fighter force, then at subduing the bomber force, and finally at invading the country.

The Battle of Britain began on August 8 when we shot down between 60 and 70 aircraft. The four great battles which followed were on August 15 and 18, and on September 15 and 27. Those battles made it clear to the Germans that against an adequate fighter force operating over a well-organized defensive zone, the day bomber on which we had both spent so many hopes was neither adequate nor even effective. The fault of the German bombers lay in lack of armour. Also, I believe that they did not realize the strength of the fighter force we were able to deploy at that time. It was a surprise for them. I believe that their estimate of the output of aircraft in this country was wrong. They did not know of, or would not admit, the rapid expansion in the early months of the year. They had tired out every other air force by persistent attack and they expected similar success against us. Well, they were wrong. We had the numbers and we had the advantage which they had enjoyed at Dunkirk. We were operating over our own front—we were able to rescue our pilots and repair our aircraft. An aircraft with its radiator shot through was able to make a forced landing and to be repaired, and the pilot was able to bale out and live to fight again. We had instances of pilots who baled out after a fight in the morning and who were able to fight again in the afternoon. The son of a friend of mine was fighting one morning and had to bale out into the sea. He spent one and a quarter hours in the water, was rescued, and was fighting again that evening.

We had expected attacks of this kind and we were prepared for them, as far as our numbers and expansion allowed. The enemy therefore lost more bombers than he had reckoned for—in spite of several changes in tactics. The victory was ours and its effect was far-reaching. The enemy did not gain that first step against the fighters as he had done in his European attacks. So he called the next move off. He abandoned the invasion which would have undoubtedly followed if his first essay against us had been successful.

I was rather surprised to read in the articles written by the United States journalist, Ralph Ingersoll, that if this battle of the day bombers had gone on another eight days, the British Air Force would have been sunk. This is untrue, and I have gone to the trouble to collect figures to prove this—figures of our strength on the relative dates. I took August 5 and a day in the middle of October. The last big attempt by the Germans to break through was on September 27 when they lost some 130 aircraft. By the middle of October we were operating a larger number of squadrons in the front line than on August 5–6. Not only were there more squadrons, but the rate of serviceability had also increased. Not only had we more aircraft, but our reserves were also greater. Of course our reserves had been drawn upon after such a series of battles, but there was a remarkable resilience in the reserves and, with the increase in production, we were able not only to recover from those battles, but to improve our position immediately. To this solid position were added the big number of repairable aircraft which were soon returned to our strength. This is all within the space of time which Mr. Ingersoll judged to be our black hour. Since then, of course, the front line of the fighter force has been extended further and the reserves are greater than ever. Mr. Ingersoll's articles gave the Americans a full and encouraging picture of our position. But on this point he spoke without authority and loosed a foolish story upon his readers.
but orderly steps to their appointed places, between younger brethren (also holders of high decorations) and accompanied by old greybeard succumbed to the heat of the sun on his bald pate, while his brother Admirals held his hand and otherwise took care of him; but even he managed to struggle to his feet on the arrival of the Emperor, and to stand through the necessary periods.

One detail of the otherwise flawless ceremony seemed to many of us niggardly. The Emperor's entrance into the view of his 50,000 worshippers was made on foot, quietly; almost creeping, round from behind the golden screen to his Throne. What a magnificent sight it would have been if he had ridden up to the front of the Hall on his famous milk-white charger, with a posse of Lancers, and had then dismounted, walked up the broad steps, and taken his place on the Throne, beside the Empress.

We, the members of the Diplomatic Corps, were carefully marshalled and ushered into our rows of seats, so that Britons should not sit alongside Nazi, nor Free or Vichy French alongside a gaudily besashed Fascist uniform. The Hitler Youth were there, tall, strong and magnificently healthy; also two members of the German Labour Front, resplendent in cream tunics, with brown trousers, boots, caps, armlets and emblems of every colour, brown and red predominating. Heads of Missions were all accommodated up in the Hall itself, to one side, together with wonderful, no haste, no bother, no confusion either on arrival or departure.

On the morning of the second day, all who had attended on the previous day received and wore a medal for the occasion. It has a blue ribbon with red stripes, not unlike our Coronation Medal. The Ambassador has written home, asking that all may have permission to accept and wear them. Michell and I will be the only naval officers to receive such a medal during a period of 5,200 years, so we hope permission will be granted!

