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PART 3

1st August - 15th August, 1940

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LUFTWAFFE SITUATION REPORT No. 331 (2 August 1940)

Operations on 1 August and during the night of 1/2 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

At approximately 1720 hours about nine Blenheims attacked Querqueville airfield (near Cherbourg). Fighters shot down two of the enemy aircraft and probably destroyed another and five more were brought down by AA.

Luftgau Belgium/Northern France

There were several enemy incursions at about 1000 hours and during the afternoon. Only slight penetrations were made and no bombs were dropped.

After midnight there were two enemy incursions as far as the Brussels area. Bombs were dropped in the vicinity of Brussels-Evere airfield and on the dummy airfield at Deurle. No damage resulted.

Luftgau Holland

About midday and during the afternoon there was a series of enemy incursions. No bombs were dropped.

At about 1600 hours two Blenheims were shot down by fighters after an unsuccessful attack on Haamstede airfield.

The Reich

Between midnight and 0310 hours there were 32 enemy incursions from the North Sea and over the Dutch frontier as far as the line Lingen - Minden - Paderborn - Wuerzburg - Noerdlingen - Heilbronn - Wildbad, with the main effort in the Ruhr and the Cologne area.

Bombs were dropped at 18 places. The attacks were directed mainly against six dummy installations in the area Wesel - Duellen - Ahlen - Grevenbroich. Apart from this, they were apparently directed against industrial installations in the Cologne area and transport targets in the Ruhr. In general, only houses and fields were hit. Apart from damage to a number of buildings and a few casualties, the operations had no appreciable effect.

No enemy aircraft were encountered by night fighters and AA defence had no apparent effect.

Altogether 32 British aircraft (of nine squadrons) were definitely identified over the Reich and occupied areas in the west.

Luftgau Norway

Between 1120 and 1350 hours there were several enemy incursions by single-engined aircraft, apparently Fairey Battles. Bombs were dropped ineffectively near the Branda Sund lighthouse, on the Marstenen naval station and on Utsira Island.

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GREAT BRITAIN

Reconnaissance

Details of Reconnaissance on 1 August

Shipping in Ports:

Dover,
0710 hours. 4 medium merchant ships,
 4 small merchant ships and
 2 patrol boats off the harbour
 entrance.

Shipping Movements:

S of Swansea,
0120 hours: Convoy comprising about
 15 ships on NE course.

S of Dungeness,
0705 hours: 2 torpedo boats on SW course.

10 km S of
Dover,
0710 hours: 1 patrol boat.

10 km E of
Dungeness,
0710 hours: 1 patrol boat.

Bristol Channel,
0740 to
0940 hours: No shipping movements.

90 km ENE of
Grimsby,
0745 hours: 7 - 8 merchant ships of an apparently
 fairly large convoy on NNW course.

50 km N of
Cromer,
0805 hours: 3 coastguard boats on S course.

50 km NE of
Cromer,
0805 hours: 1 coastguard boat on S course.

10 km E of
Tynemouth,
0810 hours: 4 merchant ships (about 8,000 tons) and
 2 destroyers on N course.

Area Aberdeen -
Pentland Firth,
0830 hours: No warships, no convoys.

Channel,
1230 hours: No shipping movements from
 I. o. Wight to Portland.

50 km ENE of
Grimsby,
1313 hours: Convoy comprising
 10 large merchant ships on SSW course.

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40 km E of
Clacton,
1315 hours: Convoy comprising
46 merchant ships and
4 destroyers on N course.

Ramsgate,
1330 hours: No shipping movements.

S of Dover,
1330 hours: 2 patrol boats.

Channel,
1330 to
1530 hours: No shipping movements.

30 km E of
Tynemouth,
1340 hours: 16 large merchant ships.

45 km E of
Flamborough,
1350 hours: A few mine-sweepers on NW course.

30 km E of
Humber Estuary,
1400 hours: Convoy comprising
20 ships on SW course

170 km E of
Hartlepool,
1400 hours: Convoy comprising
20 ships on NW course.

30 km SE of
Harwich,
1742 hours: 4 small ships on E course.

25 km E of
Gt. Yarmouth,
1915 hours: The same convoy as at 1315 hours
on same course.

15 km SE of
Orfordness,
1947 hours: 4 torpedo boats moving at full speed
on NE course.

20 km NE of
Margate,
2000 hours: 4 large merchant ships on N course.

On the afternoon of 1 August and during the night of 1/2 August
bombers - some of them with fighter escort - attacked the following
targets:

Day

Off Humber Estuary
about 1350 hours: Convoy; one hit with 250 kg bomb
on a mine-sweeper.

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Norwich,
about 1610:

- 4 250 kg bombs were dropped in a low-level attack on the Boulton & Paul aircraft factory (monthly production about 35 Defiants). All the bombs fell in the target area. Fires and explosions were observed.

St. George's Channel
about 1645:

Several ships of 5-10,000 tons were attacked. A hit was scored on a tanker of 5,000 tons with a 250 kg bomb.

Off Gt. Yarmouth,
about 1930:

- Convoy;
1 merchant ship of 1,000 tons sunk,
1 merchant ship of 7,000 tons damaged and
1 merchant ship (size not known) damaged.

E of Hartlepool,
about 1400:

Convoy attacked. Effect not observed.

Night

Cardiff and
Pembroke,
0015 hours:

- 4 250 kg bombs,
16 50 kg bombs and
1 incendiary canister were dropped on harbour installations. Fires were observed.

The effect of the following attacks was not observed:

Norwich,
2359 hours:

- 10 50 kg bombs were dropped on the airfield.

Ipswich,
2359 hours:

- 20 50 kg bombs were dropped on the fuel storage installation.

Filton,
0030 hours:

- 2 250 kg bombs,
12 50 kg bombs and
1 incendiary oil-bomb were dropped on a factory.

Southampton
and Bristol:

Leaflets were dropped.

During the night of 1/2 August 9th Fliegerdivision carried out a special operation.

Details of Defence on 1 August

Fighters:

Margate,
0030 hours:

2 night fighters.

50 km NE of
Gt. Yarmouth,
0100 hours:

Fighter defence.

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Brighton, 0100 hours:	3 night fighters.
Southend, 0130 hours:	1 night fighter.
15 km S of Eastbourne, 0800 hours:	3 Spitfires.
About 45 km E of Lowestoft, 0915 hours:	3 Spitfires.
30 km E of Humber Estuary, 1300 hours:	Several fighters.
Norwich, 1610 hours:	Several fighters.
25 km E of Gt. Yarmouth, 1900 hours:	Strong fighter cover over convoy.
50 km NNE of Gt. Yarmouth, 2359 hours:	3 night fighters.
Bristol, time not stated:	1 night fighter with searchlight.
Minehead, time not stated:	Probably base for night fighters.
<u>AA Artillery:</u>	
London, 0100 hours:	AA defence.
Brighton Port Victoria & SE London, 0100-0200 hours:	Intense AA fire of all calibres.
Cardiff and S & E Swansea, 0100-0300 hours:	Light and heavy AA.
Coast S of Blythe, 0230 hours:	Badly placed heavy AA.
30 km E of Humber Estuary, 1300 hours:	Well placed ships' AA of all calibres.
25 km E of Gt. Yarmouth, 1900 hours:	Well placed AA from destroyers with convoy.
London, 2200 hours:	Light AA.

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Ipswich,
2359 hours: AA defence.

Cardiff,
time not stated: AA defence.

Portland,
time not stated: Particularly strong AA defence.

Searchlights:

Harwich,
0030 hours: 12 searchlights.

Margate,
0030 hours: 4 - 5 searchlights.

Humber Estuary,
0100 hours: Over 30 searchlights.

London,
0100 hours: Slight to medium searchlight activity.
Some of the searchlights were probably
used to guide night fighters.

Faversham and
Port Victoria,
0130-0200 hours: Intense activity.

London,
2200 hours: Slight activity. A number of searchlights
were apparently used to guide night fighters.

Ipswich,
2359 hours: Moderate searchlight activity.

time not stated: Searchlights at Bristol, Southampton,
Cardiff, Portland, Portishead, Bournemouth
and Poole.

Barrage Balloons:

Humber Estuary
and between
Hunstanton
and Cromer,
0900 hours: A number of balloons at about
300 metres in each area.

25 km E of
Gt. Yarmouth,
1900 hours: Merchant ships in convoy with
balloons about 3 metres long
linked together with wires at
a height of about 50 metres.

ATLANTIC AND NORTH SEA

Escort operations, reconnaissance over the sea area off Brest and
over the Skagerrak and submarine searches were uneventful.

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Total Aircraft Losses on 1 August, 1940

German: 1 Ju 88 missing

Enemy:

In air combat: 1 Blenheim at Haamstede
1 Blenheim 25 km west of Haamstede
2 Blenheims at Cherbourg

By AA: 5 Blenheims at Querqueville

9 aircraft

also: 1 Blenheim probably shot down at
Cherbourg in an air battle.

Special Observations and Experiences

LC 50 Flares

During the night of 1/2 August several LC 50 flares were dropped over east London from a height of 4 - 5,000 metres. Two flares are considered adequate to illuminate the target. The flares are of 15 minutes duration.

Captured documents provided the following information:

The Beaufort has been in service with Coastal Command squadrons since February and has been employed repeatedly for operations and reconnaissance over Heligoland Bay. On 7 May six Beauforts were sent out to attack a cruiser of the "Nürnberg" class lying at anchor between Norderney and Juist. One of the aircraft dropped a 2,000 lb bomb, but the others were intercepted by Me 109's and could not attack. One aircraft was shot down and another damaged.

The frequently observed balloons which spread leaflets are dropped by a special unit of Bomber Command, "M. Balloons Unit". One balloon carries about 8,000 leaflets. Nothing is known about the type of aircraft used for this work.

It is reported that on one occasion enemy aircraft successfully misled German sound detectors by desynchronising their engines.

APPRECIATION OF THE EFFECT OF AIR ATTACKS ON GREAT BRITAIN TO THE PRESENT DATE (Report closed on 31 July, 1940)

I. Basis of the Appreciation

All the operations hitherto carried out against land targets were attacks with limited forces. Consequently, the direct effect must be considered as of secondary importance in comparison to the indirect effect (general uneasiness and nuisance value). Instances where direct effect is achieved may be generally regarded merely as chance successes.

In estimating the effect of an attack the following sources are available:

(a) Visual Observation during the Attack

In general, the effect is overestimated. In the case of night attacks the location of the observed effect is not always reliable.

(b) Photographic Reconnaissance

Photographs of the effect of individual bombs frequently lead to under-estimation of effect. There is only a limited number of serviceable photographs of the effect of air attacks on Great Britain.

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(c) Reports in the Enemy Press

At their most favourable, reports in the enemy press permit a certain amount of conjecture about the effect achieved, but do not provide confirmation.

(d) Reports in the Neutral Press

The neutral press occasionally provides reports on German attacks which are just as exaggerated as their reports on British air attacks on Germany. Thus, these too rarely form a basis for objective appreciation of effect.

(e) Other Reports

At present these reports provide the most reliable source of information for assessing the effect of an attack, particularly the indirect effect.

Conditions for observing effect are more favourable in the case of attacks on shipping and visual observation may be regarded as a reliable yardstick for the effect achieved. Mistakes of any consequence are possible only with regard to the estimated size of a ship and this is generally over-estimated.

II. Appreciation of the Effect of Air Attacks

Shipping

According to visual observation, 259,000 tons of merchant shipping were sunk and 338,000 tons damaged during the period from 1 July to 31 July. Most of the ships were sunk in the Channel. In addition, a few ships may have been sunk as a result of continual mine-laying in harbour fairways, but the disruption of harbour operations is regarded as the primary effect of these activities.

According to reliable reports there is as yet no shortage of shipping; on the contrary, there are said to be plenty of ships available. However, the disruption of shipping in the Channel has led to a noticeable restriction of movements on the east and south-east coasts of England, indicating that traffic has been transferred from east to west coast ports to an appreciable extent (see C).

The following successes were achieved against warships:

Sunk:

- 1 cruiser
- 2 destroyers
- 2 submarines
- 2 patrol boats
- 1 auxiliary cruiser

Damaged:

- 5 cruisers (destroyers?)
- 8 destroyers (torpedo boats?)
- 3 small warships

Shortage of Imports

There is a serious shortage of wood, aluminium and refined steel and certain difficulties exist in the supply of all types of iron and steel and some types of food (fats, eggs). Difficulties arising in other fields have resulted in the adoption of far-reaching measures, but have not yet assumed decisive importance. The extent to which existing difficulties have been aggravated by imports being lost in ships sunk during July cannot be assessed at present.

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Ports

Operations against all British ports which have so far been attacked - some of them several times - are believed to have produced a direct effect to a certain extent. However, repeated reports and neutral observers have confirmed this only in the case of Cardiff where, among other things, the lock of the Alexandra Dock has apparently been damaged.

The sinking of ships in ports is regarded as a further important direct effect. According to visual observation during attacks, several ships have definitely been sunk in the harbours of Portland and Portsmouth and, principally, in Dover harbour. The indirect effect on harbour operations is believed to be more serious, e.g. the interruption of harbour activities whenever the siren sounds, constant re-routing of merchant ships owing to ports being closed because of mines and, primarily, the over-loading of west coast ports resulting from decreased use of ports on the east coast. Confirmation of noticeable stoppages at Liverpool, Glasgow and Edinburgh was received at the end of July.

Ground Organisation

Although effect on hangars and living quarters has been observed in some attacks on airfields, ground organisation in general has not been affected. This is confirmed by prisoners' statements.

The Aircraft Industry

According to statements put out by an authoritative British source in mid-July, direct effect was achieved at the factories of Boulton and Paul at Norwich (Defiant), Vickers Supermarine at Southampton (Hurricane), Bristol at Filton (Blenheim, Bristol engines) and Gloster at Hucclecote (Hurricane), resulting in a fall in production of at least fifty per cent.

During the last days of July visual observation claimed direct effect (several hits and fires of some size in places) at the following plants:

Bristol at Filton (Blenheim, Bristol engines),

Boulton and Paul at Norwich (Defiant),

Vickers Armstrong at Broughton (Wellington),

Rolls Royce at Hillington (Merlin).

In mid-July an authoritative British source estimated the over-all drop in aircraft production at twenty per cent. However, this decline is attributed only partly to direct effect, the main cause being indirect effect, i.e. difficulties with aluminium and steel supplies and with workers, some of whom are reported to have refused night shift owing to air raids.

Other War Industries

Reliable reports confirmed direct effect at:

(a) the Billingham chemical works and

(b) the Armstrong shipyard at Newcastle.

According to visual observation direct effect of appreciable extent (excluding minor explosions and fires) may also be assumed at the following plants:

(c) the Faversham gunpowder factory,

(d) the Bishopton ammunition factory and

(e) the iron works at Middlesbrough.

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Difficulties arising from indirect effect are evident in these industries for similar reasons and in the aircraft industry. Reports on the extent of these difficulties in individual cases are not available.

Requisition and control of raw materials and re-organisation lead to further difficulties throughout the industry.

III. Conclusion

The importance of the attacks up to now lies in their indirect results, especially on the ports and the aircraft industry.

A large number of air battles, some of them on an appreciable scale, have taken place with British fighters in connection with these attacks, and the enemy sustained considerable losses.

In July 166 fighters were shot down and with losses resulting from damage and other causes, total enemy losses for July may be estimated at 220 - 250 fighters. These losses are offset by replacements at the rate of about 220 aircraft in theory and a maximum of 180 aircraft in practice, so that a weakening of British fighter defence, especially as regards pilot losses, may be claimed as a further effect of the air attacks so far carried out.

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

1 August:

At 0800 hours reconnaissance observed the following warships at Alexandria:

3 battleships,
8 cruisers,
15 destroyers.

The floating dock was clear of shipping and flooded.

The following formation was observed moving on a south-east course 70 km north-west of Alexandria:

2 battleships,
1 aircraft-carrier,
4 cruisers and
11 destroyers.

In the afternoon reconnaissance over the western Mediterranean located part of the Gibraltar Squadron south of Formentera. The formation comprised the following warships:

1 aircraft-carrier,
2 cruisers and
4 destroyers.

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Italian Operations

Eighteen S.79 bombers took off from Sardinia to attack the above formation. This was sighted about 120 km south of Majorca, but comprised two aircraft-carriers, two battleships and twelve destroyers. The attack was launched at 1915 hours and hits were observed on both aircraft-carriers and on a battleship, which caught fire. One Italian aircraft landed on the sea and another made a forced landing at Philippeville (Algeria).

East Africa

Effective bombing attacks were made on enemy camps and M/T parks in the Wajir area (eastern frontier of Kenya, between the first and second parallel north).

A British aircraft on Buna airfield was destroyed by bombs.

Enemy Operations

2 August:

At 0600 hours twelve British aircraft from a carrier attacked Cagliari. Slight damage resulted. Two enemy aircraft were shot down.

East Africa

Nineteen aircraft operating in waves attacked the town of Cassala (Sudan frontier) and surrounding positions. Only slight damage was reported.

SITUATION AT SEA

1 August

During the night of 1/2 August the Italian destroyer "Vivaldi" rammed and sank the British submarine "Oswald" in the central Ionian Sea. Fifty-two British prisoners were taken.

No fresh reports have been received concerning the position and course of battle group "H" (from Gibraltar) following the air attacks or of the two British formations south-east of Crete.

Transports of an Italian convoy arrived at Tripoli at about midday according to plan. Covering forces are on the return journey.

SUPPLEMENT

Aircraft losses since Italy's entry into the war:

Italian: 36 bombers
 26 fighters
 9 miscellaneous

71 aircraft

British: 40 bombers
 27 fighters
 33 miscellaneous

100 aircraft

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LUFTWAFFE SITUATION REPORT No. 332 (3 August 1940)

Operations on 2 August and during the night of 2/3 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

A Blenheim dropped bombs at Le Havre at 1130 hours. The bombs fell into the sea and the enemy aircraft was brought down by AA.

Three enemy aircraft were active over the coast at about midnight. No bombs were dropped.

Luftgau Belgium/Northern France

During the morning of 2 August the enemy made a series of attacks on airfields, damaging a number of aircraft.

Fighters and AA provided defence.

Between 1915 and 0045 hours there were six enemy incursions as far as the line Eccloo - Ghent - Heyst. No bombs were dropped.

Luftgau Holland

During the morning the enemy attacked several airfields, damaging a few aircraft. Defence was provided by fighters and AA. Two enemy aircraft were shot down by fighters.

Between 2330 and 0400 hours incursions were made by about 30 enemy aircraft which flew on into the Reich. No bombs were dropped over Holland.

The Reich

Between 2315 and 0345 hours there were more than 65 enemy incursions as far as the line Skagen - Seeland - Magdeburg - Eisleben - Kassel - Bonn, with the main effort at Hamburg, Hannover and in the Ruhr. The enemy apparently intended to attack airfields and transport installations, but no military targets were hit. It is believed that the aircraft which penetrated further into the Reich but dropped no bombs were on training flights. There were some casualties and damage was done to houses and fields.

AA was active on the coast, at Osnabrueck, Muenster, Duisburg, Magdeburg, Schoenebeck and Bernburg, but without apparent effect.

Altogether thirty British aircraft (of eight squadrons) were definitely identified over the Reich and occupied areas in the west.

GREAT BRITAIN

Reconnaissance

Reconnaissance reported a considerable increase in convoy and shipping movements off the east coast and in the Channel. A strikingly large number of patrol boats were concentrated in the area off Dungeness as far as Ramsgate.

Details of Reconnaissance on 2 August

Shipping in Ports:

Off Gt. Yarmouth,

0200 hours:

1 light cruiser at anchor
on the roadstead.

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Dover,
0637 hours: 8 medium merchant ships in harbour.

Margate,
1445 hours: 13 medium ships in harbour.

Dover,
1545 hours: 13 medium ships in harbour.

Weymouth,
1940 hours: 4 large ships and
10 small ships in harbour.

Shipping Movements:

Channel,
0130 hours: No movements observed.

5 km S of
Orfordness,
0200 hours: 1 merchant ship of 8,000 tons,
low in water and stationary
(apparently damaged).

S of Tyne Estuary
0220 hours: 6 small ships 1 sea mile E of
Souter Point.

15 km S of
Dungeness,
0625 hours: 4 merchant ships on W course.

E of Dover,
0638 hours: 4 patrol boats.

23 km NE of
Cromer,
0725 hours: 2 small armed ships moving
slowly on S course.

10 km E of
Tynemouth,
0810 hours: 4 merchant ships and
2 destroyers on N course.

About 120 km NNE
of Grimsby,
0830 hours: 1 freighter of 10,000 tons moving
at full speed on S course.

Off Thames Estuary
1222 hours: 6 stationary patrol boats.

Margate,
1222 hours: No shipping movements.

15 km E of
Gt. Yarmouth,
1235 hours: 4 small armed merchant ships
on N course.

15 km NW of
Margate,
1257 hours: 1 ship of 4-5,000 tons on S course.

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45 km NW of
Margate,
1259 hours:

Convoy comprising
20 ships of 8-10,000 tons and
1 destroyer on NNE course.

Dungeness -
Ramsgate,
1250 hours:

Patrol boats in pairs all along
the coast.

Off Hastings,
1308 hours:

3 mine-sweepers moving at full speed
on WSW course.

E of I.o.Wight
and S of
Portsmouth,
1015 hours:

20 large merchant ships anchored
separately and protected by
4 destroyers.

23 km E of
I.o.Wight,
1130 hours:

1 MTB off Selsey Bill, course not known.

15 km SE of
Orfordness,
1310 hours:

Convoy comprising
10 medium-sized ships on SSW course.

35 km NNE of
Orfordness,
1320 hours:

Convoy comprising
20 medium-sized ships on S course.

45 km NNE of
Orfordness,
1320 hours:

2 submerged submarines.

Pembroke Bay,
1350 hours:

12 large ships.

10 km W of
Pembroke Bay,
1350 hours:

Convoy comprising
3 large ships and
9 medium ships.

Off Flamborough
Head,
1405 hours:

Convoy comprising
30 merchant ships moving at 7-8 knots
on NNW course.

10 km S of
Eastbourne,
1500 hours:

5 patrol boats.

1545 hours:

10 km S of
Dover:

1 patrol boat at anchor.

10 km ESE
of Dover:

1 patrol boat at anchor.

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25 km E of
Dover: 1 large patrol boat; another 2 km
to the north moving slowly on E
course.

20 km SE of
Ramsgate: 1 small patrol boat at anchor.

1600 hours:

55 km NW of
North Cape: 1 Finnish merchant ship.

90 km N of
Petsamo: 1 Swedish merchant ship on NW course.

100 km N of
Petsamo: 1 Swedish merchant ship on NW course.

170 km N of
Petsamo: 1 Finnish merchant ship on NW course.

Channel,
1700 hours: No shipping movements in the area
Selsey - Swanage.

35 km NW of
Margate,
1735 hours: 1 merchant ship of 8,000 tons
with steam up and
10 tugs and
2 destroyers.
Ship apparantly on sandbank.

7 km E of
Weymouth,
1945 hours: Convoy comprising
2 fast warships and
14 small merchant ships on E course.

40 km SW of
Portland to
Cherbourg,
1945 hours: No shipping movements.

20 km ESE of
Harwich,
2000 hours: 1 ship (1000 tons) light grey,
probably auxiliary vessel.

On 2 August and during the night of 2/3 August bombers and twin-engined fighters - some of them escorted by single-engined fighters - attacked the following targets:

Day

Off Southend,
1755 and
2005 hours:

Convoy attacked:
1 merchant ship of 8,000 tons received
three hits in the first attack, its
stern being demolished. In the second
attack the ship was sunk by a 250 kg
bomb.

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Off Harwich,
2000 hours:

- 1 merchant ship of 1,000 tons;
 - 8 500 kg bombs and
 - 12 250 kg bombs were dropped.
- The ship was sunk by two direct hits.

Night

N Scotland,
2330 hours:

AA position on coast attacked. Effect not observed. Night fighters (with navigation lights and searchlights) did not intercept.

Thameshaven,
about midnight:

- Fuel storage installation;
- 4 250 kg bombs,
 - 4 50 kg bombs and
 - 1 incendiary canister were dropped.
- Fires were observed.

Chatham
& Bristol,
about midnight:

- 4 250 kg bombs,
- 4 50 kg bombs and
- 1 incendiary canister were dropped on searchlight positions. Effect not observed.

Swansea,
about midnight:

- 2 250 kg bombs were dropped on harbour installations. An intense fire was observed.

S of Liverpool,
about midnight:

- 2 250 kg bombs and
- 10 50 kg bombs were dropped on searchlight positions. Effect not observed owing to bad visibility.

SW of Cape Wrath,
about 0100:

- 7 250 kg bombs dropped on a convoy:
- 1 merchant ship of 5,000 tons received one hit. Intense fire observed.
- 2 merchant ships; near misses, effect not observed.

Dundee,
about 0100:

- 12 250 kg bombs were dropped on harbour installations. Explosion and a fire observed.

During the night of 2/3 August 9th Fliegerdivision carried out a special operation.

London,
about midnight:

- 300 kilogrammes of leaflets (the Fuehrer's speech) were dropped over London.

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Details of Defence on 2 August

Fighters:

Bristol,
midnight: No fighters.

Aberdeen,
0120 hours: Several camouflaged night fighters
with searchlights. The searchlights
could not hold the attacking aircraft.

Between
Portsmouth &
Eastbourne,
0900 hours: 3 Spitfires.

Eastbourne,
0900 hours: 4 Spitfires.

35 km NE of
Orford Ness,
2145 hours: 3 Hurricanes.

50 km E of
Gt. Yarmouth,
2330 hours: 4 - 5 enemy fighters, presumably
twin-engined aircraft.

AA Artillery:

Swansea,
midnight: Heavy AA.

Bristol,
midnight: No AA.

Aberdeen,
0120 hours: Slight heavy AA.

S of Tyne Estuary,
0215 hours: Machine-gun fire from six small
ships 1 sea mile E of Souther Point.

S of Brighton
0900 hours: AA from four patrol boats.

35 km NW of
Margate,
1755 hours: Light AA from two destroyers.

Chatham,
0200 hours: Heavy AA.

Searchlights:

Bristol,
midnight: Searchlights in Bristol area and
from the coast to Bristol.

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Between
Lowestoft &
Gt. Yarmouth,
0100 hours: 5 searchlights.

Between
the Naze and
Foulness,
0100 hours: 10 searchlights.

Tyne Estuary,
0215 hours: About 25 searchlights, 15 of them
about 10 km W of North Shields, one
searchlight on each pier-head and
2 - 3 at shore end of piers.

Flamborough Head
0215 hours: 5 searchlights.

Flamborough to
Middlesbrough,
0215 hours: About 8 separate searchlights.

Aberdeen,
0120 hours: A large number of searchlights.

Liverpool,
about midnight: Intense searchlight activity.

Chatham,
about midnight: Intense searchlight activity.

Dungeness,
2345 hours: Searchlight activity.

Barrage Balloons:

E coast,
0100 hours: A number of balloons over the
coastal route between
Great Yarmouth and Lowestoft
(probably towed by ships).

Dover,
1740 hours: 4 balloons at 1,100 metres
(cloud height 1,000 metres).

ATLANTIC AND NORTH SEA

Escort operations, reconnaissance and submarine searches were
uneventful.

Total Aircraft Losses on 2 August, 1940

German:

In air combat: 1 Me 109

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Enemy:

In air combat: 1 Blenheim at IJmuiden
 1 Blenheim over Lake IJssel

By AA: 1 Blenheim at Le Havre
 3 aircraft

Special Observations and Experiences

Interrogation of prisoners provided the following information:

A considerable number of R.A.F. squadrons are not based on airfields but are held permanently on airstrips without ground organisation some distance from base. Whenever they are required for operations they fly to base to take on fuel and ammunition. Occasionally, fuel and bombs are taken out to the airstrips by M/T.

In view of the great importance which the British attach to camouflage, it must be assumed that the aircraft on these airstrips are carefully camouflaged. There are no reconnaissance photographs of recent date available to confirm the above statement.

A member of the crew of the Battle shot down over Calais on 29 July stated that this type of aircraft was going to be used for night attacks on close-range targets.

SUPPLEMENTS - 2 August

During the night of 1/2 August the following targets were also attacked:

Moray Firth, 2230 hours:	1 merchant ship of 3,000 tons; effect not observed.
Dundee, 0030 hours:	28 50 kg bombs and 4 incendiary canisters were dropped on harbour installations. Effect not observed.
Aberdeen, 0100 hours:	4 250 kg bombs, 8 50 kg bombs and 4 incendiary canisters were dropped on harbour installations. Fires were observed (one of them with particularly thick smoke).
Bristol, 0100 hours:	8 250 kg bombs were dropped on searchlight positions. Effect not observed owing to bad visibility.

SITUATION IN SOUTHERN THEATRE

Nothing of particular importance occurred.

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LUFTWAFFE SITUATION REPORT No. 333 (4 August 1940)

Operations on 3 August and during the night of 3/4 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

At about 0900 hours a Blenheim made an incursion at Cherbourg and was brought down by AA.

Between midnight and 0330 hours there were several enemy incursions. The aircraft did not penetrate far inland.

Luftgau Belgium/Northern France

During the afternoon there were slight penetrations by several enemy aircraft, with attacks on Raversyde and Abbeville-Drucat airfields. Apart from damage to taxiing areas, only slight material damage and casualties resulted.

AA defence had no apparent effect.

Luftgau Holland

At about 0845 hours thirteen bombs were dropped on Schiphol airfield. A hangar was partly burnt out and a Do 17 was destroyed. One Dutch civilian was killed and three soldiers were injured.

Between 2250 and 0415 hours incursions were made by twenty enemy aircraft, most of which flew on into the Reich. Bombs were dropped, particularly in the Amsterdam - Haarlem area. Airfields were apparently the enemy's primary objective, but only slight casualties and damage to houses in nearby areas resulted.

AA defence had no apparent effect.

The Reich

Between 2330 and 0400 hours there were 38 incursions as far as the line Viburg - Luebeck - Hamburg (exclusive) - Muenster - Wiesbaden - Schnee Eifel, with the main effort south of Muenster and in the Ruhr. Bombs were dropped at more than thirty places, causing slight casualties and damage to lines of communication (no serious stoppages) and to buildings. The enemy apparently intended to attack armaments plants in the Ruhr and Rhineland. A large number of bombs were dropped in comparison with the number of aircraft which were operational.

No enemy aircraft were encountered by night fighters.

AA defence throughout the area had no apparent effect.

Altogether 31 British aircraft (of eleven squadrons) were definitely identified over Heligoland Bay and the Netherlands.

Luftgau Norway

At about 1615 hours a Fairey Battle flying at 10,500 metres approached Stavanger. At 1620 hours two Blenheims appeared 35 km north-west of Stavanger. No bombs were dropped on either occasion.

German fighters did not make contact.

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GREAT BRITAIN

Reconnaissance

Reconnaissance reported six large merchant ships in Falmouth harbour and a fairly large number of small ships moving in and out of the Firth of Forth.

Details of Reconnaissance on 3 August

Airfields:

1605 hours:

Netheravon:	45 aircraft
South Cerney:	10 - 15 aircraft
Boscombe Down:	10 - 15 aircraft
Upavon:	10 - 15 aircraft

Shipping in Ports:

Margate, 0100 hours:	1 destroyer on the roadstead.
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Falmouth, 1400 hours:	6 merchant ships each of about 10,000 tons.
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Shipping Movements:

8-10 km E of Sunderland, 0200 hours:	1 large merchant ship on S course.
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Off Newcastle, 0200 hours:	Convoy comprising 10 ships on N course.
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Channel, 1100-1400 hours:	No shipping movements.
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About 5 km S of Dungeness, 1330 hours:	3 small merchant ships.
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About 20 km SE of Harwich, 1445 hours:	3 medium merchant ships on NE course.
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Channel, 1500 hours:	No shipping movements in the Portsmouth - Lyme Regis area.
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Humber Estuary, 1510 hours:	No shipping.
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Off Thames Estuary and Ramsgate, 1620 hours:	No shipping.
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N area of Straits of Dover, 1620 hours:	No shipping.
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Channel,
1630-1830 hours: No shipping movements in the
I.o.Wight - Swanage area.

Channel,
1700 hours: No shipping movements in the
Portland - Dartmouth area.

Channel,
1930-2030 hours: No shipping movements in the
W entrance of the Channel.

Area Kinmaird Head -
Pentland Firth,
2000-2110 hours: No warships or convoy movements.

Firth of Forth,
2000-2110 hours: About 20 small ships entering and
leaving.

65-70 km ESE
of Cromer,
2030 hours: Convoy comprising
40 ships including
3 large ships each of about
10,000 tons and
3 tankers.

Bombers were active only during the night of 3/4 August and attacked the following targets:

Bristol,
2316 hours: 2 250 kg bombs and
24 50 kg bombs were dropped on
the Filton works. Effect not
observed owing to ground mist.

Swansea & Cardiff,
0045 and 0130 hours: 4 250 kg bombs,
20 50 kg bombs and
4 incendiary canisters were dropped
on searchlight positions. Fires
were observed.

Canvey Island,
about 0100 hours: Searchlight position attacked.
effect not observed.

Stanlow Port,
0206 hours: 2 250 kg bombs,
6 50 kg bombs and
2 incendiary canisters were dropped
on the oil storage installation.
Effect not observed owing to weather.

During the night of 3/4 August 9th Fliegerdivision carried out a special operation according to plan.

During the night of 3/4 August leaflets were dropped over Swansea, Cardiff, Gloucester, Manchester and Bristol.

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Details of Defence on 3 August

Fighters:

Scotland,
0200 hours: Flashing lights - apparently guides
for night fighters.

Portland,
1420 hours: 12 fighters.

Cromer,
2000 hours: 1 fighter.

AA Artillery:

North Foreland
and Margate,
0100 hours: Light and heavy AA fire at N Foreland
and from destroyers on Margate roadstead.

Harwich,
0100 hours: AA fire. Machine-gun fire from two
escort vessels.

0130 hours:

South Shields: Heavy AA.

Middlesbrough: Badly placed heavy AA.

Newcastle: Light AA from ships.

Dundee and Aberdeen,
0200 hours: No AA fire; no night fighters
observed.

N of St. Andrews,
0220 hours: Badly placed heavy AA.

Chatham,
0245 hours: Heavy AA.

Plymouth,
1420 hours: Light AA.

Area Thameshaven -
Canvey Island,
2230 hours: AA fire.

2300 hours:

Swansea: Heavy AA.

Cardiff: Heavy AA.

Portland: Heavy AA.

Bristol: Slight AA fire.

Searchlights:

North Foreland
and Harwich,
0100 hours: Searchlight activity.

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0130 hours:

Amble
(about 37 km N
of Newcastle): 3 searchlights.

Blyth: 5 searchlights.

Newcastle: 17 searchlights.

Sunderland: 12 searchlights.

W Hartlepool: 15 searchlights.

Newcastle,
0200 hours: About 25 searchlights.

Aberdeen,
0200 hours: 2 medium searchlights.

St. Andrews,
0220 hours: About 35 searchlights (only one
searchlight picked up the aircraft).

Chatham (shipyard),
0245 hours: Intense searchlight activity.

Area Thameshaven -
Canvey Island,
2230 hours: Searchlight activity.

Liverpool,
2300 hours: Intense searchlight activity.

Barrage Balloons:

Plymouth,
1420 hours: Balloon barrage at 1,500 metres.

Dover,
1940 hours: 16 balloons at 1,000 metres.

ATLANTIC AND NORTH SEA

Escort operations, reconnaissance and submarine searches were uneventful.

Total Aircraft Losses on 3 August, 1940

German: 1 Do 17 missing

Enemy:

By AA: 1 Blenheim at Cherbourg

SUPPLEMENTS

Two He 115's did not return from a night attack on Scotland.

Harbour installations at Cardiff were also attacked during the night
of 2/3 August. Fires were observed.

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SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

3 August:

During intensified reconnaissance over the western Mediterranean in moderate visibility five French steamers were observed 20 km west of Cape Caccia (Sardinia) at 1100 hours. Apart from this, nothing of particular importance was observed by reconnaissance over sea areas.

Libya

2 August:

Nothing of particular importance was observed by close-range reconnaissance over the northern sector of the front.

East Africa

1 August:

Armed reconnaissance was carried out over north-eastern Kenya at Eil Lass. Enemy troop concentrations and vehicles were bombed and shot up in a low-level attack. There was fairly heavy traffic on the railway line from Port Sudan to Gebeit (80 km south of Port Sudan). There was a large number of camps in the vicinity of Gebeit and ten aircraft on Gebeit airfield, some of them destroyed by bombs.

Italian Operations

East Africa

1 August:

An effective attack was made on the fuel storage depot and railway installations at Port Sudan. Fires were observed. There was no AA defence.

Enemy Operations

Libya

2 August:

Fifty-two men were killed in a surprise attack on Bardia harbour. There was also slight material damage.

East Africa

1 August:

Five aircraft attacked Asmara airfield at 0755 hours. A hangar was badly damaged, a Cr 42 destroyed and two Ca 133's damaged.

At 0815 hours three aircraft made a low-level attack on the fuel storage installation at Massaua.

At 0945 hours five aircraft made a low-level attack on Decamere M/T park (25 km south-east of Asmara). One native was killed. There was no material damage.

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Four aircraft attacked Javello airfield (38° east, 5° north) at 1235 hours. A hangar and the bomb dump were slightly damaged.

During the day there were three unsuccessful attacks, each by six aircraft, on an advanced landing group at Diredaua. Two enemy aircraft were shot down by fighters.

GROUND SITUATION

Libya

1 August:

Italian patrols and enemy artillery were active in the Ridotta Capuzzo sector.

East Africa

1 August:

Debel was captured (Mojale - Buna road, 40 km south-east of Mojale). An enemy counter-attack in strength supported by aircraft was driven back with heavy enemy losses.

LUFTWAFFE SITUATION REPORT No. 334 (5 August 1940)

Operations on 4 August and during the night of 4/5 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

In general, enemy air activity was on a smaller scale than of late.

Luftgau Western France

About 1200 hours there were incursions by one enemy aircraft at Le Havre and by another at Cherbourg. The aircraft did not penetrate far inland and no bombs were dropped.

Luftgau Belgium/Northern France

There was an incursion at Le Havre about 1200 hours. The aircraft did not penetrate far inland and no bombs were dropped.

AA defence was ineffective.

About 1730 hours six British aircraft dropped bombs at Ocleville (6 km north of Le Havre). No damage resulted.

Luftgau Holland

Between 2315 and 0230 hours there were incursions by eleven enemy aircraft, most of which flew on into the Reich without dropping bombs.

The Reich

Between midnight and 0200 hours there were ten incursions over the Dutch frontier as far as the line Ahaus - Warendorf (east of Muenster) - Dortmund - Wipperfuerth - Cologne - Herzogenrath. Bombs were dropped at four places. A farmhouse was burnt down, several houses were damaged and one civilian was killed.

AA was active, particularly in the Ruhr, but without apparent effect. Barrage balloons in the Ruhr were ineffective. No enemy aircraft were encountered by night fighters.

Altogether four British aircraft (of one squadron) were definitely identified.

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GREAT BRITAIN

Reconnaissance

Reconnaissance reported two convoys together comprising 50 ships 40 km north-west of Hull at about 1300 hours. One convoy was moving on a northerly course, the other on a southerly course.

Details of Reconnaissance on 4 August

Shipping Movements:

25 km SW of
Brighton,
0835 hours:

8 small ships at anchor.

5 km S of
Portsmouth,
0900 hours:

20 large merchant ships and
20 small merchant ships at anchor.

Eastbourne &
Portsmouth,
1300-1400 hours:

No shipping movements.

Newcastle area,
1120 hours:

No shipping movements.

Area E of
Orkney Islands,
1145 hours:

2 destroyers moving at medium speed
on W course.

20 km E of
Flamborough Head,
1300 hours:

Convoy comprising
20 ships on changing course,
main course NW.

Convoy comprising
30 ships and
2 light cruisers on changing course,
main course SE.

1630 hours:

30 km NW of
Scilly Isles:

7 small ships.

50 km NW of
Scilly Isles:

2 medium merchant ships, changing
course, main direction NE.

F. of Forth -
Pentland Firth,
2030 hours:

No shipping movements off coast.

Other Observations:

14 km N of
Salisbury:

Large camp at Durlington.

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Evaluation of Photographic Reconnaissance carried out on 1 August

Airfields:

Yeovil airfield &
aircraft factory: Covered completely for first time.
Number of aircraft not observed.
Taxying area about 2,000 x 800 metres.
15 barrage balloons.

Yeovilton airfield: Number of aircraft could not be
identified. Camouflaging of
runway continued. Four bomb craters.

Weston Zoyland
airfield: Covered for first time. Two hangars,
airfield buildings and living quarters.
Taxying area about 1,000 x 700 metres.

1 Hampden,
1 Wellesley,
1 Heyford.

Chickerell airfield: No aircraft identified. Three bomb craters
in area. Obstacles in taxying area.

Old Sarum airfield: 12 single-engined aircraft.
3 twin-engined aircraft.

Salisbury airfield
(High Post): 8 single-engined aircraft.

Boscombe Down
airfield: 13 single-engined aircraft,
17 twin-engined aircraft.

Netheravon airfield: 9 single-engined aircraft.
17 twin-engined aircraft.

Upavon airfield: 24 single-engined aircraft,
20 twin-engined aircraft.

Interim Evaluation of Photographic Reconnaissance carried out on 4 August

Yeadon airfield,
1100 hours: 12 Lockheed Hudsons,
12 Blenheims,
5 Battles.

Shipping in Ports:

Portland harbour
(E part): 1 sunken freighter.
Double net barrage closed.

Portland harbour
(W part): 3 freighters totalling 16,000 tons,
2 paddle steamers,
2 gunboats,
2 coal hulks.
Net barrages open.

Bridport harbour: Only a few coastal vessels.

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Miscellaneous:

Smerton: Wireless station (beam). Covered for first time. Lay-out similar to Skegness. Nine masts, transmitting building apparently with three four-mast arrays.

On 4 August and during the night of 4/5 August bombers attacked the following targets:

Day

60 km SW of Swansea: 1 merchant ship of 2,000 tons.
Effect not observed.

100 km SW of
Pembroke: 2 medium merchant ships. Only one ship still visible on second run.

Night

Sheerness: 4 250 kg bombs,
4 50 kg bombs and
1 incendiary canister were dropped on the shipyard. Fires and explosions were observed.

Thameshaven: 4 250 kg bombs and
14 50 kg bombs were dropped. As the fuel storage installation could not be definitely located, searchlight positions were attacked as an alternative target.

N Killingholme: 20 50 kg bombs were dropped. As the fuel storage installation could not be definitely located, a nearby searchlight position was attacked as an alternative target. Effect not observed.

Hull: 20 50 kg bombs were dropped on the docks.
A large sheet of flame and smoke observed.

London: 800 kg of leaflets (Fuehrer's speech) dropped.

Hull: 400 kg of leaflets (Fuehrer's speech) dropped.

Details of Defence on 4 August

Fighters:

Hull: 3 fighters, type not identified.

AA Artillery:

North Foreland,
0015 hours: AA machine-gun fire.

Searchlights:

0015 hours:

The Naze: 4 searchlights.

North Foreland: 2 searchlights.

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Barrage Balloons:

N of Portsmouth,
0900 hours: 4 balloons at 1,500 metres.

NORTH SEA

Escort operations, reconnaissance and submarine searches were uneventful.

Total Aircraft Losses on 4 August, 1940

German: 1 He 111

Enemy: Not known.

SUPPLEMENTS AND MISCELLANEOUS REPORTS

During the night of 3/4 August two 250 kg bombs and twenty 50 kg bombs were dropped in an attack on the aero-engine factory at Filton. The effect was not observed.

On 2 August the Commander of the Free French Air Force and Navy ordered all French aircraft to show the insignia of the French Air Force - the blue cockade with the red cross of Lorraine in the centre (the cross of Lorraine has one vertical bar and two parallel cross-bars, the upper bar being shorter than the lower bar).

French warships operating for the British would in future fly this flag and the French national flag. Warships manned by officers and men of different nationalities would fly the national flags of crew members in addition to the French flag.

SURVEY OF BRITISH GROUND DEFENCE MEASURES

(Extract from OKH Section Foreign Armies West, Situation Report West)

(1) A belt 30 kilometres in depth extending from the Wash to Dorset has been declared a defence zone. Field defences, obstacles and road blocks are being set up in this area and will probably increase in density towards the coast. Villages have been turned into strongpoints.

On all roads leading inland from the coast concrete blocks are being set up just behind bends and at varying intervals. Trenches are being dug beside the road at points where these blocks can be circumvented.

It is believed that artillery positions are being set up further inland as well as on the coast.

Extensive preparations have been made for demolition.

Permanent fortifications may also be under construction in the defence zone. For the present these will probably be no more than small machine-gun pill-boxes. It is presumed that installations of this type cannot be completed in appreciable numbers before the end of October.

The defence zone is closed to civilians not resident in the area.

(2) Signposts, local sign-boards and milestones have been removed throughout the country to make it difficult for advancing German troops to find their way.

(3) Preparations for defence against paratroops and airborne forces by local defence volunteers have been made even in the remotest parts of the British Isles. Particularly important points, such as bridges, are under constant guard.

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Large plains have been scored with deep furrows, ploughed up completely or provided with other obstacles to make them useless for landing. Cement posts and similar obstacles have been set up along roads suitable for landing. The ringing of church bells will serve as an alert in the event of a landing by paratroops or airborne forces.