On Wednesday, November 28, Group-Captain Bryant, the former A.D.C. to the Minister of Marine, gave a cocktail party for Captain Ichimiya, the a silver cigarette box, engraved with the signatures of all the Japanese naval officers had been invited, including the Vice-Admiral Kondo. All the former either refused or did not reply to the R.S.V.P.—their usual technique—while the A.D.C. said that only the three usual A.D.C.s would attend, early in the evening. It looked like being the usual business, in which nobody but the official "mixers" is allowed to attend any British house or function. The Ambassador had been invited, if he could spare a few minutes.

Imagine our surprise, therefore, when, at about ten minutes after the zero hour, in walked Admiral Kondo in uniform, and wearing an impressive order, and accompanied by Commander Onoda. As we were recovering from our surprise the Ambassador came down for a few minutes and lent added tone to the party. Kondo was pleasantness personified, and during the course of eats and drinks said he wished to ask Bryant and Michell and me to a dinner this month. (We are going together with the American N.A., etc., on December 20.) What all this implies remains to be seen, but it is the first time during my stay here that any Active Service Admiral—let even the V.C.N.S.—has been inside any of our houses, let alone inviting us to a party with them. Special messages were also delivered to Bryant from Admiral Toyoda, the Vice-Minister of Marine, saying that he had very much hoped to be present, but was very sorry that he had to go to some official function. The usual technique is merely a telephone message to say that they cannot come owing to a previous engagement.

There are three possible pointers to a revival of Naval ascendency here. (I may be wrong, but time will show.) First, the navy are said to have insisted on Admiral Nomura's accepting the post of Ambassador to the United States (to continue his policy of appeasement towards that country). Next, Admiral Hasegawa, while still on the active list, has been appointed Governor-General of Formosa. (This appointment does not set a precedent, but it shows that the navy still have considerable power, and that their prestige has not fallen.) And finally, the attendance of Admiral Kondo at our party, and his invitation to the Americans and ourselves. This may seem comparatively unimportant, but it at least shows that he is not frightened of the thugs who tried to hound Admiral Yamamato out of office last year, after he had attended a movie show at the Ambassador's house. In spite of the warlike cries of the naval writers, who are to-day in favour of smiting the Americans now, before it is too late, the Navy know only too well that they could not do so with any hope of success. They would be more likely to bring disaster upon themselves and their cities, and knowing this, they are trying to find a way to the promotion of better feeling between themselves on the one hand and the United States and Britain on the other.
As a result of the American embargoes and the diminution of trade caused by the war in Europe, there is a growing tendency on the part of Japanese industrialists to admit that the outlook for industry in Japan is, after all, not so rosy. Immediately after the Three-Power Pact was signed, and when the United States announced their embargoes, all the papers here were furious, and wrote reams about Japan "not caring a fig" for any of them, that she was self-sufficient and had quantities of reserves, etc. But now the truth is coming out, and most significant of all are the various statements by the industrialists, who say that their difficulties have increased, and are virtually due to the signing of the Three-Power Pact. In other words, there is a growing realization in Japan, among the people who know and are vitally concerned in the economic life of the nation, that the Pact is of no benefit to Japan, but on the other hand may prove a decided liability. These men are at least gaining courage, as time goes on, to say what they think. Others are voicing their dissatisfaction with the Government, the New Structure, the Imperial Rule Assistance Association, and the other high-sounding plans of the present régime. Despite weeks of talk and blather about ideals, people are realizing that, in effect, nothing is being done.

Foreign business circles tell us of the difficulties being experienced by their Japanese friends, who are at their wits end to know what to do with their capital, whether to accept or place orders, whether to expand business, build factories, etc., until they know how far the Government intend to go with the control of industry. In fact no one knows where he is. They are all getting very worried, and gaining courage to speak up and say so.

Dangerous Living

To live dangerously is, when one comes to think of it, an astounding principle on which to set out to found an Empire. It is, of course, the principle of the highwayman and the gambler, the man who is always on the alert for the pistol shot from behind the tree which may seal his doom. Such men are usually cowards, and we believe that Mussolini is no exception. But his dangerous living is done in Rome and certainly not at the front. It takes the form of prancing about on a white horse, or riding a motor-cycle at the police sports, or driving a noisy, high-powered car. He is not only a coward but a bully, for he bullies his cabinet ministers into this perilous way of living. Caligula would certainly have approved. For the madness of chiefs the common people pay, says Horace. How much will the Italian people have to pay for Mussolini's Roman Empire, for the Duce's Roman folly?—*Athens Radio.*
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