(4) All important waterways have been blocked or prepared for blocking, even in the interior.

(5) The movements of foreigners in Great Britain are severely restricted. They may use only public transport, and the use of private cars and cameras is prohibited.

(6) Civilians are warned by the press and radio not to discuss military matters on any account. In the event of a landing by German troops, civilians will stay where they are, hide food and bicycles and immobilise vehicles to prevent them falling into German hands.

There are indications that civilians will take an active part in the fighting.

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

4 August:

Visual reconnaissance over the Alexandria naval base at 1400 hours observed the following:

4 battleships,
1 aircraft-carrier,
10 cruisers and a fairly
large number of destroyers.

At 1430 hours visual reconnaissance over the Malta naval base observed no change compared with photographic reconnaissance of 29 July. The following were in port:

1 monitor,
1 destroyer,
42 (?) submarines,
1 tanker and a number
of small ships.

Only one large flying-boat was observed at Marsa Scirocco (Malta). AA fire was intense, but there was no fighter defence.

Libya

3 August:

Nothing of particular importance was observed by daily reconnaissance over the Amseat coastal sector and the Bir el Gobi area.

East Africa

1 August:

Armed reconnaissance was carried out over the lower Sudan with attacks on airfields at Aroma (40 km north of Kassala), Haijay Junction (railway station 160 km south of Port Sudan) and Ercovit (50 km south-west of Suakim).

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At Haijay Junction a large hangar was set on fire and direct hits were scored on railway tracks.

Nothing of particular importance was observed by reconnaissance over the central Red Sea.

2 August:

During reconnaissance over the lower Sudan an effective attack was made on Summit airfield (railway station 80 km south of Port Sudan). Intense fires were observed.

The destruction of some of the airfield installations at Haijay Junction in yesterday's attack was confirmed.

Several camps, camel caravans and tanks were observed east of the railway line in this area.

In eastern Kenya about 50 lorries in the Wajir area were attacked while parking.

Italian Operations

Libya

4 August:

Eight Gloucesters and three Blenheims were shot down in an air battle. Details are not available.

East Africa

1 August

Two squadrons of bombers attacked harbour installations at Zeila. Two aircraft are missing.

Enemy Operations

East Africa

1 August

An unsuccessful attack was made on harbour installations at Assab.

2 August

Unsuccessful attacks were made on Asmara airfield and on the fuel storage installation at Massaua. In an attack on Zula airfield (50 km south-east of Massaua) a few small petrol dumps were hit.

SITUATION AT SEA

According to reliable reports, part of the Gibraltar Squadron put to sea on an easterly course on the evening of 4 August after a brief stay in port. The formation comprised the following warships:

2 battleships ("Hood" and "Valiant"),
2 small cruisers ("Arethusa" and "Enterprise"),
2 aircraft-carriers ("Ark Royal" and "Argus"),
9 destroyers.

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LUFTWAFFE SITUATION REPORT No. 335 (6 August 1940)

Operations on 5 August and during the night of 5/6 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

Between 0720 and 1230 hours there were nine incursions between Dieppe and Cherbourg as far as the line Fernon - 30 km north of Orleans - Bernay - Flors - Granville. Bombs were dropped ineffectively at three places.

AA was active, particularly at Le Havre, but the effect was not observed.

Luftgau Belgium/Northern France

At about 2230 hours there were two incursions. The enemy aircraft did not penetrate far inland. Bombs were dropped ineffectively at Cap d'Antifer.

Luftgau Holland

Between 2300 and 0300 hours incursions were made by 29 enemy aircraft, all but one of which flew on into the Reich.

The Reich

At about 1200 hours there was one enemy incursion at the Ems estuary. The enemy aircraft did not penetrate far inland and no bombs were dropped.

Between 2320 and 0340 hours there were 53 incursions as far as the line Kolding - Copenhagen - Darss - Teterow - Schwerin - Braunschweig - Nienburg - Herford - Arnsberg - Wesel. A large number of bombs were dropped, particularly in the northern part of Luftgau XI. No damage of any importance resulted and there were no casualties.

Aimed bombing was prevented by AA fire. Barrage balloons were ineffective. No enemy aircraft were encountered by night fighters.

Altogether 44 aircraft (of fourteen squadrons) were definitely identified.

GREAT BRITAIN

Reconnaissance

During the day reconnaissance observed several convoys with up to 40 ships moving on various courses between the Humber estuary and Dover.

Details of Reconnaissance on 5 August

Airfields:

(interim evaluation of photographic reconnaissance)

1400 hours:

Leconfield: 21 single-engined aircraft (fighters).

Catfoss,
Driffield &

Hartlepool: No aircraft identified.

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Shipping in Ports:

Dover,
0740 hours: Harbour empty.

Dover,
1550 hours: About 14 medium ships.

Portsmouth,
1840 hours: 1 large warship about 200 metres long,
2 large warships (cruisers?),
14 warships (destroyers?),
4 large warships (cruisers?) in dry dock,
several small ships,
2 small freighters off harbour entrance.

Shipping Movements:

20 km E of
Withernsea,
0530 hours: Convoy comprising
15 ships and destroyers on S course.

Thames Estuary,
0740 hours: No shipping movements observed.

SW of Dungeness,
0740 hours: 5 merchant ships of 2,000-8,000 tons
on ENE course.

F. of Forth -
Pentland Firth,
0815 hours: Flight broken off owing to bad weather.

Margate -
Dungeness,
0930 hours: No movements observed.

Between Margate
and New Romney,
1000 hours: No movements observed.

10 km SE of
Folkestone,
1130 hours: 3 MTB's moving at full speed
on varying courses.

25 km E of
Orford Ness,
1245 hours: Convoy comprising
40 ships (including two of 20,000 tons)
on N course.

Channel,
1400 hours: No shipping movements observed in area
I.o.Wight - Portland.

Downs,
1520 hours: Two convoys moving slowly in line ahead
on N course. The first convoy comprised
17 small and medium ships, the second
12 ships.

20 km NE of
Orfordness,
1525 hours: Convoy comprising
40 ships on N course.

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S of Ramsgate,
1550 hours:

Convoy comprising
35 medium ships turning N.

Channel,
1600 hours:

No movements between Dover
and Dungeness.

30 km NW of
Margate,
1700 hours:

Convoy comprising
30 ships on W course, apparently the one
reported in the Downs at 1520 hours.

4.5 km E of
Gt. Yarmouth,
2000 hours:

3 cruisers in line ahead on N course.

120 km ESE of
Humber Estuary,
2323 hours:

Convoy comprising
8 - 10 ships moving at full speed
on SE course.

Other Observations:

London,
midnight:

Illuminated runway on E outskirts.

Bomber operations were severely restricted by bad visibility.
The following targets were attacked on 5 August and during the night
of 5/6 August:

Day

Glasgow,
0806 hours:

Operation broken off owing to unbroken
layer of cloud over the target.

Between Dungeness
and Folkestone,
about 1000 hours:

Operation against a group of five medium-sized
ships not carried out owing to bad visibility.
The bombs were taken back to base.

Hillington,
1600 hours:

Operation against the Rolls Royce works
broken off at Abbs Head owing to unfavourable
weather and British fighter defence (Spitfires
or Hurricanes).

Night

Chatham:

Royal dockyard could not be located owing to
ground mist. The bombs (20 50 kg) were therefore
dropped on nearby searchlights. The effect was
not observed.

Port Victoria:

The fuel storage installation could not be
attacked owing to the dazzle effect of flares
over the cloud layer. The bombs (20 50 kg) were
therefore dropped on nearby groups of searchlights.

A special operation was carried out according to plan by
9th Fliegerdivision during the night of 5/6 August.

Eighty bombers and reconnaissance aircraft were operational on
5 August and during the night of 5/6 August.

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Details of Defence on 5 August

Fighters:

Hull,
0025 hours: 3 night fighters.

S of Falmouth,
0800 hours: 2 fighters.

Folkestone,
1000 hours: 2 Spitfires.

Dungeness,
1130 hours: 1 fighter.

Gt. Yarmouth,
1200 hours: 4 fighters.

Ramsgate,
1525 hours: 6 Spitfires.

Deal,
1525 hours: 15 Hurricanes.

Dover,
1600 hours: Several Spitfires.

E outskirts
of London,
midnight: No contact with night fighters.

AA Artillery:

Dover,
1600 hours: Medium and heavy AA.

600 metres S of
Sea View,
1843 hours: Heavy AA position.

Port Victoria,
2345 hours: Slight AA fire.

Searchlights:

Port Victoria,
2345 hours: Intense activity.

Deal,
1524 hours: 6 balloons on ships.

Thames Estuary,
1700 hours: 10 balloons.

Gosport,
1843 hours: 3 balloons over the coast at about
2,000 metres.

Other Observations:

1½ km SE of
Sea View: Coastal fortifications.

3.2 km S of
Portsmouth: Net barrage.

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NORTH SEA

Escort operations and reconnaissance over the Skagerrak were uneventful.

Total Aircraft Losses on 5 August, 1940

German: 1 Me 109 crashed into Channel. Pilot wounded -
picked up by air-sea rescue.
1 Me 109 missing
2 aircraft

Enemy:

In air combat: 1 Spitfire 15 km W of Cap Gris Nez
3 Spitfires SW of Dover
1 Spitfire over the Channel
1 Spitfire at Ramsgate
1 Hurricane E of Deal
1 Curtiss over centre of Channel
8 aircraft

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

5 August:

Nothing of particular importance was observed by reconnaissance over the various areas of operations.

At 1400 hours on 4 August five, not four, battleships were observed in Alexandria harbour. The number of other warships remains unchanged.

An enemy fighter was shot down during reconnaissance over Malta.

Italian Operations

Libya

4 August:

Two successful attacks on Sidi Barrani airfield were made by a total of 19 S.79 bombers.

Eight S.79's attacked railway installations at Mersa Matruh. One Gloucester was shot down.

Two Italian divisions carried out movements in the Bir el Gobi area covered by strong fighter and ground attack aircraft forces. A British formation comprising three Blenheims and seven Gloucesters attacked; all three Blenheims and four Gloucesters were shot down.

A formation of Cr 32's and Ba 65's attacked enemy armour at Bir Sceferzen (40 km south of Amseat), destroying three tanks and damaging seven. Three Gloucesters were shot down in an air battle.

East Africa

3 August:

Small-calibre bombs were dropped in an attack on a few lorries at Wajir.

SITUATION AT SEA

Submarine searches carried out in the sea area of Sicily and in the northern part of the Tyrrhenian Sea during the night of 3/4 August were uneventful.

RESTRICTED

LUFTWAFFE SITUATION REPORT No. 336 (7 August 1940)

Operations on 6 August and during the night of 6/7 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France and Belgium/Northern France

About 1540 hours a British aircraft attacked Le Bourget airfield through a gap in the clouds from about 600 metres, dropping two bombs. Casualties amounted to four killed, including one soldier, and several injured. There was no material damage.

AA did not open fire as the aircraft made off into the clouds again immediately.

At about 0100 hours there was an enemy incursion as far as the Tournay - Antwerp area. No bombs were dropped.

Between 2010 and 0204 hours there were 13 enemy incursions over the Le Treport - Cherbourg coastal area. These aircraft were on reconnaissance and did not penetrate far inland.

AA defence had no apparent effect.

Luftgau Holland

Between 2300 and 0300 hours there were incursions by 15 enemy aircraft, all of which flew on into the Reich. Bombs were dropped at five places, but no damage of any importance resulted.

AA defence had no apparent effect.

The Reich

Between 2305 and 0240 hours there were 15 enemy incursions over the Dutch frontier as far as the line Muenster - Paderborn - Luedenscheid - Neuwied - Malmedy. Bombs were dropped at five places, but no damage worth mentioning resulted. The enemy apparently had no definite objective.

AA defence had no apparent effect.

Altogether eleven British aircraft (of five squadrons) were definitely identified.

Denmark

Between 1000 and 1132 hours four enemy aircraft penetrated as far as the Aalborg area. No bombs were dropped. German fighters did not make contact.

Between 0030 and 0220 hours there were four enemy incursions over northern Jutland as far as the line Skagen - Lym Fjord - Lemvig. No bombs were dropped.

GREAT BRITAIN

Reconnaissance

Reconnaissance was severely restricted by bad weather.

Details of Reconnaissance on 6 August

Shipping in Ports:

Dover,
0640 hours: 6 small ships.

RESTRICTED

Shipping Movements:

S of Dungeness, 0640 hours:	1 torpedo boat on W course.
E of Haisborough, 0645 hours:	4 mine-sweepers.
Off Dover, 0649 hours:	2 patrol boats.
E of Gt. Yarmouth, 0700 hours:	4 stationary merchant ships.
10 km NE of Margate, 0700 hours;	2 mine-sweepers searching on W course.
20 km E of Harwich, 0710 hours:	1 medium-sized ship on SE course.
E of Lowestoft, 0711 hours:	Convoy.
Channel, 0715 hours:	No movements off Selsey - Portland.
15 km E of Harwich, 0716 hours:	6 medium ships on SSW course.
25 km E of Orfordness, 0717 hours:	Convoy comprising 20 medium ships on SSW course.
Channel, 1100-1200 hours:	No shipping movements in W approaches.
1600 hours:	7 coastal patrol vessels 2 km off coast from Falmouth to Land's End.
1600 hours:	No shipping movements in Western Channel approaches
Pentland - F. of Forth, 1800-2010 hours:	No warships or convoys.

Interim Evaluation of Photographic Reconnaissance
carried out on 5 August

Old Sarum airfield, 1745 hours:	11 single-engined aircraft.
Middle Wallop airfield, 1759 hours:	Only partly covered. No aircraft observed.
Andover airfield, 1801 hours:	Partly obscured by clouds. 10 single-engined aircraft observed.

RESTRICTED

Marlborough,
1805 hours: Small tent camp directly N of the
city with 105 tents.

10 km S of
Swindon,
1810 hours: Camp under construction 1 km NW of
Ogbourne St. George. About 120 huts.

Wroughton-Overtown
airfield (3 km SW
of Swindon),
1812 hours: Airfield under construction.
No aircraft observed.

Upavon airfield,
1819 hours: Not completely covered.
9 single-engined aircraft,
11 twin-engined aircraft.

Salisbury
airfield,
1823 hours: 3 aircraft (?).

1829 hours:

Southampton
harbour: 2 tankers of 10,000 tons,
2 passenger ships of 10,000 tons,
1 submarine with depot ship (?),
barrage balloons around harbour,
1 light and
1 heavy AA battery on SE edge
of harbour.

Marchwood
(3 km W of
Southampton): 1 heavy AA battery.

Hamble South
airfield: No aircraft observed.

Hamble North
airfield: No aircraft observed.

Southampton
(Woolston-Hythe)
airfield: No aircraft observed.

Bradwell
airfield: Seaplanes.

1831 hours:

Cowes (I.O.W.)
harbour: 1 large tanker of 12-15,000 tons
off the harbour,
2 destroyers and
5 small ships in harbour (?).

Cowes airfield: 1 single-engined aircraft.

1837 hours:

RESTRICTED

Portsmouth
harbour:

2 battleships,
1 cruiser,
14 destroyers,
5 mine-sweepers,
1 submarine,
3 freighters of 6,000 tons,
3 freighters of 2,000 tons,
balloon barrage around harbour.

Gosport
airfield:

Only partly covered.
9 single-engined aircraft.

30 km ENE of
Winchester,
1932 hours:

Hut and tent camp 2 km from
Whitehill. Tent camp partly
covered.

Lee on Solent
airfield,
1938 hours:

22 single-engined aircraft.

Supplementary evaluation of photographic reconnaissance showed the following:

17 July,
Lundy Island
airfield:

Landing obstacles on airfield.

4 August,
Littlestone
civil airfield:

No aircraft observed.
No structural changes.

On 6 August and during the night of 6/7 August bombers attacked the following targets:

Day

St. Athan
airfield,
0640 hours:

4 250 kg bombs were dropped.
Two hangars were damaged.

Tynemouth
airfield,
1130 hours:

24 50 kg bombs and
8 incendiary canisters were dropped.
Fires observed in buildings.

Night

Leith,
about midnight:

4 250 kg bombs and
8 50 kg bombs and
8 incendiary canisters were dropped on
harbour installations. Fires observed
in the target area.

The effect of the following attacks was
not observed:

Chester,
0015 hours:

8 50 kg bombs were dropped on the
Vickers Armstrong aircraft factory.

Swansea,
0120 hours:

12 50 kg bombs were dropped on
factory installations.

RESTRICTED

During the night of 6/7 August 9th Fliegerdivision carried out a special operation according to plan.

Leaflets were dropped directly north of Swansea at about 0125 hours.

Details of Defence on 6 August

Fighters:

Middlesbrough, 0100 hours:	1 fighter.
Swansea Bay, 0200 hours:	2 single-engined night fighters.
Exeter, 0200 hours:	Night fighters, number not stated.
Aberdeen, 0200 hours:	1 night fighter with navigation lights on.
Between Lowestoft & Orfordness, 1010 hours:	Two convoys located close together requested ten covering aircraft (intercepted signal).
Off Montrose, 1720 hours:	2 single-engined fighters.

AA Artillery:

Middlesbrough, 0100 hours:	Machine-gun fire from patrol boats.
Firth of Forth, 0100 hours:	AA defence in places.
Humber Estuary, 0100 hours:	Machine-gun fire from patrol boats.
Fishguard, 0200 hours:	Light AA defence in NW part (N of pier).
Blyth, 0200 hours:	Badly placed light and heavy AA.
Tyne Estuary, 0200 hours:	Badly placed light and heavy AA.

Searchlights:

0100 hours:	
Humber Estuary:	6 - 10 searchlights in area.
Hartlepool:	3 - 5 searchlights.
Middlesbrough:	5 - 8 searchlights on pier-head.
Firth of Forth:	Searchlight concentration.
0200 hours:	
Holy Island:	Searchlights which did not pick up aircraft from the island NW along the coast.
Blyth and on the Tyne:	About 200 searchlights.

RESTRICTED

Barrage Balloons:

Middlesbrough,
0100 hours: 15 balloons at 1,800 metres.

Hemswell,
0957 hours: Balloon barrage.

NORTH SEA AND NORTHERN WATERS

Two 250 kg bombs were dropped in an attack on a submerged submarine in the sea area off Trondheim. The effect was not observed.

Submarine searches off the Dutch and Belgium coasts, reconnaissance over the Skagerrak and escort operations were uneventful.

Total Aircraft Losses on 6 August, 1940

German: 1 Do 17 missing

Enemy: None reported

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

6 August:

In spite of intensified search operations, the Gibraltar Squadron could not be located.

In the western Mediterranean reconnaissance extended approximately between 41° north and the coast of Algeria. Only a submarine, an unidentified aircraft, thought to be a French fighter, and a Sunderland flying-boat were observed.

Libya

5 August:

Nothing of particular importance was observed by close-range reconnaissance over Amseet and Bir el Gobi.

East Africa

4 August:

Nothing of particular importance was observed by regular reconnaissance over the Sudan frontier area and western Somaliland.

Italian Operations

Libya

5 August:

An S.79 scored three direct hits on the Alexandria - Mersa Matruh railway line in the vicinity of Mersa Matruh.

East Africa

3 August:

A squadron of bombers attacked shipping in Berbera harbour. A direct hit was scored on one ship.

RESTRICTED

4 August:

An effective attack was made on military installations at Hargaisa (western Somaliland).

Enemy Operations

East Africa

3 August:

An enemy attack on two airfields in the Diredaua area was driven off by fighters.

4 August:

Several attacks were made on the seaplane base, harbour installations and the air force barracks at Massaua and on the fuel storage installation and the equipment dump at Archico (south of Massaua). 2 enemy aircraft were shot down by fighters. Another attack was made on Zula airfield (40 km south-east of Massaua).

GROUND SITUATION

Libya

5 August:

In a successful counter-attack between Ridotta Capuzzo and Sidi Omar four enemy tanks and a large number of prisoners were captured and heavy casualties were inflicted on the enemy. Italian losses were slight.

East Africa

5 August:

After the French had evacuated the part of western Somaliland adjoining Djibuti, Italian troops advanced on the ports of Zeila and Berbera. Hargaisa has been captured.

LUFTWAFFE SITUATION REPORT No. 337 (8 August 1940)

Operations on 7 August and during the night of 7/8 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Belgium/Northern France

Between 0800 and 0816 hours there were several short-range enemy incursions north of Le Havre and south of Calais. No bombs were dropped.

At 1600 hours three British fighters attacked St. Inglevvert airfield from a height of 300 metres. AA defence forced the enemy aircraft to turn back. One Spitfire was brought down.

At about 0200 hours there was an incursion in the Fécamp area. The aircraft did not penetrate far inland and no bombs were dropped.

RESTRICTED

Luftgau Holland

Between 2004 and 0329 hours there were incursions by twelve enemy aircraft, most of which flew on into the Reich. Twelve bombs were dropped at Haamstede airfield, destroying two Me 109's and damaging four more. Six airmen were killed and four seriously injured (including two pilots).

AA defence had no apparent effect.

The Reich

During the night of 7/8 August two separate groups of enemy aircraft made incursions into the Reich. The first groups task was probably mine-laying off the North Sea coast of Holstein and over shipping routes in the western Baltic. Altogether there were twenty incursions between 2140 and 0235 hours as far as the line Seeland - Falster - Fehmarn - Cuxhaven. No bombs were dropped.

AA defence had no apparent effect.

In the case of the second group there were sixteen incursions over the Dutch frontier between 2345 and 0230 hours as far as the line Lingen - Muenster - Soest - Duesseldorf (one flight as far as a point south-west of Hildesheim). Bombs were dropped at seven places, but only slight damage resulted. The enemy appeared to have no definite objective.

AA defence had no apparent effect.

Luftgau Norway

At about 1330 hours a Lockheed Hudson approached Hellesoey Island (north-west of Bergen) and dropped four bombs, causing slight damage to houses. The aircraft was shot down by fighters.

At about 1600 hours ten Skuas attacked the Algeroey fuel storage installation (Bergen), setting a Navy oil tank on fire. The fire was extinguished. Apart from this, no damage of any importance resulted.

AA defence had no apparent effect.

Altogether 32 British aircraft (of six squadrons) were definitely identified.

GREAT BRITAIN

Reconnaissance

As on previous days, reconnaissance had nothing of particular importance to report.

Details of Reconnaissance on 7 August

Shipping in Ports:

Dover,
0649 hours: 6 small merchant ships.

Shipping Movements:

5 km E of
Blyth,
0020 hours: 25 medium merchant ships (2,000 -
8,000 tons) moving on E course
at about 15 knots.

10 km E of
Tynemouth,
0052 hours: 4 merchant ships of 2-8,000 tons and
4 merchant ships of over 8,000 tons,
all stationary.

RESTRICTED

25 km E of Tynemouth, 0110 hours:	12 merchant ships on N. course.
S of Dungeness, 0640 hours:	1 torpedo boat on W course.
30 km E of Haisborough, 0640 hours:	4 mine-sweepers.
Off Dover, 0649 hours:	2 patrol boats.
45 km E of Gt. Yarmouth, 0700 hours:	4 stationary merchant ships.
25 km ENE of Margate, 0700 hours:	2 mine-sweepers searching on W course.
35 km SE of Harwich, 0710 hours:	1 medium merchant ship on SW course.
30 km E of Harwich, 0716 hours:	6 medium merchant ships on SSW course.
25 km E of Orfordness, 0717 hours:	Convoy comprising 20 ships on SSW course.
40 km N of Gromer, 0745 hours:	Convoy (number of ships not reported) on NW course.
Channel, 1500 hours:	No shipping movements in the area Bournemouth - Portland.
Channel, 1800 hours:	No shipping movements in the area Isle of Wight - Lyme Bay.
40 km S of Plymouth, 1910 hours:	1 merchant ship of 1,000 tons moving at full speed on S course.
10 km S of Dungeness, 1930 hours:	Large convoy (number of ships not reported) on W course.
2000 hours:	
30 km SW of Land's End:	1 patrol boat.
20 km SW of Lizard Point:	1 patrol boat.
40 km SE of Lizard Point:	1 patrol boat.
60 km ESE of Lizard Point:	1 merchant ship of 3,000 tons on W course.

RESTRICTED

During the night of 7/8 August bombers attacked the following targets:

15 km E of Plymouth: 12 50 kg bombs were dropped on a factory.
Five direct hits were scored.

The effect of the following attacks was not observed:

Broughton,
0040 hours: 20 50 kg bombs were dropped on the
Vickers Armstrong aircraft factory.

Leyland,
0042 hours: 20 50 kg bombs were dropped on a
motor works.

St. Ives,
0045 hours: 10 50 kg bombs were dropped on an
explosives factory.

0100 hours:

Yeovil: 15 50 kg bombs were dropped on an
aircraft factory.

Edinburgh: 4 250 kg bombs and
12 50 kg bombs were dropped on a
factory (?) near a searchlight
position.

S of Edinburgh
to S of Glasgow: 26 50 kg bombs and
4 incendiary canisters were dropped
on factories.

S of Glasgow: 4 250 kg bombs and
16 50 kg bombs were dropped on
an illuminated factory.

Searchlight Positions:

E of Plymouth,
0055 hours: 8 50 kg bombs dropped.

Dorchester,
0130 hours: 4 50 kg bombs dropped.

Manchester,
0130 hours: 10 50 kg bombs dropped.

W of Cardiff,
0220 hours: 20 50 kg bombs dropped.

During the night of 7/8 August 9th Fliegerdivision carried out a special operation according to plan.

Leaflets were dropped at St. Ives and Manchester during the night of 7/8 August.

Details of Defence on 7 August

Fighters:

10 km S of
Harwich,
0100 hours: 1 night fighter at Naze Flat.

Cromer,
1100 hours: 3 Spitfires.

AA Artillery:

0100 hours:

Swansea: Heavy AA.

Thorn Point
& Plymouth: Light ships' AA.

RESTRICTED

30 km E of
Haisborough,
0645 hours:

Light AA from mine-sweepers.

70 km E of
Grimsby,
0740 hours:

light ships' AA.

Searchlights:

2300-0230 hours:

Harwich and to S: 6 - 8 searchlights.

Margate: 5 searchlights.

Portsmouth and
S coast of Isle
of Wight:

10 - 15 searchlights.

Plymouth:

Searchlights on land and ships.

Falmouth:

2 searchlights at harbour entrance

40 km SW of
Plymouth:

2 ships' searchlights.

NORTH SEA AND BALTIC APPROACHES

Escort operations, reconnaissance over the central North Sea and morning reconnaissance over the Skagerrak were uneventful.

Total Aircraft Losses on 7 August, 1940

German: Nil return

Enemy:

In air combat: 1 Lockheed Hudson SW of Bergen

By AA: 1 Spitfire

2 aircraft

Special Observations and Experiences

GREAT BRITAIN

New Type of AA Shell

During recent dive-bomber attacks on shipping at Dover it was frequently observed that ground defence (questionable whether landbased or ships' AA) fired shells to a height of about 300 metres. The shells exploded with a slight report and a parachute of about $1\frac{1}{2}$ metres in diameter opened. About one metre below the parachute was a solid object, presumably an explosive charge which would detonate on contact. The shells were fired only out to sea. The intended effect of the shells and the reason for firing them up to only 300 metres are not yet clear.

RESTRICTED

MISCELLANEOUS

GREAT BRITAIN

Defences are under construction at a number of airfields for use in the event of airborne operations and attacks by ground forces. The following have so far been observed in reconnaissance photographs:

- (a) small machine-gun pill-boxes (to extend the field of fire) surrounded by barbed wire entanglements and
- (b) trenches or (if the sub-soil water-level is high) parapets thrown up on the edge of the taxiing area.

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

7 August:

Reconnaissance over Malta observed no change in the amount of shipping in port.

8 August:

At 0700 hours the following warships were observed with steam up at Alexandria:

4 battleships
1 aircraft-carrier and
7 cruisers

East Africa

5 August:

Nothing of particular importance was observed over the lower Sudan frontier area.

Libya

6 August:

Nothing of particular importance was observed in the area Bir el Gobi - Bir Sceferzen - Sidi Azeis.

Italian Operations

Mediterranean

6 August:

The oil tanks and harbour installations at Haifa were attacked. Large fires visible from some distance away resulted.

RESTRICTED

Libya

6 August:

Five S.79's attacked El Kraygat airfield (30 km south of Sollum). Hits were scored on the taxiing area and on huts. Three S.79's attacked a tent and hut site on the coast near Sollum.

Italian fighters shot down a Sunderland flying-boat 20 km north of Tobruk.

East Africa

5 August:

Italian attacks were directed against Burao airfield (120 km south-east of Berbera), warships and merchant vessels in Berbera harbour and the airfield and harbour installations at Aden.

One of two enemy aircraft which attacked Italian troops advancing in the Hargeisa area was shot down by fighters.

Enemy Operations

East Africa

4 August:

The enemy attacks on Massaua already reported resulted in slight damage to a merchant ship, a gunboat and a few installations in the submarine base. Casualties amounted to four killed and 31 injured.

GROUND SITUATION

East Africa

6 August:

The following places in Somaliland were occupied: Girreh (100 km south-west of Zeila), Dobub (50 km south-west of Zeila) and Mandau (55 km south-west of Zeila).

SITUATION AT SEA

Mediterranean

6 August:

The Navy reported that submarine searches in the Sicilian Channel and off Augusta were uneventful. The port of Cagliari (Sardinia) is temporarily closed owing to sweeping of mines laid by enemy aircraft on 2 August.

RESTRICTED

LUFTWAFFE SITUATION REPORT No. 338 (9 August 1940)

Operations on 8 August and during the night of 8/9 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

At about 1730 hours there were two short-range incursions over the Le Havre - Caen coastal sector. No bombs were dropped.

Luftgau Belgium/Northern France

Between 2300 and 0200 hours there was intense aircraft activity in the Zeebrugge - Berck s.M. coastal area. However, aircraft did not penetrate far inland and no bombs were dropped (reconnaissance?).

The Reich

Between 2300 and 0410 hours there were 54 enemy incursions from the North Sea and through Holland as far as the line Sonderburg - Fehmarn - Hannover - Berg. Gladbach - Frankfurt - Wuerzburg - Offenburg. The main effort in northern Germany was over the Elbe estuary and Luebeck Bay, where enemy aircraft circled several times (mine-laying?). Bombs were dropped at 41 places, particularly in the area between the Ruhr and Cologne, but no damage of any importance resulted. Nine out of eleven dummy installations which were attacked were dummy airfields.

AA was active throughout the area. One unidentified enemy aircraft was brought down at Kreuznach and another west of Mannheim. A further enemy aircraft was probably brought down over Ijssel Lake in Luftgau Holland.

Night fighters did not take off owing to weather conditions.

Altogether thirty British aircraft (of six squadrons) were definitely identified.

GREAT BRITAIN

Reconnaissance

Reconnaissance was severely restricted by bad weather.

Details of Reconnaissance on 8 August

Airfields:

Lee on Solent:	28 single-engined aircraft.
Reading-Woodley:	4 single-engined aircraft.
Farnborough:	8 single-engined aircraft, 5 twin-engined aircraft.

Shipping in Ports:

Falmouth, 0910 hours:	12 medium merchant ships at anchor, 6 medium merchant ships stationary off the harbour and 1 tanker leaving port.
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RESTRICTED

Shipping Movements:

Pentland Firth -
Firth of Forth,
0800-0900 hours:

No shipping movements off coast.

SE of I.o.Wight,
1010 hours:

Convoy comprising
18 ships on W course.

S of Beachy Head,
1015 hours:

1 small ship on E course.

Dungeness,
1100 hours:

1 merchant ship on W course.

Off Scarborough,
1629 hours:

Convoy comprising
6 merchant ships each of about
4,000 tons on NNW course.

10 km NNE of
Gt. Yarmouth,
1705 hours:

5 destroyers moving at full speed
on SE course.

35 km E of
Lowestoft,
1730 hours:

Convoy comprising
23 ships on SW course.

20 km NE of
Cromer,
1758 hours:

Convoy comprising
8 ships each of 1,000-5,000 tons
on NW course

Evaluation of Photographic Reconnaissance
carried out on 8 August

Gosport
airfield:

6 single-engined aircraft,
2 twin-engined aircraft.

Portsmouth
harbour,
1425 hours:

1 warship (200 metres in length),
1 heavy cruiser,
1 light cruiser (under construction),
1 warship (150 metres in length),
22 warships (each about 100 metres in length),
5 destroyers in dry dock,
5 freighters,
1 MTB leaving port.

Portland
harbour,
1800 hours:

2 warships (?),
6 - 8 small ships at anchor.

Falmouth,
harbour,
2050 hours:

3 medium merchant ships,
4 small merchant ships.

Salcombe
harbour,
2050 hours:

2 destroyers under way.

RESTRICTED

Ramsgate: Large hut camp 6 km SSW of the town with AA positions 400 metres to the north. Anti-tank ditches running E-W $6\frac{1}{2}$ km SW of the town. Fields about 6 km S of the town made unusable for landing by drainage pipes.

Canterbury: Heavy AA position 3 km SE of the town centre. Shelter trenches on NE edge of the town. Obstacles, presumably to prevent aircraft landing, SW of the town. Fuel installations $3\frac{1}{2}$ km SW of the town.

Ashford
(20 km SW of
Canterbury): Advanced landing ground (?) $2\frac{1}{2}$ km E of the town. Shelter trenches on NW perimeter of the landing strip.

West Whitfield
($4\frac{1}{2}$ km N of Dover): Obstacles in fields on SW edge of the town. Large barracks $1\frac{1}{2}$ km ESE of the town.

Dover: About 14 freighters in the harbour. Six barrage balloons covering harbour area. Shelter trenches on W edge of the town.

Bombers and dive-bombers - escorted by single-engined and twin-engined fighters during the day - attacked the following targets on 8 August and during the night of 8/9 August:

Day

Attacks were made on two convoys south of the Isle of Wight:

1005 hours: First attack (two waves)

Sunk:

1 merchant ship of 10,000 tons.

Damaged:

1 merchant ship of 5,000 tons received several direct hits and was probably sunk.

4 merchant ships totalling about 19,000 tons, including a tanker of 5,000 tons.

All the ships remained stationary and listing and were so badly damaged that they may be presumed lost.

1245 hours:

Second attack

Sunk:

4 merchant ships totalling about 10,000 tons,
1 merchant ship of 1,000 tons,
1 merchant ship of 500 tons.

RESTRICTED

1245 hours:

Damaged:

- 1 merchant ship of 5,000 tons,
- 2 merchant ships totalling 5,000 tons,
- 3 merchant ships totalling 3,000 tons,
- 1 merchant ship of 500 tons.

All the ships were badly damaged; smoke was observed and they showed a list.

1700 hours:

Third attack

Sunk:

- 1 merchant ship of 5,000 tons.
- 1 merchant ship of 4,000 tons.

Badly Damaged:

- 1 merchant ship of 4,000 tons,
- 1 merchant ship of 2,000 tons,
- 2 merchant ships totalling 3,000 tons,
- 1 merchant ship of 1,000 tons,
- 2 merchant ships totalling 1,600 tons.

20 km NE of
Gromer,
1759 hours:

Convoy comprising
8 ships.
Effect not observed.

Night

About 2230 hours:

Filton:

- 2 250 kg incendiary oil-bombs and
- 12 50 kg bombs were dropped in an attack on the Bristol Aircraft Works. Hits were observed.

1 km E of
Pimperne:

- 2 250 kg incendiary oil-bombs and
- 15 50 kg bombs were dropped on a dimly lit camp. Hits observed.

Manston
airfield,
0030 and
0115 hours:

- 8 250 kg bombs,
- 8 50 kg bombs and
- 2 incendiary canisters were dropped. Intense fires were observed in the target area.

A total of 140 50 kg bombs were dropped in the following attacks, the effect of which was not observed:

Yeovil,
2350 hours:

- 20 50 kg bombs were dropped on the aircraft works.

Chester,
0100 and
0230 hours:

- 30 50 kg bombs were dropped on the Vickers Armstrong works.

RESTRICTED

Leyland
0210 hours: 20 50 kg bombs were dropped on
the aero-engine works.

Plymouth,
0015 hours: 20 50 kg bombs were dropped on
ships off the harbour.

Plymouth,
0035 hours: 20 50 kg bombs were dropped on
searchlight positions.

Bristol,
0315 and
0330 hours: 30 50 kg bombs were dropped on
searchlight positions.

During the night of 8/9 August 9th Fliegerdivision carried out a special operation according to plan.

During 8 August several air battles took place, with the following results:

Margate,
1200-1230 hours: 2 enemy fighters and
1 Hampden were shot down.
1 Me 109 is missing.

Over the Channel
between Folkestone
and Dover,
1235 hours: 6 enemy fighters were shot down.
3 barrage balloons were shot down.
at Dover.

SW of I.o.Wight:

1005 hours: 5 enemy fighters and
2 German aircraft were shot down.

1330 hours: 15 enemy fighters and
9 barrage balloons were shot down.
2 German aircraft are missing.

1759 hours: 17 enemy fighters (including three
Blenheims) and
10 German aircraft were shot down.

During the night of 8/9 August leaflets were dropped over London.

Defence

During the attacks on the convoys in the Channel it was observed that the main force of the escorting fighters flew at a great height (more than 15,000 feet) above the convoy, while the remainder operated at about 1,500 feet. The high-altitude fighters lay in wait and attempted to divert the German fighter escort, while the low-altitude fighters attacked the dive-bombers as they were pulling out.

After the first attack the convoys raised about eight barrage balloons.

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Details of Defence on 8 August

Fighters:

Manston
airfield and
over London,
0250 hours:

No fighters.

20 km SW of
I.o.Wight;
1010 hours:

20 Spitfires and Hurricanes
over convoy.

Between
Folkestone
and Dover,
1235 hours:

Spitfires (number not known).

SW of I.o.W.,
1700 hours:

40 - 50 Spitfires and Hurricanes
over convoy.

15 km N of
Bacton,
1705 hours:

Fighter defence.

20 km NE of
Cromer,
1758 hours:

3 Spitfires and
2 twin-engined fighters.

AA Artillery:

Swansea,
Bridgewater,
Tiverton,
Portland,
Liverpool and
the Leeds
industrial area:

Heavy AA. (0140 hours)

Dalepoint
(W of Pembroke),
0140 hours:

Badly placed light AA.

Kinnaird Head,
0800-0900 hours:

AA defence.

20 km W of
I.o.Wight,
1010 hours:

Machine gun fire from convoy.

Falmouth,
2050 hours:

AA defence.

Falmouth,
2200 hours:

Heavy AA.

Searchlights:

London area,
0115 hours:

Intense searchlight activity.

Manston
airfield,
0115 hours:

Intense searchlight activity.

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Portland,
Swansea,
Dorchester,
Port Talbot,
Weston-super-Mare
and Liverpool,
0140 hours:

Searchlights.

Northern
England,
0140 hours:

Intense searchlight activity,
decreasing towards the west.

2200 hours:

Thames Estuary:

Slight searchlight activity.

Portsmouth:

Slight searchlight activity.

Falmouth:

Increase in number of searchlights.

Plymouth:

A large number of searchlights.

Barrage Balloons:

20 km SW of
I.o.Wight,
1010 hours:

Convoy raised 8 balloons
after the first attack.

Dover,
1235 hours:

Balloons (number not known).

Portsmouth
and Gosport,
1445 hours:

16 balloons.

Miscellaneous:

10 km S of
Taunton:

Beacon flashing "P". Presumably used
for directing night fighters in con-
junction with a guide searchlight.

NORTH SEA AND BALTIC APPROACHES

Escort operations and reconnaissance over the central North Sea and the
Skagerrak were uneventful.

Total Aircraft Losses on 8 August, 1940

German:
8 Ju 87's
5 Me 109's
1 Me 110
14 aircraft

Enemy:

In air combat: 42 Spitfires and Hurricanes over the Channel
1 Hampden over the Channel
3 Blenheims over the Channel

By AA: 1 Blenheim (probable) at Leeuwarden
1 aircraft (type not known) at Mannheim
1 aircraft (type not known) at Kreuznach
49 aircraft

12 barrage balloons were shot down.

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SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Libya

7 August:

Enemy tanks on the Bir el Kraygat - Bir Sceferzen track were bombed during armed reconnaissance over the area Bir el Gobi - Sidi Azeis - Sollum - Bir el Kraygat - Esc Scegga.

East Africa

6 August:

Close-range reconnaissance over western Somaliland observed that the Hargeisa - Adadleh road (75 km north-east of Hargeisa) was cut at three places. No enemy troops were observed.

In the Red Sea a cruiser and a merchant ship were observed moving on a southerly course off Harmil Island (120 km north-east of Massaua).

Italian Operations

7 August:

At 1255 hours six S.79's from Rhodes attacked a convoy observed by reconnaissance and comprising five ships and two destroyers about 40 km south of Gaidaro Island. Several direct hits were scored on two ships. At 1750 hours six S.81's made a second attack on the convoy about 50 km south of the eastern tip of Crete. The effect was not observed.

Enemy Operations

East Africa

6 August:

Two aircraft attacked an Italian M/T convoy in the Hargeisa area. One of the attacking aircraft was shot down by fighters.

In an attack on Massaua harbour the Italian torpedo-boat "Acerbi" was hit amidships and badly damaged. Casualties amounted to fifteen killed and sixteen injured.

GROUND SITUATION

East Africa

6 August:

In western Somaliland Zeila (on the coast) was reached.

At Namaraput (about 35° 40' east, 4° 40' north) forty Italian Ascaris, assisted by the inhabitants, repulsed an attack by 550 native troops led by British officers, inflicting heavy losses on the enemy.

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LUFTWAFFE SITUATION REPORT No. 339 (10 August 1940)

Operations on 9 August and during the night of 9/10 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

During the afternoon of 9 August the enemy made several attacks on the islands of Jersey, Guernsey and Alderney and on the seaplane base at Brest-Lanvéoc. Only slight damage resulted. One person was killed and several soldiers were injured.

Luftgau Holland

Between 2220 and 0405 hours incursions were made by 24 enemy aircraft which flew on into the Reich. Among other places, Schiphol airfield was attacked while illuminated for a landing by a Ju 88. Only slight damage resulted throughout Luftgau Holland. A few soldiers were injured.

An Anson dazzled by searchlights crashed west of Scheveningen. Two members of the crew were taken prisoner.

The Reich

Between 2325 and 0300 hours there were 24 enemy incursions over the Dutch frontier as far as the line Gronau - Paderborn - Frankfurt - Baden-Baden. Bombs were dropped at fourteen places, with the main effort in the Cologne area. As on the previous night, a number of dummy installations were attacked. Only slight damage resulted.

AA was active throughout the area, particularly in the Coblenz - Mannheim district, but without apparent effect.

Night fighters did not take off owing to weather conditions.

At about midday on 9 August propaganda balloons and leaflets were observed and found in the western part of Luftgau IV.

Altogether twenty British aircraft (of five squadrons) were definitely identified.

GREAT BRITAIN

Reconnaissance

Reconnaissance had nothing of particular importance to report.

Details of Reconnaissance on 9 August

Shipping in Ports:

Portland,
0700 hours: 4 - 5 medium ships,
2 small ships off the harbour.

Shipping Movements:

0700 hours:

Channel: Apart from occasional patrol boats,
no shipping movements were observed
in the Selsey - Portland area.

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Channel: No shipping movements observed in the Weymouth - Start Point area.

12 km SSW of Lyme: 3 small freighters and 4 submarines on WSW course.

85 km ENE of Withernsea, 0755 hours: Convoy comprising 15 - 20 ships on N course.

30 km ENE of Haisborough, 0820 hours: 4 small ships, apparently mine-sweepers.

Straits of Dover, 1030 hours: No shipping movements.

15 km SW of Cap Gris Nez, 1042 hours: 1 submerged submarine.

Interim Evaluation of Photographic Reconnaissance carried out on 9 August

Portsmouth, 0705 hours: 15 barrage balloons at 1,500 metres (above clouds).

Seaplane base in Poole Bay, 0720 hours: 1 twin-engined flying-boat, 2 four-engined flying-boats.

Portland harbour, 0730 hours: 10 small ships.

During the night of 9/10 August bombers carried out the following attacks:

Rochester, 2210 hours: 20 50 kg bombs were dropped on the Pobjoy aircraft factory. The target was clearly identified. An explosion and a fire were observed.

Faversham, 2330 hours: 20 50 kg bombs were dropped on the explosives works. The target was clearly identified as a special aircraft had dropped ten 50 kg flare bombs before the attack. A violent explosion and fire were observed.

S of Southampton, 2330 hours: 4 250 kg bombs were dropped on a searchlight site. Four searchlights were extinguished.

Dorchester, 2335 hours: 2 250 kg bombs and 10 50 kg bombs were dropped on a searchlight position. Effect not observed.

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Sheerness,
0045 hours: 21 250 kg and 500 kg bombs were
dropped on the royal dockyard.
Seven hits were scored in the
target area.

Chatham,
0100 hours: 32 250 kg bombs were dropped on the
royal dockyard. Effect not observed.

N of Bristol,
0100 hours: 20 50 kg bombs were dropped on an
airfield (Filton?). The bombs
were well placed.

Newcastle,
about 0200: 4 500 kg bombs and
68 50 kg bombs were dropped on docks
and AA and searchlight positions.

The effect of the following attacks
was not observed:

0100 hours:

St. Ives: 20 50 kg bombs were dropped on
industrial installations.

St. Austell: 20 50 kg bombs were dropped on
industrial installations.

Plymouth: 20 50 kg bombs were dropped on
industrial installations.

Exeter: 20 50 kg bombs were dropped on
industrial installations.

Yeovil: 40 50 kg bombs were dropped on the
Westland aircraft factory.

Swansea: Leaflets were dropped.

Defence

Fighters:

S of I.o.Wight,
1042 hours: 6 Hurricanes.

Southampton,
2330 hours: No fighter defence.

Weymouth to
Dorchester,
2335 hours: No fighter defence.

Birmingham,
0325 hours: Single night fighters.

AA Artillery:

30 km ENE of
Haisborough,
0820 hours: Light AA from ships.

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Rochester &
Faversham,
2300 hours: Heavy AA.

Southampton,
2330 hours: Slight AA; well placed but too low.

Weymouth to
Dorchester,
2335 hours: No AA defence.

Bristol,
0200 hours: No AA defence.

Searchlights:

Rochester &
Faversham,
2300 hours: Searchlight activity.

E of Southampton
and Portsmouth,
2330 hours: A large number of searchlights
in groups of ten.

Weymouth to
Dorchester,
2335 hours: A large number of searchlights.

Bristol,
0200 hours: Searchlights.

NORTH SEA AND BALTIC APPROACHES

Escort operations and reconnaissance over the Skagerrak were uneventful.

Total Aircraft Losses on 9 August, 1940

<u>German:</u>	2 He 111's
	1 Ju 88
	<hr/>
	3 aircraft
	<hr/>

Enemy: 1 Anson dazzled by searchlights crashed
W of Scheveningen.

Late Report from 8 August

In air combat: 1 Spitfire over the Channel.

Special Observations and Experiences

Employment of the Defiant

According to prisoners' statements, Defiant squadrons are to be used only against bombers and not against fighters. Should enemy fighters be encountered, the Defiant's only hope is to escape by moving off with the enemy fighter above and behind so that the Defiant's defensive armament can be used. If this is not possible the Defiant must attempt to engage the enemy aircraft in banking flight as there is no other way of bringing its guns to bear.

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SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Nothing of particular importance was observed by reconnaissance over East Africa on 6 and 7 August, over Libya on 8 August and over the Mediterranean on 9 August.

Italian Operations

Mediterranean

9 August:

At 0800 hours fighters shot down a four-engined flying-boat at Cape Sportivento. The eleven members of the crew who were rescued stated that the aircraft was French and had crossed the restricted area of Sardinia without permission while en route from Bizerta to Hyères.

Libya

8 August:

An S.79 attacked an enemy tank concentration at Bir el Kraygat. Another S.79 dropped bombs on the Mersa Matruh - Alexandria railway line about 100 km east of Mersa Matruh.

Five S.79's attacked a hut site at Sidi Barrani. Several hits were observed.

Five Gloucesters were shot down in an air battle between 16 Cr 42's and 27 Gloucesters over the Amseat frontier area. Three Cr 42's are missing.

East Africa

6 August:

In an attack on Wajir airfield (eastern Kenya) one enemy aircraft was shot down and three more were destroyed on the ground. Direct hits were scored on airfield installations and fire broke out in the fuel dump.

7 August:

The airfield and railway installations at Atbara (on the Nile, 17° 40' north) were attacked. Several hits were observed. There was no defence. No aircraft were observed on the airfield.

Enemy Operations

East Africa

7 August:

An unsuccessful attack was made on Assab airfield. An attack on the harbour and air force barracks at Massaua was prevented by fighter defence. An attack on Diredaua airfield caused slight damage.

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GROUND SITUATION

East Africa

6 August:

Italian troops evacuated Debel (south of Mojale) which was occupied on 1 August.

9 August:

The Karrin Pass (50 km east of Hargeisa) was taken in face of slight enemy resistance.

SITUATION AT SEA

9 August:

According to Navy reports, the following warships are at Gibraltar:

the battleship "Resolution",
the light cruiser "Enterprise",
the aircraft-carrier "Ark Royal" and
several destroyers.

LUFTWAFFE SITUATION REPORT No. 340 (11 August 1940)

Operations on 10 August and during the night of 10/11 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

Between 0900 and 1230 hours five enemy aircraft flew over the coast between Guernsey and Fécamp. Bombs were dropped on several airfields in the vicinity of the coast, but only slight damage resulted.

During the night of 10/11 August there were several short-range enemy incursions. Bombs were dropped at six places. Mines were apparently laid in the sea area off Cherbourg - Barfleur.

AA defence off Cherbourg had no apparent effect.

Mines were apparently laid off Le Havre as well. A Blenheim was shot down by fighters.

Six bombs were dropped on Brest-Poulmic airfield. A Do 26 and a Bréguet-Bizerte was damaged by bomb splinters and machine-gun fire.

Luftgau Belgium/Northern France

Between 0800 and 1400 hours there were four incursions. The enemy aircraft did not penetrate far inland. A Blenheim was brought down by AA at Calais.

Luftgau Holland

There were attacks on Waalhaven airfield at about 0800 and 0830 hours. Slight damage resulted.

AA defence had no apparent effect.

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Schiphol airfield was attacked at about 0900 hours and again at about 1330 hours. Slight damage resulted.

AA was active during both attacks. Hits on aircraft were observed.

Flushing airfield was attacked at about 1700 hours. No damage resulted.

AA defence had no apparent effect.

The Reich

Between midnight and 0230 hours there were twelve enemy incursions from Heligoland Bay as far as the line Fuenen - Fehmarn - Wismar - Hamburg - Oldenburg. Bombs were dropped at two places, but only slight damage resulted. A few of the enemy aircraft circled over river estuaries (mine-laying?).

AA was active, particularly at Wesermuende, but the effect was not observed.

Between 2245 and 0325 hours there were 26 enemy incursions over the frontiers of Belgium and Holland as far as the line Meppen - Bielefeld - Bad Wildungen - Wuerzburg - Bingen - Aachen, with the main effort over the Ruhr. Bombs were dropped at fifteen places, but only slight damage resulted. A number of dummy installations were attacked and hit.

AA defence was active throughout the area. The effect was not observed.

Altogether 34 British aircraft (of nine squadrons) were definitely identified.

Denmark

At about 1500 hours there was an incursion at Lemvig. The enemy aircraft turned south and flew along the coast as far as Blaavands Huk. No bombs were dropped. German fighters did not make contact.

GREAT BRITAIN

Reconnaissance

Reconnaissance aircraft observed seven convoys off the east coast of England and one convoy comprising 11 large merchant ships (over 8,000 tons) and 12 medium merchant ships (2,000 - 8,000 tons) west of the Northern tip of Ireland.

Details of Reconnaissance on 10 August

Shipping in Ports:

Dover,
1640 hours: 5 small merchant ships (1,000 tons) and
8 medium merchant ships (2-5,000 tons).

Shipping Movements:

40 km ENE of
Margate,
1200 hours: 24 unescorted ships on SW course.

40 km N of
Margate,
1220 hours: 1 merchant ship (2,000 tons).

20 km N of
Haisborough,
1334 hours: 2 ships proceeding separately.

35 km NE of
Gt. Yarmouth,
1340 hours: 3 merchant ships of about 2,000 tons
proceeding together.

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20 km E of
Harwich,
1414 hours:

Convoy comprising
20 escorted ships, including some of
about 10,000 tons on NNW course.

Channel,
1605-1655 hours:

No shipping movements.

Off Dover,
1730 hours:

9 merchant ships and
3 small warships.

110 km E of
Flamborough Head,
1800 hours:

5 destroyers on SE course.

36 km NNW
of Cromer,
1810 hours:

Convoy comprising
25 ships preceded by mine-sweepers
and escorted by
4 destroyers.

20 km E of
Lowestoft,
1836 hours:

Convoy comprising
20 merchant ships on SSE course.

50 km E of
Haisborough,
1940 hours:

Convoy comprising
25 merchant ships on NE course.
(Convoy identical with that reported
off Harwich at 1414 hours.)

10 km E of
Aldeburgh,
2315 hours:

5 ships on SW course.

On 10 August and during the night of 10/11 August bombers attacked the following targets:

Day

80 km NE of
the Wash,
0720 hours:

Convoy comprising
8 - 10 ships (of 2-8,000 tons).
A hit with a 50 kg bomb was scored
on a merchant ship. The effect was
not observed.

Odiham
airfield,
0840 hours:

20 aircraft on airfield, presumably
Lysanders. Five runs were made at
a height of 400 metres. In the first
run hits were observed on hangars and
buildings. The effect of the other
runs could not be observed owing to
thick smoke.

5 km E of
Cromer,
1343 hours:

2 merchant ships each of 5,000 tons;
direct hit on stern of one ship with
250 kg bomb. Sheet of flame observed.

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Norwich,
1930 hours:

- 10 50 kg bombs were dropped on an aircraft factory. Hits were scored on the assembly shops at the airfield. Further effect not observed owing to fighter defence.

100 km W of
Land's End,
2050 hours:

- 12 250 kg bombs were dropped in an attack on a merchant ship of 2-3,000 tons. The ship stopped and was abandoned by its crew.

The effect of the following attacks was not observed:

1030 hours:

40 km S of
Carnsore
(Ireland):

- 2 250 kg bombs were dropped in an attack on a merchant ship of 3,500 tons.

40 km W of
Land's End:

- 2 250 kg bombs were dropped in an attack on a merchant ship of 2,000 tons.

SW of Kinsale
(Ireland):

- 2 250 kg bombs were dropped in an attack on a merchant ship of 2,000 tons.

45 km NE of
Humber Estuary,
1220 hours:

- 2 250 kg bombs were dropped in an attack on a merchant ship of 2,000 tons.

35 km NE of
Gt. Yarmouth,
1340 hours:

- 4 250 kg bombs were dropped in an attack on three merchant ships, each of about 2,000 tons.

80 km E of
Humber estuary,
1350 hours:

Convoy attacked.

20 km W of
Holyhead,
1700 hours:

Convoy comprising
6 ships and
2 destroyers attacked.

70 km E of
Cork,
1820 hours:

- 2 250 kg bombs were dropped in an attack on a medium-sized merchant ship.

20 km W of
Land's End,
1906 hours:

- 2 250 kg bombs were dropped in an attack on a merchant ship of 15,000 tons.

150 km NW of
NW tip of
Ireland,
2130 hours:

A merchant ship of 10 - 15,000 tons was attacked.

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Night

0040 hours:

Newport: 20 50 kg bombs were dropped on harbour installations. Hits were observed in the target area.

Swansea: 20 50 kg bombs were dropped on harbour installations. Hits were observed in the target area.

Pembroke: 20 50 kg bombs were dropped on harbour installations. The bombs were not observed to explode.

St. Ives: 40 50 kg bombs were dropped on the Hayle explosives factory. Hits were observed in the target area.

During the night of 10/11 August 9th Fliegerdivision carried out a mine-laying operation according to plan.

Leaflets were dropped at Swansea and Bristol during the night of 10/11 August.

Details of Defence on 10 August

Fighters:

Chatham,
Sheerness,
and over
the Thames,
0200 hours:

3 - 5 night fighters. No attack.
Recognition signal (2 red flares).

Hartlepool,
0300 hours:

Fighters recognised by firing signal
(white and green). No attack.

Odiham
airfield,
0830 hours:

4 fighters observed.

30 km N of
Margate,
1200 hours:

Strong fighter cover over convoy
(number of aircraft not observed).

30 km E of
Harwich,
1417 hours:

2 Spitfires over convoy.

W of Cromer,
1940 hours:

3 Spitfires.

W of Norwich,
1940 hours:

3 Spitfires.

AA Artillery:

Weymouth,
Swansea and
Pembroke,
0040 hours:

AA defence.

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Coast of North
Foreland and
Sheppey Island,
0200 hours:

Slight light and heavy AA.

Newcastle
shipyard,
Tyne Dock &
Albert Dock,
0200 hours:

Light and heavy AA, the latter well placed.

Middlesbrough
0300 hours:

Light and heavy AA, the latter fired barrages.

NE of Norwich,
0300 hours:

Well placed heavy AA.

Odiham
airfield,
0830 hours:

Light AA.

N. of Haisborough,
1334 hours:

AA defence from two ships.

Searchlights:

Thames Estuary
and Newcastle,
0200 hours:

Intense searchlight activity from land
and ships. Aircraft were picked up
several times.

Middlesbrough,
0300 hours:

15 searchlights.

Hartlepool,
0300 hours:

15 searchlights.

Barrage Balloons:

Southend,
0200 hours:

2 balloons at 300 metres.

Miscellaneous:

Over the Thames,
0200 hours:

Flashing lights and parachute
flares at 3,000 metres.

NORTH SEA AND BALTIC APPROACHES

Escort operations and reconnaissance over the Skagerrak were uneventful.

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Total Aircraft Losses on 10 August, 1940

German: One of the two He 111's reported lost in Situation Report No. 339 made a forced landing on friendly territory.

Enemy:

In air combat: 1 Blenheim at Le Havre

By AA: 1 Blenheim at Calais

2 aircraft

SUPPLEMENT

Night of 9/10 August:

10 km SW of
Hartlepool:

16 50 kg bombs were dropped in an attack on a dimly lit factory. 3 bombs fell on the factory building.

Leaflets were dropped at Bristol as well as at Swansea.

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

10 August:

At 1210 hours the following warships were observed 54 km north of Alexandria:

3 battleships (stationary),
1 aircraft-carrier (stationary),
5 cruisers (manoeuvring).

East Africa

8 August:

Nothing of particular importance was observed over the various areas of operations. Bombs were dropped on Buna airfield; the effect was not observed.

Italian Operations

East Africa

8 August:

A formation of bombers attacked enemy positions in the Karrin Pass (50 km east of Hargeisa) in support of ground forces. The same formation attacked the airfield and harbour of Berbera, scoring a direct hit on a ship with a medium-calibre bomb.

Fighters made a low-level attack on Berbera airfield, setting two Gloucesters on fire.

Enemy Operations

East Africa

8 August:

Four Hampdens attacked Neghelli airfield (5° north, 4° east). One aircraft and two vehicles were destroyed and two aircraft were damaged.

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LUFTWAFFE SITUATION REPORT No. 341 (12 August 1940)

Operations on 11 August and during the night of 11/12 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

Between 1500 and 1530 hours there were four short-range enemy incursions. Bombs were dropped on four airfields (Dinard, Caen, Brest-Lanvéoc and Brest-Poulmic). Incendiary and fragmentation bombs were dropped, causing casualties (several killed and injured) and slight damage (three Me 109's) at two of the airfields. Fighters shot down a Blenheim at Dinan. AA defence at Dinard had no apparent effect.

At 1730 hours three bombs were dropped in an attack on Jersey airfield. The bombs missed the target and caused no damage. AA defence had no apparent effect.

Between 2330 and 0100 hours there were twelve enemy incursions. The aircraft did not penetrate far inland. Bombs were dropped at two places. A house was damaged at Cherbourg, a soldier was killed and several people were injured.

Luftgau Belgium/Northern France

Between 0650 and 1530 hours there were three short-range enemy incursions. Bombs were dropped on Abbeville airfield, but no damage resulted. There was no AA defence.

Between 2056 and 0100 hours incursions were made by three enemy aircraft which flew on into the Reich without dropping bombs.

Luftgau Holland

Between 1150 and 1354 hours there were two enemy incursions. The aircraft did not penetrate far inland. Bombs which were dropped at Den Helder fell into the water. AA defence had no apparent effect.

Between 2300 and 0345 hours incursions were made by forty enemy aircraft which flew on into the Reich without dropping bombs.

The Reich

Between 2340 and 0240 hours there were six enemy incursions from Heligoland Bay as far as the line Falster - Fehmarn. The enemy aircraft circled over the Great Belt, the Small Belt and Kiel Bay (mine-laying?). No bombs were dropped. AA defence throughout the area had no apparent effect.

Between 2315 and 0600 hours there were 43 enemy incursions over the frontiers of Belgium and Holland as far as the line Meppen - Celle - Magdeburg - Kassel - Wuerzburg - Mannheim. Bombs were dropped at twelve places in the Rhineland and Westphalia. Only slight damage resulted and there were no casualties.

An unidentified enemy aircraft was brought down by AA at Luedenscheid. Intense AA defence at many other points had no apparent effect. No enemy aircraft were encountered by night fighters.

A Whitley made a forced landing on Jever airfield; the crew was taken prisoner.

Linen-packed celluloid capsules, apparently containing a phosphorus preparation and intended as incendiaries, were dropped for the first time at several places in western Germany

Altogether 36 British aircraft (of nine squadrons) were definitely identified.

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GREAT BRITAIN

Reconnaissance

Ten convoys together comprising about 400 ships were observed off the south and east coasts of Britain. Two other convoys were reported; one comprising 51 medium merchant ships escorted by warships in the sea area 240 km north-west of Ireland, the other comprising 23 merchant ships in the sea area 40 km north of Ireland.

Details of Reconnaissance on 11 August

Airfields:

Odiham,
0830 hours: 20 aircraft, apparently Lysanders.

Shipping in Ports:

Dover,
0735 hours: 7 small ships, apparently damaged.

Shipping Movements:

30 km SSE of
Harwich,
0645 hours: 3 stationary mine-sweepers.

40 km S of
Eastbourne,
0815 hours: No warships observed.

Just off the
Humber Estuary,
0930 hours: Widely dispersed convoy comprising
38 merchant ships and
4 warships.

15 km E of
Skegness,
1002 hours: 1 medium cruiser;
2 submarines of unknown nationality
diving 2 km to the east.

25 km E of
Orfordness,
1015 hours: Convoy comprising
30 ships and several destroyers
on SW course.

30 km SSE of
Harwich,
1040 hours: Convoy comprising
7 merchant ships and
3 escort vessels on S course.

50 km SSE of
Withernsea,
1122 hours: Convoy comprising
25 merchant ships and
6 small warships on NNW course.

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50 km N of
Wells,
1130 hours:

Convoy comprising
12 merchant ships and
3 medium warships on SSE course.

Channel,
1200 hours:

No shipping movements in the area
I.o.Wight - Selsey.

30 km NE of
Orfordness,
1230 hours:

Convoy comprising
40 merchant ships and
14 warships on SSW course.

35 km E of
Harwich,
1200 hours:

Convoy comprising
30 - 40 ships, including some of
10,000 tons, on NNE course.

10 km S of
Eastbourne,
1330 hours:

3 patrol boats.

110 km NE of
Humber Estuary,
1500 hours:

Convoy comprising
50 merchant ships and several
warships on N course.

Channel,
1500 hours:

No shipping movements observed.

15 km E of
Margate,
1500 hours:

2 ships each of 3,000 tons and
1 destroyer.

1500-1515 hours:

Pentland to centre
of Moray Firth:

No convoys observed off coast.

in Moray Firth:

5 patrol boats.

35 km E of
Orfordness,
1544 hours:

1 medium merchant ship.

15 km ESE of
Orfordness,
1553 hours:

3 small patrol boats (stationary).

35 km E of
Gt. Yarmouth,
1620 hours:

Convoy comprising
38 ships on NNE course.

Between
Cherbourg &
Portland,
1630 hours:

No shipping movements observed.

RESTRICTED

35 km ESE of
Withe on Sea,
1721 hours:

3 medium merchant ships on NNW course.

35 km SSE of
Harwich,
1810 hours:

Convoy comprising
25 medium and small ships and
several warships on NNE course.

15 km SE of
Orfordness,
1926 hours:

3 medium merchant ships on ENE course.

35 km NNW of
Haisborough,
1945 hours:

convoy comprising
40 ships, including five of 12,000 tons.

25 km SE of
Gt. Yarmouth,
1945 hours:

1 medium merchant ship on NW course.

30 km E of
Haisborough,
1950 hours:

Convoy comprising
50 ships, including four large tankers,
on N course.

Interim Evaluation of Photographic Reconnaissance
carried out on 11 August

1400 hours:

Plymouth
outer harbour:

Shipping apparently includes
1 light cruiser,
1 tanker of 1,500 tons,
1 freighter of about 8,000 tons and
1 torpedo boat (?).

Liverpool Docks:

1 large warship (cruiser?) and about
30 freighters.

1 tanker and
1 freighter in harbour entrance.

Broughton
airfield:

5 single-engined aircraft.

Sealand
airfield:

50 single-engined aircraft.
3 twin-engined aircraft.

Holyhead
airfield:

Obscured by clouds.

1715 hours:

Chickerell
airfield:

No aircraft. Fourteen bomb craters
in taxiing area.

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Portland:

Eight bomb craters 200 metres E of the AA position on S tip of Portland Bill. Two bomb craters in Fort Verne.

One bomb crater directly N of fuel storage installation (S of submarine base).

Eight craters on and N of railway tracks.

Directly SW of large fuel storage installation; four bomb craters beside AA position S of submarine base. One AA gun missing.

One bomb crater in shipyard area.

2 large steamships on fire E of Weymouth harbour.

On 11 August and during the night of 11/12 August bombers and dive-bombers - strongly escorted by single-engined and twin-engined fighters by day - attacked the following targets:

Day

Portland,
1130 hours:

152 250 kg bombs and
152 50 kg bombs were dropped on
harbour installations.

Details of results:

Hits were scored on the oil pipeline, the mole, the floating dock, the loading bridge and railway tracks in the harbour area.

Hits were scored on a fuel storage tank.

Violent explosions and fires in a group of buildings (about 60 x 100 metres) in Weymouth harbour.

2 freighters, each of 4,000 tons, were hit.

4 250 kg bombs fell close to a destroyer.

1 small ship was sunk in Weymouth harbour.

Shipping:

30 km E of
Withernsea,
0925 hours:

1 merchant ship of 8,000 tons
probably hit by a 50 kg bomb.

35 km NE of
Withernsea,
0930 hours:

3 merchant ships: each probably hit
by a 50 kg bomb.

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35 km E of
Harwich,
1300 hours:

- 14 500 kg bombs and
- 19 250 kg bombs were dropped
in an attack on a convoy.
The following were hit:
 - 1 merchant ship of 8,000 tons:
Three direct hits (one 500 kg and
two 250 kg bombs) were scored. Fire
observed. Stern under water.
 - 1 merchant ship of 8,000 tons:
Four hits on gunwales (two 500 kg and
two 250 kg bombs). Ship stopped.
 - 1 merchant ship of 5,000 tons observed
to be on fire.

25 km E of
Southend,
1445 hours:

- 11 500 kg bombs,
- 11 250 kg bombs and
- 88 50 kg bombs were dropped
in an attack on a convoy.
The following were hit:
 - 1 merchant ship of 6,000 tons:
three direct hits (two 500 kg and
one 250 kg bombs). Stern went under
water.
 - 1 destroyer: eight (?) hits on deck
(one 500 kg ?, one 250 kg and six
50 kg bombs). Intense fire observed.

110 km NW of
Humber Estuary,
1500 hours:

- 2 250 kg bombs and
- 10 50 kg bombs were dropped in an
attack on a convoy. The bombs fell
close behind the ships. The effect
was not observed.

50 km E of
Southend,
1500 hours:

- 8 250 kg bombs and
- 82 50 kg bombs were dropped in an
attack on a convoy. The following
results were obtained:
 - 1 merchant ship of 3,000 tons:
sunk by two direct hits with 500 kg bombs.
 - 1 merchant ship of 3,000 tons and
1 destroyer:

near misses scored; ships probably
damaged by underwater explosions.

80 km NW of
Land's End,
1615 hours:

- 1 merchant ship of 1,500 tons:
three hits scored; explosion
and list observed.

RESTRICTED

30 km E of
Gt. Yarmouth
1620 hours:

- 1 tanker of 6,000 tons:
two hits (250 kg bombs) on bows
and amidships. Fire observed.

30 km W of
Pembroke,
1708 hours:

- 2 patrol boats were attacked.
Effect not observed.

Night

Bristol,
0035 and
0130 hours:

- 60 50 kg bombs were dropped on
harbour installations. Hits
and fires were observed at
several places.

Cardiff,
0025 and
0115 hours:

- 46 50 kg bombs were dropped on
harbour installations. Hits and
fires were observed.

About 2220 hours:

Crewe,
Filton,
W part of
I.o.Wight and
Avonmouth:

Attacks were made on the Rolls Royce
works at Crewe, the aircraft works at
Filton and the W part of the Isle of
Wight. In addition:

- 6 250 kg bombs and
48 50 kg bombs were dropped on the fuel
storage installation at Avonmouth, where
fires were observed. The effect at the
other targets was not observed.

Billingham &
Middlesbrough,
0040 and
0215 hours:

- 1 500 kg bomb,
70 50 kg bombs and
4 incendiary canisters were dropped
in nuisance attacks. Intense fires
were observed at Billingham and there
were four large fires and a few small
fires at Middlesbrough. One of the
fires was presumably located in
Middlesbrough harbour.

The effect of the following attacks
was not observed:

0025 hours:

Bristol:

- 14 50 kg bombs were dropped on
searchlight positions.

RESTRICTED

Sheffield: 14 50 kg bombs and
14 incendiaries were dropped on a
steel works.

Thameshaven: Only ten flares were dropped owing to
dazzle effect of searchlights.

Hartlepool: 2 50 kg bombs were dropped on an
illuminated airfield.

During the night of 11/12 August 9th Fliegerdivision carried out a mine-laying operation according to plan.

Between midday and evening there was a series of air battles at Harwich, Ramsgate, east of the Thames estuary and at Portland. Heavy losses were inflicted on the enemy.

Defence

During the afternoon enemy fighters turned out in great strength between Portland and Margate (over 100 aircraft at Portland alone) to engage attacking German aircraft. Some of the enemy pilots had apparently had little combat experience.

Further Details of Defence on 11 August

Fighters:

E. of Lowestoft,
1030 hours: 12 fighters.

15 km S of
Dover,
1300 hours: 8 fighters.

35 km E of
Harwich,
1300 hours: 8 - 10 Hurricanes over convoy.

20 km SE of
Ramsgate,
1430 hours: 10 Spitfires.

AA Artillery:

Plymouth,
0045 hours: Ships' AA at Cawsand roadstead.

Billingham &
Middlesbrough,
0200 hours: Slight heavy AA.

Hartlepool,
0200 hours: AA fire from two batteries.

50 km NE of
Humber Estuary,
0925 hours: Light ships' AA and machine-gun fire.

20 km SE of
Harwich,
1255 hours: Slight, badly placed ships' AA.

RESTRICTED

20 km SE of
Southend,
1445 hours: Badly placed ships' AA.

20 km E of
Margate,
1500 hours: Light ships' AA.

35 km E of
Gt. Yarmouth,
1600 hours: Ships' AA.

2200 hours:

I.o. Wight,
Southampton,
Bristol and
Weymouth: Well placed heavy AA.

Liverpool: Slight, badly placed AA.

Searchlights:

Falmouth,
0008 hours: 2 searchlights.

Plymouth,
0045 hours: 20 - 30 searchlights.

Humber Estuary,
0145 hours: Searchlight activity.

Sheffield,
0149 hours: Intense searchlight activity.

Billingham &
Middlesbrough,
0200 hours: About 70 searchlights.

Hartlepool,
0200 hours: Two large searchlight belts;
first searchlights encountered
while still over sea.

Newcastle,
0200 hours: Dispersed searchlights.

Middlesbrough,
0200 hours: Two circles of searchlights.

Barrage Balloons:

Plymouth,
0045 hours: 6 - 8 balloons over the N edge
of the harbour basin.

Above Dover,
0635 hours: 18 balloons.

Off Dover,
0945 -
1430 hours: 15 balloons.

RESTRICTED

30 km SE of
Harwich,
1235 hours:

Barrage kites over convoy.

Miscellaneous:

2200 hours:

Line of red lamps from Crewe
to N of Birmingham. Distance
about 22 km.

NORTH SEA AND BALTIC APPROACHES

Morning reconnaissance over the Skagerrak was uneventful.

Total Aircraft Losses on 11 August, 1940

German:

1 Ju 87
12 Me 109's
10 Me 110's
5 Ju 88's

28 aircraft

Enemy:

In air combat:

2 Curtiss
56 Spitfires
25 Hurricanes
4 Blenheims
1 aircraft (type not known)

By AA:

1 aircraft (type not known) at Luedenscheid.

Forced landing:

1 Whitley at Jever

90 aircraft

In addition:

8 barrage balloons were shot down at Dover.

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Nothing of particular importance was observed by reconnaissance over western Somaliland and the central Red Sea on 9 August, over North Africa on 10 August and over the Mediterranean area on 11 August.

Italian Operations

East Africa

9 August:

Two attacks were made on Erkowit airfield (100 km south of Port Sudan). In the first attack a formation of enemy bombers was landing after an attack on Gura. In the second attack fifteen aircraft were observed in the taxiing area. The effect of the attacks was not observed.

In Somaliland an attack was made on the airfield and defence works at Burao (120 km east of Berbera).

RESTRICTED

Enemy Operations

9 August:

Five enemy aircraft attacked Gura airfield (40 km south of Asmara). Fighter defence prevented aimed bombing.

In an attack on the submarine base and air force barracks at Massaua three enemy aircraft destroyed two small hangars and a water tank. One of the enemy aircraft was brought down by AA.

GROUND SITUATION

Libya

6 August:

Artillery destroyed two enemy tanks and two armoured cars at Sidi Azeis and at Ridotta Capuzzo.

East Africa

9 August:

Italian troops took Oadweina (120 km east of Hargeisa).

LUFTWAFFE SITUATION REPORT No. 342 (13 August 1940)

Operations on 12 August and during the night of 12/13 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Belgium/Northern France

There was an incursion at Cap Gris Nez at about 0930 hours. The enemy aircraft did not penetrate far inland and no bombs were dropped.

Luftgau Holland

At about 0850 hours an enemy aircraft dropped bombs at De Kooi airfield. The bombs fell outside the taxiing area and no damage resulted. AA defence had no apparent effect.

Between 2300 and 0430 hours incursions were made by 34 enemy aircraft, most of which flew on into the Reich. Bombs were dropped at nine places, including Schiphol and Den Helder airfields, but only slight damage resulted. AA defence had no apparent effect.

The Reich

Between 2330 and 0430 hours there were 54 incursions from the North Sea and over the frontiers of Belgium and Holland as far as the line Kattegat - Great Belt - Luebeck - Jena - Krefeld. Bombs were dropped at eighteen places. Intense barrages forced enemy aircraft to drop their bombs without aiming, and only slight casualties (two injured) and damage resulted. No enemy aircraft were encountered by night fighters. AA brought down one aircraft at Bremen and three more at Muenster.

Altogether 37 British aircraft (of twelve squadrons) were definitely identified.

Luftgau Norway

At about 1420 hours there was one enemy incursion south of Stavanger and another north-west of Bergen. No bombs were dropped. Fighters which took off did not make contact.

RESTRICTED

GREAT BRITAIN

Reconnaissance

Reconnaissance observed only one convoy on a south-west course off the south-east coast of Britain and no shipping movements off the south coast.

Details of Reconnaissance on 12 August

Shipping in Ports:

Dover,
0907 hours: No shipping observed.

Shipping Movements:

Channel,
0800 hours: No movements observed.

0900 hours:
Channel: No movements observed.

S of Eastbourne: 2 patrol boats.

35 km E of
Harwich,
0907 hours: Convoy comprising
5 medium ships and
6 small ships on SW course.

1300 hours:

Thames Estuary: No movements observed.

Channel: No movements observed.

Interim Evaluation of Photographic Reconnaissance
carried out on 12 August

About 1300 hours:

Portsmouth
(rough evaluation): No bomb craters.
1 battleship in harbour basin
(No. 3 basin of royal dockyard).

Fire in power station and dockyard
in Vosper Works area (Gosport).

1 battleship.
3 destroyers and
several merchant ships in the free port.

3 destroyers and
2 MTB's on 270° course off the harbour entrance.

Ventnor: Craters in vicinity of wireless station masts.
Station quarters on fire.

Southampton
harbour: About 65 large merchant ships.

Airfields:

Christchurch: 12 single-engined aircraft,
19 twin-engined aircraft.

RESTRICTED

Southampton	No aircraft observed.
Lee on Solent (land and sea- plane base):	42 single-engined aircraft.
Portsmouth:	No aircraft observed.
Gosport:	26 single-engined aircraft.
Hamble South:	No aircraft observed.
Hamble North	7 single-engined aircraft.
Ryde (I.o.W.) and Shanklin (Langward Manor):	Airfields made unserviceable by trenches.
Shanklin (Apse):	Airfield made unserviceable by row of trees.
Sandown (Lea):	No aircraft observed.

SUPPLEMENT:

Evaluation of photographic reconnaissance of 5 August showed a convoy in the Downs off Deal protected by four barrage balloons at about 350 metres (balloons attached to four sea-going barges).

On 12 August and during the night of 12/13 August bombers and dive-bombers - escorted by single-engined and twin-engined fighters during the day - attacked the following targets:

Day (300 bombers)

Lympne airfield:

0900 hours:	First wave of attack:
90	50 kg bombs were dropped. Two thirds of the bombs fell on hangars and quarters. The effect could not be observed owing to thick mist.

1830 hours:	Second wave of attack:
420	50 kg bombs were dropped. Hits were scored on three hangars, the workshop, quarters, air defence installations and the taxiing area.

Dewency (nr. Eastbourne), 1030 hours:	8 500 kg bombs were dropped on a special wireless station. The bombs fell among the installations and a few buildings were destroyed by direct hits.
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Rye (nr. Hastings): 1030 hours:	First wave of attack on special wireless station: 6 500 kg bombs and 4 250 kg bombs were dropped, falling among the installations. Here too some buildings were destroyed by direct hits.
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RESTRICTED

1930 hours:

Second wave of attack:

- 28 250 kg bombs were dropped, and were well placed. Exact observation was not possible owing to thick smoke.

Dover:

- 3 500 kg bombs were dropped on a special wireless station near Dover. The bombs fell among the installations.

Ventnor
(Isle of Wight):

- 22 500 kg bombs and
52 250 kg bombs were dropped on a special wireless station. Sheets of flame, intense fires and thick smoke were observed.

Manston
airfield:

1325 hours:

First wave of attack:

- 500 50 kg bombs were dropped. Hits were scored on hangars, quarters, workshops and the taxiing area.

1345 hours:

- 4 500 kg bombs and
2 250 kg incendiary oil-bombs fell on quarters,
4 500 kg bombs hit the taxiing area and a squadron of Hurricanes which was taking off. Four of the Hurricanes were destroyed.
8 500 kg bombs and
2 250 kg incendiary oil-bombs fell on hangars.
A further five aircraft were destroyed on the ground.

Hawkinge
airfield:

About 1800 hours:

First wave of attack:

- 280 50 kg bombs were dropped. Fourteen sticks of twenty bombs each hit three hangars on the NW perimeter, adjacent quarters and the taxiing area.

About 1830 hours:

Second wave of attack:

- 16 500 kg bombs and
8 250 kg incendiary oil-bombs were dropped. Six direct hits were scored on three hangars, four hits on the taxiing area, and eight hits on quarters and subsidiary buildings. Hangars containing aircraft and quarters were hit with four 250 kg incendiary oil-bombs. Three aircraft were destroyed on the ground.

Canterbury
airfield,
1830 hours:

- 3 250 kg incendiary oil-bombs and
439 50 kg bombs (including one delayed-action bomb) were dropped. The bombs were spread over the taxiing area.

Boughtonstreet
(W of Manston
airfield),
1830 hours:

- 5 500 kg bombs and
1 250 kg incendiary oil bomb were dropped on a special wireless station. Two direct hits were scored on both the transmitting and receiving stations. An 80 metre high mast collapsed.

RESTRICTED

Shipping and Ports:

S of Beachy Head,
0900 hours:

20 50 kg bombs were dropped in an attack on patrol boat "T-55". Two hits were scored.

Portsmouth,
about 1200:

8 1,000 kg bombs,
36 500 kg bombs,
36 250 kg bombs,
6 500 kg armour-piercing bombs and
4 250 kg incendiary oil-bombs were dropped on harbour installations and shipping. Aircraft observed hits on the fuel storage installation, and artillery depot (thick smoke), near misses on a battleship and hits on the docks and quay installations.

15 km N of
Margate,
1220 hours:

A convoy was attacked with the following results:

1 merchant ship of 3,000 tons sunk by two 500 kg bombs,
1 merchant ship of 2,500 tons sunk by one 500 kg bomb,
1 merchant ship of 2,500 tons hit on stern with one 250 kg bomb. Smoke and fire observed.

Night (40 bombers)

Newcastle -
South Shields,
0015 hours:

24 50 kg bombs and
8 incendiary canisters were dropped on harbour installations between Newcastle and South Shields. A large fire about one kilometre in length was observed. A violent explosion was observed in the fire area about five minutes after the first target-approach flight.

0025 hours:

Second wave of attack on the fire area. The incendiaries fell 500 metres too short and started further fires to the east.

S of Humber Estuary
0040 hours:

16 50 kg bombs and
4 incendiary canisters were dropped on a searchlight position. A few searchlights were extinguished.

Bristol,
0400 hours:

Industrial installations were attacked. Violent explosions observed.

The effect of the following attacks was not observed.

0400 hours:

Ramsgate

Harbour installations and searchlight positions.

RESTRICTED

Swansea: Searchlight positions and industrial installations.

Exeter: Industrial installations.

Bournemouth: Industrial installations.

Middlesbrough,
0045 hours: 24 50 kg bombs and
8 incendiary canisters were dropped.
The effect could not be observed.
(9/10 cloud).

A mine-laying operation was carried out according to plan by 9th Fliegerdivision.

Leaflets were dropped over Leeds during the night of 12/13 August.

Defence

During the early afternoon violent air battles developed over south-east and southern England, principally in the Dover and Portsmouth areas. Heavy losses were inflicted on the enemy.

Fighter defence in the areas of attack was more dispersed than before and was therefore not particularly effective. In some places enemy fighters evaded combat. Whether the enemy planned to hold back or merely lacked the will to attack cannot be assessed at present.

During the afternoon and evening AA defence (heavy and light) over the airfields between the Thames and the south coast was particularly intense. However, in most cases it opened up too late and was badly placed.

Details of Defence on 12 August

Fighters:

20 km E of
Ramsgate,
0845 hours: 3 fighters.

30 km SE of
Harwich,
0907 hours: 2 Hurricanes over convoy.

Between
Newcastle and
W Hartlepool,
2300 hours: Several night fighters.

Over Thames
Estuary,
2330 hours: 1 fighter.

Between
Plymouth
& Falmouth,
2340 hours: 1 night fighter.

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AA Artillery:

Dover,
1030 hours: AA fire of all calibres.

Thames Estuary,
2330 hours: AA defence from ships.

Searchlights:

0130 hours:

Sheffield: Slight searchlight activity.

Tyne Estuary: 37 searchlights.

Blyth: 15 searchlights.

Alnwick
(52 km N of
Newcastle): 16 searchlights.

NW of
Hartlepool: 3 searchlights.

W Hartlepool
and to S
(Hartlepool
airfield?): 40 - 50 searchlights.

Middlesbrough: A large number of searchlights.

Newcastle &
Tynemouth,
2300 hours: Intense searchlight activity.

Thames Estuary,
2330 hours: Slight searchlight activity.

Plymouth,
2340 hours: About 20 searchlights.

Barrage Balloons:

Dover,
0900 hours: 5 balloons at 1,000 metres.

Dover,
1030 hours: 10 balloons at 1,500 metres.

Plymouth,
2340 hours: 1 balloon at 1,200 metres.

CHANNEL, NORTH SEA AND BALTIC APPROACHES

Submarine searches along the Dutch coast, escort operations and reconnaissance over the Skagerrak were uneventful.

RESTRICTED

Total Aircraft Losses on 12 August, 1940

German:
1 Do 17
1 Ju 87
12 Ju 88's
6 Me 109's
5 Me 110's
25 aircraft

Enemy:

In air combat: 46 Spitfires
23 Hurricanes
1 Morane

By AA: 1 aircraft (type not known) N of Muenster
1 Blenheim N of Muenster
1 Hurricane at Rheine (had several carrier pigeons on board)
1 Hampden at Bremen.

Destroyed on ground: 4 Hurricanes at Manston
5 aircraft (type not known) at Manston
3 aircraft (type not known) at Hawkinge
86 aircraft

In addition: 1 Hurricane and
6 Spitfires were probably shot down
7 aircraft

SUPPLEMENTS from 11 August

During the night of 11/12 August the following targets were also attacked:

W Hartlepool: 32 50 kg bombs were dropped in an attack on an engineering works. The bombs fell in the target area. Several explosions and two fires were observed.

32 50 kg bombs were dropped in an attack on the shipyard. All the bombs fell in the harbour area in the vicinity of the target.

Off Belfast: 1 ship (type and size not observed) was hit with an aircraft mine. There was a violent explosion and the ship was probably destroyed.

Newcastle & Tynemouth: 4 250 kg bombs were dropped on harbour installations. The effect was not observed.

RESTRICTED

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

12 August:

Results of reconnaissance over Malta:

Lazaretto Creek: 1 monitor.

Calcara Creek: 1 destroyer and
1 torpedo boat.

Basin 204: 1 large merchant ship and
1 small merchant ship.

Basin 205: 2 submarines.

Micabba
airfield: 1 large aircraft taking off.

Halfar
airfield: A few aircraft.

Marsa Scirocco
airfield: No aircraft.

East Africa

10 August:

Nothing of particular importance was observed by reconnaissance over N. Kenya the central Sudan frontier area, the central Red Sea and western Somaliland.

Italian Operations

Mediterranean

12 August:

Between 2130 and 2300 hours eight S.79's made attacks on military objectives in La Valetta harbour and the fuel storage installation at Marsa Scirocco, where a large fire was observed. One aircraft is missing.

Enemy Operations

East Africa

10 August:

Five aircraft made an unsuccessful attack on the airfield and the native settlement at Barentu (140 km south-west of Asmara). Italian fighters prevented three aircraft attacking Italian troops in western Somaliland.

GROUND SITUATION

East Africa

10 August:

Italian troops took Adaleh (60 km south of Berbera).

RESTRICTED

LUFTWAFFE SITUATION REPORT No. 343 (14 August 1940)

Operations on 13 August and during the night of 13/14 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

Between 1000 and 1030 hours the enemy made one attack on airfields at Brest Lanveoc, Beaumont (west of Cherbourg), Campiquet (near Caen) and Brest-Poulmic. No damage resulted except at Brest where two Me 109's and two captured French aircraft were slightly damaged.

Luftgau Belgium/Northern France

An ineffective attack was made on the village of Etretat (south-west of Fécamp) at about 0800 hours on 14 August.

Between 2300 and 0230 hours incursions were made by seven aircraft, most of which probably flew on into Germany.

Luftgau Holland

Between 0915 and 1200 hours two enemy aircraft dropped bombs at Rotterdam. No damage resulted.

Between 2230 and 0420 hours there were 35 enemy incursions. Ineffective attacks were made on Den Helder airfield, a dummy installation at Leyden and the Rotterdam city area.

AA defence had no apparent effect.

The Reich

During the night of 13/14 August between 2230 and 0430 hours there were 52 enemy incursions as far as the line Seeland Island - Ruegen - Naugard - Stettin - Wittstock - Potsdam - Luckenwalde - Goerlitz - Zwickau - Bebra - Dillenburg - area east of Hanau - Schwaebisch Hall - Saarbruecken. So far bombs have been reported at sixteen places, including seven dummy installations. Only slight damage resulted. No main effort was observed.

AA defence was active, particularly in the Ruhr and central Germany, but without apparent effect. Night fighters did not make contact.

Altogether ten British aircraft (of eight squadrons) were definitely identified.

Luftgau Norway

At about 1030 hours a Wellington appeared 50 km south of Stavanger flying at great height on a northerly course. Fighters which took off did not make contact owing to weather conditions.

Denmark

At about 1130 hours 23 Blenheims attacked Aalborg airfield. No military installations were damaged. A few Danish workers were killed or injured. Fourteen of the attacking aircraft were shot down by fighters and another was brought down by AA. A Blenheim being pursued by fighters dumped its bombs in the Thisted area. No damage resulted.

GREAT BRITAIN

Reconnaissance

Nothing of particular importance was reported by reconnaissance.

RESTRICTED

Details of Reconnaissance on 13 August

Shipping in Ports:

Portland,
1042 hours: 3 merchant ships (about 6,000 tons)
in the outer port.

Shipping Movements:

15 km ENE of
Sheerness,
0730 hours: Convoy (number of ships not ascertained)
moving on E course.

Goodwin Sands,
0730 hours: 2 stationary patrol boats.

Off Moray Firth,
1330 hours: No convoys or warships observed.

90 km W of
Bowmore,
1430 hours: 1 merchant ship of 10,000 tons and
4 patrol boats on S course.

30 km SE of
Harwich,
1600 hours: Convoy comprising
4 merchant ships of 2-8,000 tons and
3 warships on N course.

100 km E of
Harwich,
1645 hours: 1 medium merchant ship on N course.

45 km NW of
Bacton,
1710 hours: Convoy comprising an unknown number
of medium merchant ships and
11 light escort vessels on NNW course.

50 km SE of
Harwich,
1730 hours: Convoy comprising
8 merchant ships and
3 escorts on NE course.

60 km E of
Bridlington,
1810 hours: Convoy comprising
4 merchant ships and
3 escorts on NW course.

90 km N of
Norwich,
1810 hours: 3 medium merchant ships on W course.

70 km NNW of
Bacton,
1810 hours: Convoy comprising
6 medium merchant ships and
11 light escorts on NNW course.

60 km NW of
Bacton,
1810 hours: 3 destroyers on NW course.

RESTRICTED

50 km E of
Felixstowe,
1925 hours:

5 medium merchant ships on S course.

70 km NE of
Norwich,
2010 hours:

Convoy comprising
15 small and medium merchant ships and
2 destroyers on N course.

Off Moray Firth,
2045 hours:

No convoys observed.

Final Evaluation of Photographic Reconnaissance
carried out on 12 August

Airfields:

Shoreham:

No structural changes.
No aircraft observed.
Hangars have been camouflaged.

Ryde
(civil a/f):

No aircraft observed.
Landing area ploughed up.

Sandown:

Landing area blocked by obstacles.
No aircraft observed.

Shanklin
(Landguard Manor):

No structural changes.
No aircraft observed.

Littlestone:

No structural changes.
No aircraft observed.

A/f 3 km N of
Chichester:

Covered for first time:

12 Hurricanes,
14 tents,
workshops and storage sheds,
no hangars.
Taxying area extended to about 1,000 x 1,100 metres.
Airfield camouflaged by dark strips simulating
hedges.

Lee-on-Solent
(land and sea-
plane base):

5 new hangars,
about 60 huts,
old hangars camouflaged,
22 Swordfish,
12 Swordfish with wings folded (?),
4 Spitfires.

Gosport:

Airfield camouflaged,
3 new hangars,
old hangar newly camouflaged,
1 Demon,
18 Spitfires,
2 Vildebeest,
2 Blenheims.

Shanklin
(Apse):

Covered for first time.
No aircraft observed.

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Sandown
(Lea): Ploughed up. No aircraft observed.

Wilmington
(civil a/f): No structural changes.
No aircraft observed.
Taxying area ploughed up.

Ford: 24 Hawker Demons,
4 Gladiators,
10 Spitfires,
3 new hangars.

Tangmere: 55 Hurricanes,
6 Blenheims (I - III).
No structural changes since
photograph of 10 May.
Landing area camouflaged with
paint and strips.

Thorney Island: 7 Wellingtons,
26 Blenheims,
16 Hurricanes,
3 new barrack buildings.

Portsmouth (NE)
(civil a/f): New hangars on SW and W perimeters.
New workshop on SW perimeter.
Hangars camouflaged.
10 Hurricanes.

Calshot Castle
(seaplane base): No structural changes.
3 London II flying boats,
2 Singapore flying boats,
1 Lerwick flying boat.

Cowes
(civil sea-
plane base): No structural changes since
photograph of 30 June.
1 single-engined seaplane (Saro).

Cowes West
(works a/f): No structural changes since
photograph of 4 July.
No aircraft observed.

Shipping in Ports:

Portsmouth: 1 battleship of the "Malaya" class,
1 French battleship ("Courbet" or "Paris"),
1 light cruiser of the "Southampton" class,
1 French torpedo cruiser of the "Chacal" class,
1 Dutch destroyer ("Tromp"),
1 monitor,
1 destroyer (British or French?),
5 French torpedo boats of the "La Pomona" class,
4 "D" class destroyers (two apparently damaged),
1 "H" class destroyer, apparently damaged,
6 "S" class destroyers,
bows of a destroyer,
7 mine-layers and gunboats,
1 light cruiser on the slipway,
2 submarines,
2 motor yachts.

Also various auxiliary, escort and coastal
vessels and barrage balloons.

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Cowes: The destroyer "Lightning" has left port;
otherwise no change in the amount of shipping
since the photograph of 28 July.

Wireless Transmitting Stations:

Rye
(15 km NE of
Hastings): Transmitting station comprising four masts
forming a square and a beam installation
consisting of three masts in a row.

Pevensey: Transmitting station (as above) completed;
probably beam installation.

Miscellaneous:

I.o.Wight
and S Coast
of England: Practically all the piers photographed
have had sections removed.

SUPPLEMENT

Airfields:

Chichester: (covered for first time)

2 small hangars.
No aircraft observed.
Airfield undergoing construction.
Flying stopped at present by
dragon's-teeth obstacles.

Hastings: Covered for first time.
No aircraft observed.
Airfield undergoing construction.

Hamble North
(civil a/f): 4 single-engined aircraft,
type not identified.
No structural changes since
photograph of 2 July.

Hamble South
(works sea-
plane base): No seaplanes observed.
No structural changes since
photograph of 2 July.

Pulborough
(civil a/f): Covered for first time.
No aircraft observed.
Flying stopped by dragon's-teeth obstacles.

Bembridge
(civil a/f): No aircraft observed.
Airfield blocked by obstacles.

Wireless Transmitting Stations:

Ventnor: Transmitting station comprising four masts
forming a square and three masts in a row,
probably a beam installation. Position:

Longitude: 1° 11' 50" west
Latitude: 50° 36'

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Eastergate: Transmitting station with five masts.
Position:

Longitude: 0° 39' 56" west
Latitude: 50° 50' 56"

Tangmere: Transmitting station with four masts.
Position:

Longitude: 0° 43' 51" west
Latitude: 50° 50' 44"

As on preceding days German bombers - escorted by single-engined and twin-engined fighters by day - were out in strength and attacked the following targets:

Day:

Odiham
airfield,
about 0600:

4 250 kg incendiary oil-bombs,
52 50 kg bombs and
a number of 250 kg bombs were dropped.
Hits were scored on hangars and buildings.

Eastchurch
airfield,
about 0700:

First wave of attack:

240 50 kg bombs were dropped. With the exception of quarters in the N part, a group of buildings was carpeted with bombs and fires were observed. Accurate observation was impeded by bad visibility.

Second wave of attack:

3 250 kg incendiary oil-bombs,
3 delayed-action bombs and
480 50 kg bombs were dropped.
6 hangars were destroyed and intense fires were observed. Hits were scored on quarters. A heavy AA battery was put out of action by a direct hit. An oil storage tank on the perimeter was set on fire.
10 Spitfires were destroyed on the ground.

Sheerness,
about 0700:

20 50 kg bombs were dropped on harbour installations. Hits were scored on two small merchant ships (each of 1,200 tons). The effect was not observed.

Farnborough
airfield,
about 0800:

4 250 kg bombs,
2 250 kg incendiary oil-bombs and
64 50 kg bombs were dropped.
The bombs were well placed in the target area.

Goodwin Sands,
0830 hours:

5 500 kg bombs were dropped in an attack on two patrol boats, each of 400 tons. The ships were sunk.

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50 km S of the
West Hebrides,
1400 hours:

2 250 kg bombs were dropped in an
attack on three merchant ships
(10,000 tons). The attack was
unsuccessful.

Detling
airfield,
about 1700:

13 500 kg bombs,
13 250 kg bombs and
104 50 kg bombs were dropped.
Two completed hangars and another
under construction were destroyed
by direct hits (500 kg and 250 kg
bombs). (Workshops and quarters
received sixty hits and were severely
damaged. Twenty aircraft in front of
and between the hangars were damaged,
some of them catching fire.

Andover
airfield,
about 1700:

36 250 kg bombs,
12 250 kg incendiary oil-bombs and
60 50 kg bombs were dropped.
6 - 8 direct hits were scored on hangars
on the SW perimeter.
8 - 12 aircraft in front of the hangars
were destroyed or damaged.

Middle Wallop
airfield,
about 1700:

Hits were scored on tent camps and sheds.

Southampton &
Bournemouth,
about 1500:

52 250 kg bombs and
65 50 kg bombs were dropped on barracks
on the E outskirts of Southampton and on
harbour installations at Bournemouth
(alternative targets). The effect was
not observed owing to fighter and AA
defence.

Night

About 0200 hours:

1 500 kg bomb,
18 250 kg bombs and
84 50 kg bombs were dropped in an attack
on a convoy (position and effect not stated).

(Alternative
targets):

43 250 kg bombs and
152 50 kg bombs were dropped on the following:

Wick airfield,
Aberdeen harbour installations,
Peterhead harbour installations,
Dundee and
small harbour installations in Moray Firth.

Intense fire and thick smoke were observed
in the Aberdeen harbour area.

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Pentland Firth -
Kinnaird Head,
0400 hours:

- 10 250 kg bombs were dropped in an attack
on a convoy comprising
19 merchant ships,
1 gunboat and
3 escorts moving on a SE course from Pentland
Firth to Kinnaird Head. Black smoke from an
explosion was observed on one of the merchant
ships.

The effect of the following attacks
was not observed:

Birmingham,
2300 hours:

Target: Morris motor works at Castle Bromwich.

- 264 50 kg bombs and
664 incendiaries were dumped and the operation was
broken off. Owing to clouds the effect could
not be clearly observed.

Bristol,
0100 hours:

- 8 50 kg bombs were dropped on a searchlight
position.

Filton,
0115 hours:

- 12 50 kg bombs were dropped on the airfield
and aircraft works.

Leicester -
Coventry area,
0230 hours:

- 3 50 kg bombs were dropped.

Bristol,
0305 hours:

- 10 50 kg bombs were dropped on searchlight
positions.

Orford Ness,
0330 hours:

- 13 50 kg bombs were dropped on searchlight
positions (lamps forming a "T" - apparently
an airfield landing sign).

Wash area,
0320 hours:

- 4 50 kg bombs were dropped.

Yeovil,
0347 hours:

- 10 50 kg bombs were dropped on a searchlight
position.

A special operation was carried out according to plan by 9th Fliegerdivision.

On 13 August and during the night of 13/14 August 485 bombers and 1,000
single-engined and twin-engined fighters were operational.

Luftwaffe General attached to C-in-C Army

Super-heavy high-velocity artillery units ranged their guns on ground
targets on the English coast.

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Defence

During the day enemy fighters were active again, particularly in the Luftflotte 3 area of operations, and sustained further heavy losses.

Details of Defence on 13 August

Fighters:

0100 hours:

Windsor: 1 night fighter.

Bristol: 1 night fighter.

0730 hours:

Between
Ramsgate &
Sheerness: Over 20 Spitfires, Hurricanes and Defiants.

English coast
to centre of
Channel: Intense and stubborn fighter defence.

Eastchurch
airfield,
0800 hours: 30 Spitfires.

1700 hours:

Thames-Estuary: 10 - 15 Hurricanes.

Detling
airfield: 3 fighters

Southampton: Fighter defence.

50 km NE of
Gt. Yarmouth,
1745 hours: 3 fighters over convoy.

AA Artillery:

0100 hours:

Between
Fentland Firth &
Kinnaird Head: Light and heavy AA from ships
escorting convoy.

Exeter,
Birmingham,
Bristol and
Gloucester: Intense AA defence.

Sheerness,
0730 hours: Well placed heavy AA.

0800 hours:

Eastchurch: Well placed heavy AA.

S bank of
Thames: Well placed heavy AA.

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1700 hours:

Southampton: AA defence.

Detling
airfield: Light and heavy AA.

50 km NE of
Gt. Yarmouth,
1745 hours: AA defence from armed merchant ships
and escorts.

55 km NE
of Hull,
1810 hours: Intense AA from convoy.

Searchlights:

Glasgow,
0100 hours: Searchlight activity.

0215 hours:

Aberdeen,
Dundee,
Leicester &
Birmingham: Intense searchlight activity.

Along coast from
the Wash to the
Humber Estuary: Powerful single searchlights.

Leeds: 12 - 15 searchlights.

Barrage Balloons:

N of Eastbourne
and at Southend,
0810 hours: Balloon barrages.

Time not stated:

Cardiff: 8 balloons at 2,000 metres.

Newcastle: 3 balloons.

Thames Estuary: Balloon barrage.

S of Sheerness: Balloon barrage.

NORTH SEA AND BALTIC APPROACHES

Reconnaissance over St. George's Channel and the sea area Land's End -
Irish coast:

two Do 17's attacked a merchant ship of 3,000 tons in the southern
approaches of St. George's Channel. The ship was hit and lay still
with a heavy list after the boiler exploded.

A Blenheim was shot down during this action.

A British fishing boat was attacked in the sea area south-west of
Land's End. A hit was scored on deck with a 50 kg bomb.

Nothing of particular importance was observed by morning reconnaissance
over the Skagerrak.

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Total Aircraft Losses on 13th August, 1940

German:
6 Do 17's.
5 Ju 87's.
5 Ju 88's
1 He 111
6 Me 109's
9 Me 110's

32 aircraft

Enemy:

In air combat: 70 Spitfires and Hurricanes.
18 Blenheims.
2 aircraft, type not known.

By AA: 1 Blenheim at Aalborg.
1 aircraft, type not known, at Cherbourg.
1 aircraft, type not known, crashed in
Holland after being engaged by AA.

Destroyed
on Ground: 10 Spitfires at Eastchurch airfield.
20 aircraft, type not known, at Detling airfield.
12 aircraft, type not known, at Andover airfield.

135 aircraft (and 12 barrage balloons)

SUPPLEMENT (Operations during the Night of 12/13 August)

W Hartlepool: 32 50 kg bombs were dropped on
industrial installations. Hits
were scored in the target area.
The effect was not observed.

Off Swansea
and Cardiff: 4 250 kg bombs were dropped in an
attack on shipping. Hits were
scored. Explosions observed.

100 km NW of
NW tip of
Ireland: 1 merchant ship of 8,000 tons
was hit with a 250 kg bomb
and badly damaged.

The effect of the following attacks
was not observed:

W Hartlepool: 4 250 kg bombs were dropped
on AA positions.

Ramsgate: 2 500 kg bombs and
2 250 kg bombs were dropped on
searchlights and the harbour.

W Hartlepool: 32 50 kg bombs were dropped on an
engineering works and shipyards.

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SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

13 August:

Nothing of particular importance was observed.

Italian Operations

East Africa

11 August:

Fighters shot up fuel stocks and vehicles on the landing ground at Lafaruk (south of Berbera).

Repeated attacks were made on British defence positions north of the Godjere Pass in support of troops advancing in Somaliland. One Italian aircraft was shot down in flames.

A British aircraft shot down recently was found.

GROUND SITUATION

Libya

10 August:

East of Sidi Azeis an Italian mobile column encountered enemy armoured forces, which were thrown back after offering resistance for a short time.

British Somaliland

12 August:

Three columns are advancing on Berbera.

A column advancing south-east from Zeila reached Saba Uanak (100 km west of Berbera).

LUFTWAFFE SITUATION REPORT No. 344 (15 August 1940)

Operations on 14 August and during the night of 14/15 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

At about 1330 hours there was an enemy incursion as far as the Laval area. No bombs were dropped.

AA defence had no apparent effect.

During the night of 14/15 August there were incursions by single enemy aircraft at Cherbourg, Nantes and over the Gironde estuary. Several petroleum tanks were set on fire at Pouillac, Ambes and Baye. No other damage resulted.

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AA defence at Dinard and Brest had no apparent effect.

Luftgau Belgium/Northern France

Between 0915 and 0940 hours there were two enemy incursions. The aircraft did not penetrate far inland and no bombs were dropped.

AA defence had no apparent effect.

Between 2300 and 0040 hours there were four enemy incursions as far as the line Brussels - Maubeuge. No bombs were dropped.

Luftgau Holland

At about 1415 hours an enemy aircraft (Spitfire?) flew over Waalhaven airfield.

AA defence had no apparent effect.

Between 2246 and 0430 hours incursions were made by nineteen enemy aircraft which flew on into the Reich. No bombs were dropped, but a searchlight position at IJmuiden was shot up. No damage or casualties resulted.

AA defence had no apparent effect.

The Reich

Between 2300 and 0400 hours there were nineteen enemy incursions over the Dutch frontier as far as the line Meppen - Herfurth - Holzminden - Bingen - Malmédy, with the main effort in the Cologne area. Bombs were dropped at five places, but no military objectives were damaged. South of Dueren a church was set on fire.

Night fighters did not take off owing to bad weather.

AA was active at Muenster, Cologne, Coblenz and in the Ruhr, but without apparent effect.

Altogether 27 British aircraft (of eleven squadrons) were definitely identified.

Luftgau Norway

Between 1300 and 1540 hours there were five enemy incursions. The aircraft did not penetrate far inland and no bombs were dropped.

AA defence had no apparent effect.

GREAT BRITAIN

Reconnaissance

Details of Reconnaissance on 14 August

Airfields:

1700 hours:

Weston Zoyland: 15 single-engined aircraft.

Weston-
Super-Mare: 20 single-engined aircraft.

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Shipping in Ports:

1035 hours:

Torquay: 1 large merchant ship and
5 medium merchant ships.

Exmouth: 5 medium merchant ships and
6 small merchant ships.

Dover,
1135 hours: 10 merchant ships.

Sheerness,
1320 hours: Warships and merchant ships
(number not ascertained).

Portsmouth,
1700 hours: 3 merchant ships each of
about 5,000 tons.

Shipping Movements:

20 km E of
Sheerness,
1320 hours: Convoy comprising
20 merchant ships on W course.

Off Folkestone,
1345 hours: 1 destroyer.

1615 hours:

340 km WNW of
Londonderry: 1 troop transport of 15,000 -
20,000 tons on E course.

Convoy on W course (each ship over
8,000 tons) escorted by
1 destroyer and
2 flying-boats.

Final Evaluation of Photographic Reconnaissance
carried out on 13 August

Airfields:

Beaulieu Heath: Covered for first time.
No aircraft observed.
Airfield blocked by obstacles.

Blandford: Training airfield and bombing range.
Bomb craters observed.
Extension (as far as covered)
2,200 x 2,200 metres.

Christchurch
(civil a/f): 1 hangar,
2 hangars under construction,
2 Hampdens,
1 Whitley,
2 Hudsons,
8 Blenheims,
1 twin-engined aircraft, type not known,
6 single-engined aircraft, type not known,
2 camouflaged aircraft (apparently twin-
engined) parked,
1 Harrow in parking area.

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Flying-boat terminus: No flying-boats observed.

Wareham Channel (S of Poole):
2 Sunderlands,
1 single-engined (?) flying-boat,
type not known.

Cowes flying-boat terminus: No flying-boats observed.

Calshot Castle flying-boat base:
7 London II's,
1 Singapore III,
2 Stranraers,
1 Lerwick.
Transmitting station with four masts
under construction 2 km W of the base.

Warmwell:
6 hangars,
10 aircraft, apparently multiple-engined,
type not known.

Shipping in Ports:

Poole:
12 freighters totalling about 9,500 tons,
4 tankers totalling about 1,800 tons,
several small harbour and coastal vessels,
net barrage.

Portsmouth Barrage balloons, fires, bomb craters.

Miscellaneous:

Blandford Camp:
Extension about 2,000 x 1,700 metres.
Bomb craters observed.

On 14 August and during the night of 14/15 August 91 bombers and 398 single-engined and twin-engined fighters were operational. Operations were severely impeded by bad weather. Bombers, dive-bombers and twin-engined fighters - some of them escorted by single-engined fighters during the day - attacked the following targets:

Day

Airfields:

Manston,
1300 hours: 22 500 kg bombs and
6 250 kg incendiary oil-bombs were dropped.
Hits were scored on hangars and quarters.

Netheravon,
about 1900: First wave of attack:

6 250 kg bombs and
44 50 kg bombs were dropped.
Effect not observed.

Second wave of attack:

2 250 kg bombs (4-hour delayed-action) and
75 50 kg bombs were dropped.
Hits were observed on the taxiing area
and on quarters.

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Third wave of attack:

- 1 250 kg incendiary oil-bomb,
 - 3 250 kg bombs and
 - 5 50 kg bombs were dropped.
- Hits were observed on hangars and buildings.

Wilmington,
2000 hours:

- 20 50 kg bombs were dropped.
- Direct hits on hangars and airfield buildings were observed. The taxiing area was not damaged, but was apparently covered with obstacles (vehicles). Deep furrows were observed in the surrounding fields.

Alternative Targets:

SW of Shoreham
airfield:

- 10 50 kg bombs were dropped on a transmitting station. Hits on the transmitting building were observed.

Between Brighton
and Lewes:

- 7 50 kg bombs were dropped on a transformer station. A hit was observed in the S part of the plant.

E of Newhaven:

- 3 50 kg bombs were dropped in an attack on a gasometer. The effect was not observed.

Aldershot:

- 6 50 kg bombs were dropped on a camp. Hits were observed on a hut and on a field dump.

Airfields:

about 1900 hours:

Boscombe Down:

- 20 50 kg bombs were dropped, all of them falling on the taxiing area.

about 2000 hours:

Blandford Forum:

- 4 250 kg bombs,
 - 1 250 kg incendiary oil-bomb and
 - 8 50 kg bombs were dropped.
- Hits were scored on quarters.

Yeovil:

- 6 250 kg bombs,
 - 3 250 kg incendiary oil-bombs and
 - 24 50 kg bombs were dropped.
- Hits were scored on hangars, quarters and the taxiing area.

Sealand:

- 2 250 kg bombs,
 - 1 250 kg incendiary oil-bomb and
 - 8 50 kg bombs were dropped.
- Hits were scored on quarters and on hangars. Fires were observed in the hangars.

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Cardiff
(Pengam Moors):

3 250 kg bombs,
1 250 kg incendiary oil-bomb and
5 50 kg bombs were dropped.
The stick fell across the hangars,
scoring one direct hit.

Hamble:

6 250 kg bombs,
2 250 kg incendiary oil-bombs and
10 50 kg bombs were dropped.
Hits were scored between aircraft,
about ten of which were damaged.

The effect of the following attacks
on airfields was not observed:

Old Sarum: 60 50 kg bombs were dropped.

Hullavington: 24 50 kg bombs were dropped.

Bristol-Whitchurch: 3 250 kg bombs,
1 250 kg incendiary oil-bomb and
5 50 kg bombs were dropped.

Harbour Installations:

about 2000 hours:

Cardiff: 2 250 kg bombs and
1 250 kg incendiary oil-bomb were dropped
on a dock. Hits were scored on installations
and on ships in the dock. Smoke and fire were
observed.

Weston: 5 250 kg bombs were dropped.
Hits were scored on quay installations.

Liverpool: 1 250 kg incendiary oil-bomb and
2 250 kg bombs were dropped.
Effect not observed.

Aero-Engine Works:

about 2000 hours:

Filton: 6 250 kg bombs,
3 250 kg incendiary oil-bombs and
24 50 kg bombs were dropped.
Hits were scored in the taxiing area,
on the assembly sheds and on railway
tracks. Fire was observed.

Miscellaneous Targets:

1330 hours: 8 500 kg bombs,
11 250 kg bombs and
26 50 kg bombs were dropped on
the following targets:

500 metres S
of Hawkinge: Cross-roads (bombs dumped).

S of Folkestone: Light-ship attacked and sunk.

Dover: A wireless station was attacked.
Hits were scored within the installation.

RESTRICTED

about 2000 hours:

N of Bristol: Factory installations were attacked.
hits and fires were observed.

Worcester: 1 250 kg incendiary oil-bomb,
250 kg bombs and
5 50 kg bombs were dropped in an attack
on factory installations on the perimeter
of Worcester airfield. Hits on railway
tracks were observed.

The effect of the following attacks
was not observed:

Little
Rissington: 6 250 kg bombs,
2 250 kg incendiary oil-bombs and
10 50 kg bombs were dropped on the
town and railway station.

Salisbury,
about 2000: 2 250 kg bombs,
1 250 kg incendiary oil-bomb and
8 50 kg bombs were dropped on a
railway station and factory on
the W outskirts of Salisbury.

Night

0430 hours:

Kinloss
airfield: One 250 kg bomb fell on the perimeter
and another near a hangar. The attack
was broken off owing to thick mist.

Montrose
airfield: 2 250 kg bombs were dropped. Persistent
fire observed. The airfield lighting
was on.

N of Aberdeen,
0505 hours: 2 250 kg bombs were dropped on a
searchlight position. The bombs
fell 50 metres from the target.

A mine-laying operation was carried out according to plan by
9th Fliegerdivision.

Defence

Enemy fighters held back in places and attacking German aircraft
encountered little opposition in the air. It is particularly emphasised
that this action may have been absolutely intentional.

Details of Defence on 14 August

Fighters:

Thames Estuary,
0030 hours: 1 night fighter at 300 metres.

S of Gloucester: Night fighters.

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Tiverton,
1050 hours: 3 Hurricanes.

S coast of
England,
1330-1900 hours: Fighter screen.

1700 hours:

Salisbury: 4 fighters.

Bournemouth: 2 Blenheim twin-engined fighters.

Netheravon: 20 fighters.

Cardiff &
Bristol,
1800 hours: Strong fighter defence.

Airfield
S of Gloucester,
2300 hours: 3 night fighters observed taking off.
(Airfield beacon signal "L".)

Birmingham,
0200 hours: Night fighter guides apparently
consist of red and white beacons.

AA Artillery:

Margate and
Thames Estuary,
0030 hours: AA machine-gun fire, light land-
based AA and heavy ships' AA.

Birmingham,
0200 hours: AA defence.

Norwich,
0300 hours: AA fire through the clouds.

Manston
airfield
& Dover,
1315 hours: Well placed light and heavy AA.

Ramsgate,
1400 hours: Badly placed ships' AA.

Brighton,
1600 hours: Light AA.

Pershore,
1700 hours: Heavy AA.

Searchlights:

Margate and
Thames Estuary,
0030 hours: Intense searchlight activity.

Lancaster &
Birmingham,
0300 hours: Intense searchlight activity.

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Barrage Balloons:

SW of Torquay, 1050 hours:	7 balloons at 7-800 metres.
Dover, 1135 hours:	1 balloon at 500 metres.
1200 hours:	
Southampton, Portsmouth, Bournemouth, Pershore:	Balloon barrages.
Canterbury, 1345 hours:	Balloon barrage.
1800 hours:	
Yeovil:	20 balloons.
S. of Filton & at Bristol:	30 balloons.

NORTH SEA AND BALTIC APPROACHES

Escort operations and reconnaissance over the southern part of the North Sea and over the Skagerrak were uneventful.

Total Aircraft Losses on 14 August, 1940

<u>German:</u>	5 Me 109's
	2 Me 110's
	2 Ju 88's
	6 He 111's
	<u>15 aircraft</u>

Enemy:

In air combat:	12 Spitfires
	5 Hurricanes
	1 aircraft, type not known
	<u>18 aircraft</u>

SUPPLEMENT from 13 August

2 Blenheims and
7 barrage balloons were shot down.

SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

Mediterranean

Nothing of particular importance was observed by aircraft from Rhodes which carried out long-range reconnaissance over sea areas on 13 and 14 August.

RESTRICTED

East Africa

12 August:

The advanced guard of the Bonaccorsi column was observed at Saba Uanak at 1430 hours. No enemy troops were seen on the road as far as Berbera.

Italian Operations

Libya

11/12 August:

During the night incendiaries were dropped in an attack on a hut camp at Sidi Barrani.

13 August:

A bombing attack was made on a camp in the vicinity of Sidi Barrani airfield.

East Africa

12 August:

Bombing attacks were made on Berbera airfield and on defences at Berbera, Mandera and Lafaruk.

Enemy Operations

Northern Italy

14 August:

Between 0105 and 0450 hours incursions were made over the Swiss frontier by twelve enemy aircraft.

About eight aircraft dropped high explosive and incendiary bombs at Milan. Casualties amounted to 12 killed and 44 injured. Hits were scored on the Uni iron-works and the Hisco weaving-mill. A garage with 50 taxis was destroyed. Considerable damage was done in the electric railway depot. Less extensive damage resulted in the Pirelli works, the Niguarda factory and in the workshops of the sleeping-car company.

In Milan there was considerable local disruption, but no real damage was done to military targets or war production factories.

Twenty-nine bombs were dropped at Milan-Linate airfield including four delayed-action bombs, two of which exploded during the morning. The weight 450 lbs. was found stamped on bomb fragments. One soldier was injured. The air-line's oil depot was hit by incendiaries; fires which broke out were extinguished. An aircraft and a hangar were damaged.

Taliedo airfield: a hangar was damaged and an airman was injured.

Turin: 15 bombs were dropped. No damage to military installations resulted. Casualties amounted to one killed and 18 injured.

Flares and high explosive bombs were dropped at Alessandria, Tortona and Novilligure airfield.

Leaflets were dropped over the towns which were attacked. Total casualties reported amounted to 32 killed and 60 injured.

An enemy aircraft dropped four bombs at Augusta (Sicily). No damage resulted.

East Africa

12 August:

A British aircraft was shot down over El Uak airfield (about 5° north, 38° east).

Formations of enemy bombers made repeated attacks on Italian troops advancing on the Godoyare Pass. One enemy aircraft was shot down by fighters.

GROUND SITUATION

Enemy warships harassed the advance from Zeila to Berbera.

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LUFTWAFFE SITUATION REPORT No. 345 (16 August 1940)

Operations on 15 August and during the night of 15/16 August, 1940

AIR SITUATION

GERMAN TERRITORY (the Reich and Occupied Areas)

Luftgau Western France

Between 2250 and 0530 hours there were nineteen short-range enemy incursions. Bombs were dropped at five places, but no casualties or damage resulted. AA defence at Cherbourg had no apparent effect.

Luftgau Belgium/Northern France

Between 2200 and 0200 hours there were seven enemy incursions. Bombs were dropped at three places, but no damage resulted.

Luftgau Holland

At about 1145 hours a Blenheim attacked Den Helder airfield. The bombs fell outside the taxiing area. Two soldiers were injured.

Between 2250 and 0345 hours incursions were made by 24 enemy aircraft, most of which flew on into the Reich. Bombs were dropped at nine places, but no damage resulted. AA defence was active, particularly on the coast, but without apparent effect.

The Reich

Between 2320 and 0300 hours there were 23 enemy incursions over the Dutch frontier as far as the line Meppen - Bielefeld - Bad Homburg - Aachen, with the main effort over the northern part of the Ruhr. Bombs were dropped at nineteen places, but only slight damage resulted. Once again a large proportion of the attacks was absorbed by dummy installations.

An unidentified enemy aircraft was brought down by AA at Luenen.

An unidentified aircraft made an incursion over the Swiss frontier at Waldshut at about 0240 hours and was plotted again north-west of Freiburg at about 0314 hours. The aircraft's further progress was not observed.

Altogether 23 British aircraft of (six squadrons) were definitely identified.

Luftgau Norway

At about 1123 hours a Blenheim flew along the coast at low altitude from a point about 160 km north of Bergen to a point north-west of Aalesund. No bombs were dropped. AA did not open fire as the aircraft remained out of range.

GREAT BRITAIN

On 15 August and during the night of 15/16 August about 520 bombers and 1,270 single-engined and twin-engined fighters were operational.

Reconnaissance

Reconnaissance observed only very slight shipping movements along the east coast and in the Thames estuary and none along the south coast.

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Details of Reconnaissance on 15 August

Airfields:

1730 hours:

Warmwell: 30 twin-engined aircraft
massed on perimeter.

Andover: About 50 aircraft observed
before the attack.

Shipping Movements:

Coastal area off
Loire Estuary
to St. Brieue,
0700-1930 hours: No shipping movements.

60 km N of
Cromer,
0730 hours: 4 small ships, apparently
patrol boats, on N course.

W. of Ireland,
1107 hours: No shipping movements.

S coast of
England
1325-1600 hours: No shipping movements.

25 km WNW
of Margate,
1625 hours: 5 medium merchant ships
on W course.

45 km NE of
Gt. Yarmouth,
2300 hours: About 30 ships (type could not
be identified) on SW course.

Further Results of Photographic Reconnaissance
carried out on 12 August

Airfields:

Old Sarum: Covered for first time.
2 Demons and
4 Lysanders.
Taxying area extended to
1,200 x 800 metres.

Boscombe Down: Completely covered for first time.
2 Wellingtons,
6 single-engined aircraft, type not known,
4 four-engined aircraft, type not known,
14 multiple-engined aircraft, type not known.

Salisbury
(High Port)
(civil a/f): No structural changes since
photograph of 7 July.
No aircraft observed.

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Southampton
- Eastleigh
(civil a/f):

5 Hurricanes,
1 Gladiator,
7 unidentified aircraft,
6 barrage balloons,
heavy AA battery.
No structural changes.

Southampton
- Woolston
(flying-boat
terminus):

No flying-boats observed.
15 barrage balloons.

Lee on Solent: 43 single-engined aircraft.

Portsmouth: 10 single-engined aircraft.

Chichester: 12 single-engined aircraft.

Tangmere: 55 single-engined aircraft and
6 twin-engined aircraft.

Ford: 34 single-engined aircraft.

Thorney Island: 12 single-engined aircraft and
15 twin-engined aircraft.

Calshot: 6 flying-boats.

Cowes: 1 flying-boat.

Gosport: 26 single-engined aircraft.

Shipping in Ports:

Southampton: 1 tanker of about 12,000 tons,
10 Channel steamers each of about 2-3,000 tons,
8 freighters totalling about 44,000 tons,
1 damaged freighter of about 6,500 tons in dock,
1 cargo-passenger ship,
1 destroyer fitting out with
1 submarine alongside,
2 tankers totalling about 12,000 tons,
1 freighter of about 5,500 tons,
stern (?) of a tanker.
Also various harbour and coastal vessels.
Barrage balloons.

Miscellaneous:

Salisbury: A series of camps and training areas
(not completely covered) NE of Salisbury
extending about 25 kilometres through
Old Sarum, Salisbury (High Port) and
Boscombe Down airfields as far as
Iudgershall.

Winterbourne-
Guner: Camp and training area about 6 km
NE of Salisbury.

Bullington: Camp about 8 km SE of Andover.

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W of Weyhill: RAF supply dump with wireless station
(two lattice masts) just W of Weyhill
(4 km W of Andover airfield).

On 15 August and during the night of 15/16 August bombers and dive-bombers - escorted by single-engined and twin-engined fighters during the day - attacked the following targets:

Day

Airfields:

Lympne,
about 1300:

One 500 kg bomb, one 250 kg bomb and four 50 kg bombs each hit a large hangar. Quarters and workshop installations were hit by 500 kg, 250 kg and 50 kg bombs. The workshop was already burnt out.

Hawkinge,
about 1300:

Bombs fell on and near hangars. Strong fighter defence (about 20 Spitfires) prevented exact observation of bomb-strikes.

Driffield,
about 1400:

13 500 kg bombs and
203 250 kg bombs were dropped.
Numerous hits were scored on hangars, quarters, an ammunition dump, aircraft and the taxiing area. Explosions and fires were observed.

Martlesham,
about 1600:

13 500 kg bombs and
7 250 kg incendiary oil-bombs were dropped.
Hits were scored on two hangars. The workshop on the E perimeter was set on fire. Several hits were scored on the taxiing area and on workshops. Six aircraft were destroyed on the ground.

Andover(?),
about 1700:

36 250 kg bombs,
12 250 kg incendiary oil-bombs and
6 50 kg bombs were dropped.
Several hangars were destroyed by direct hits (three hangars definitely destroyed). Fires were observed.

Worthy Down,
about 1700:

Hits were scored on quarters and on railway tracks E of the airfield.

Tangmere,
about 1700:

The effect could not be observed.

Roohester,
about 1600:

First wave of attack:

3 250 kg delayed-action bombs,
4 250 kg incendiary oil-bombs and
470 50 kg bombs were dropped.
Two workshops and the aero-engine works in the N part of the airfield were hit by a stick of bombs. Intense fire and smoke was observed. One stick of bombs fell on the taxiing area, another on hangars on the S perimeter and three more on quarters on the E perimeter.

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Second wave of attack:

- 24 50 kg bombs were dropped. Hits were observed on the hangar on the NW perimeter, on parked aircraft on the S perimeter and on an AA position NW of the airfield.

Eastchurch,
1750 hours:

- 410 50 kg bombs,
6 250 kg incendiary oil-bombs and
250 kg delayed-action bombs were dropped. Workshops and repair shops were hit by 30 bombs. Thick smoke was observed. About five hits were observed on and between hangars. Quarters were hit by about six bombs. 30 bombs fell on taxiing aircraft. The effect could not be observed. A number of bombs fell on the taxiing area and between buildings.

Redhill,
about 1900:

- 579 50 kg bombs were dropped, falling on the NW and S perimeters. Bomb-strikes could not be accurately observed owing to thick mist and smoke.

Biggin Hill,
about 1900:

First wave of attack:

- 24 250 kg bombs,
264 50 kg bombs,
12 50 kg delayed-action bombs and
32 incendiary canisters were dropped. All the sticks of bombs fell across the target from the area in front of the hangars in the N part of the airfield. Half of the incendiaries fell on the edge of woods in the E side of the airfield and the other half fell on buildings in the N part of the airfield.

Second wave of attack:

- 32 250 kg bombs,
416 50 kg bombs and
1,152 incendiaries were dropped. Most of the bombs fell on hangars and buildings on the S perimeter. All the incendiaries fell on buildings.

SW of Whitby,
about 1900:

Intense fires were observed after hits were scored on a hangar and buildings.

Kenley,
about 1945:

- 20 500 kg bombs,
8 250 kg incendiary oil-bombs and
8 250 kg bombs were dropped. Hangars and quarters were hit. Fires were observed.

Linton:

The effect of attacks on Linton upon Ouse airfield and another airfield to the north was not observed.

Other Targets:

Scarborough,
about 1200:

The gasworks was attacked. Explosions were observed.

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Ipswich,
about 1600:

- 6 500 kg bombs and
- 2 250 kg incendiary oil-bombs were dropped on a wireless station. A few buildings and the central mast were hit.

Romney,
about 1300:

A special wireless station at Littlestone was attacked. One 500 kg bomb, one 250 kg bomb and four 50 kg bombs fell on the installation.

Bridlington,
about 1430:

Harbour installations at Bridlington and harbour installations and factories between Scarborough and Newcastle (alternative targets) were attacked. Fire was observed in a factory S of Middlesborough. Weather conditions prevented further observation.

The effect of the following attacks was not observed:

about 1800 hours
(alternative targets:

Portland:

- 35 250 kg bombs and
- 2 250 kg incendiary oil-bombs were dropped on military installations.

Winchester:

Routes out of the town were attacked.

N of Folkestone:

- 60 50 kg bombs were dropped on AA positions.

Night

Airfields:

S of Hull,
about 1100:

- 1 500 kg bomb and
- 16 50 kg bombs were dropped, falling across the airfield at intervals of 40 metres. The 500 kg bomb fell about 100 metres from the centre of the airfield.

The effect of the following attacks was not observed:

Biggin Hill,
0100 hours:

- 1 250 kg bomb and
- 6 50 kg bombs were dropped.

Kenley,
0100 hours:

- 6 50 kg bombs were dropped.

Redhill,
0100 hours:

- 2 250 kg bombs and
- 4 50 kg bombs were dropped.

Rochester,
0150 hours:

- 2 250 kg bombs and
- 2 50 kg bombs were dropped.

The above four airfields could still be easily identified by the fires caused in the daylight attacks.

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Hawkinge,
0130 hours: 3 250 kg bombs,
2 250 kg incendiary oil-bombs and
12 50 kg bombs were dropped.

Sealand,
0140 hours: 1 250 kg delayed-action bomb and
17 50 kg bombs were dropped.

Harbour Installations:

Newport,
0125 and
0240 hours: 2 250 kg delayed-action bombs were
dropped in the harbour area. Effect
not observed owing to mist.

Swansea,
0240 hours: The bombs fell in the target area.
Intense fires were observed.

Industrial Installations:

Middlesbrough,
about 0030: 1 500 kg bomb and
3 250 kg bombs were dropped in an attack
on a group of plants producing crude iron
and steel. The bombs probably fell in the
target area. Further effect not observed.

Birmingham,
about 0100: 32 50 kg bombs were dropped in an attack
on the Austin aero-engine works at Long-
bridge. Two fires and violent explosions
were observed.

Filton,
0150 hours: 40 50 kg bombs were dropped in an attack
on the aero-engine works. Four fires
were observed.

Hull,
about 0200: 4 500 kg bombs and
64 50 kg bombs were dropped in an attack
on the Blackburn Aircraft works at Brough.
Intense fires and explosions near glass-
roofed buildings were observed.

Birmingham,
about 0200: 244 50 kg bombs and
40 incendiary canisters were dropped in an
attack on the Wolseley Standard Motor
Works and the Midland Railway Carriage
and Waggon Works. Intense fires were
observed.

The effect of the following attacks
was not observed:

Chatham,
0150 hours: 2 250 kg bombs and
4 50 kg bombs were dropped on the
royal dockyard.

Worcester,
0230 hours: 20 incendiary canisters were dropped
on an AA position.

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Searchlight Positions:

In Portsmouth,
0050 hours: 1 250 kg delayed-action bombs and
14 50 kg bombs were dropped.

0120 hours:

In Bristol: 10 50 kg bombs were dropped.

Nr. Salisbury: 10 50 kg bombs were dropped.

Nr. Swansea: 1 250 kg delayed-action bomb and
14 50 kg bombs were dropped.

0230 hours:

SW of Bristol: 20 50 kg bombs were dropped.

W of Bristol: 20 50 kg bombs were dropped.

Nr. Exmouth: 24 50 kg bombs were dropped.

Nr. Cardiff,
0335 hours: 20 50 kg bombs were dropped.

N of Swansea,
0415 hours: 20 50 kg bombs were dropped.

A mine-laying operation was carried out according to plan by
9th Fliegerdivision.

Defence

Over the Channel it was observed that enemy fighters flying at low altitude pursued German formations on the return flight without attacking. Contact was not made until the escorting fighters had left (note: presumably owing to shortage of fuel) and the formations dispersed to make altitude for the homeward flight.

During the afternoon and evening enemy fighters were out in strength everywhere.

At Lympne airfield AA fired a fixed barrage at 3,600 metres. Further details are not yet available.

Details of Defence on 15 August

Fighters:

Thames Estuary,
0735 hours: 16 fighters over convoy.

Hawkinge
airfield,
1230 hours: 15 - 20 Hurricanes and Spitfires.

Rochester
1600 hours: Defence by single fighters
and formations.

Warmwell
& Yeovil,
1700 hours: Very strong fighter defence.

Plymouth,
2300 hours: 2 night fighters.

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Humber Estuary,
2315 hours:

1 night fighter with searchlight
at 1,300 metres.

S of Flam-
borough Head,
2330 hours:

1 night fighter.

AA Artillery:

Bristol,
Swansea
& Cardiff,
0145 hours:

Intense heavy AA.

Newport,
0145 hours:

Slight AA fire.

NE of Lympne,
1230 hours:

Heavy AA. A fixed barrage was fired
at 3,600 metres. Further technical
details not reported.

Folkestone,
1230 hours:

Special AA fire (parachute shells?).

Martlesham Heath
airfield,
1600 hours:

Badly placed AA.

SE of London,
1600-2000 hours:

AA of all calibres, mostly badly placed,
in the area of operations SE of London,
particularly on the coast.

Portsmouth &
Southampton,
1700 hours:

Intense AA defence.

Andover,
1700 hours:

Badly placed heavy AA.

Humber Estuary,
2300 hours:

Well placed AA from land;
machine-gun fire from escort ships.

Searchlights:

Bristol &
Sealand,
0200 hours:

Intense searchlight activity.

Humber Estuary,
2300 hours:

30 - 40 searchlights.

Middlesbrough
and Norwich,
2315 hours:

A large number of searchlights.

Barrage Balloons:

Middlesbrough,
0030 hours:

Balloons between Middlesbrough
and the coast.

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Humber, 0040 hours:	Balloons on ships in harbour were not released until aircraft approached (height 600 metres).
Liverpool, 0145 hours:	Balloons at 2,000 metres.
Bristol, 0145 hours:	Balloons at 2,500 metres.
Harwich, 1600 hours:	A large number of balloons on land and ships - height 2,000 metres.
Thames Estuary, 1600 hours:	Balloons at low altitude.
Dover, 1655 hours:	20 balloons.
Southampton, 1730 hours:	A large number of balloons at heights ranging from 200 to 2,000 metres.
Harwich, 2300 hours:	Balloons at 2,000 metres (some of them on ships) over both river estuaries.

NORTH SEA AND BALTIC APPROACHES

Escort operations and reconnaissance over the Skagerrak were uneventful.

Total Aircraft Losses on 15 August, 1940

<u>German:</u>	9 He 111's
	7 Ju 87's
	3 Do 17's
	6 Me 109's
	18 Me 110's
	12 Ju 88's
	1 He 115
	<hr/> 56 aircraft

Enemy:

In air combat:	82 Spitfires and Hurricanes
	5 Curtiss
	14 unidentified fighters
By AA:	1 unidentified aircraft at Dortmund
Destroyed on ground:	8 unidentified aircraft (at least) at Martlesham
Total at least	<hr/> 110 aircraft
In addition:	10 fighters were probably destroyed and 5 barrage balloons were shot down.

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SURVEY OF ENEMY LOSSES FROM 1 JULY TO 15 AUGUST, 1940

During the period 1 July to 15 August 1940 the following losses were confirmed:

	<u>By Fighters</u>	<u>By AA</u>	<u>On Ground</u>	<u>Total</u>
Spitfires	362	1	10	373
Hurricanes	175	1	4	180
Curtiss	9	-	-	9
Defiant	12	-	-	12
	<u>558</u>	<u>2</u>	<u>14</u>	<u>574</u>
Hampdens	1	19	-	20
Whitleys	5	6	-	11
Wellingtons	3	6	11	20
	<u>9</u>	<u>31</u>	<u>11</u>	<u>51</u>
Blenheims	87	35	10	132
Lockheed				
Hudsons	7	1	-	8
unidentified & miscellaneous types	9	7	42	58
	<u>670</u>	<u>76</u>	<u>77</u>	<u>823</u>

Confirmed fighter losses 574

Minimum addition for losses
due to other causes 196

Total 770

Replacements total about 270 - 300

giving a reduction to
about 470

Number of first-line
fighters with squadrons
on 1 July 900

Number of first-line
fighters available at
1000 hours on 16 August 430

Of these, 70% may be
considered serviceable = 300 first-line fighters

According to reports which
have not been confirmed but
which are regarded as reliable,
these serviceable fighters are
at present deployed as follows:

South and south-east England
(south of the line The Wash -
Bristol Channel): 200 first-line fighters.

Central England (up to the
line Newcastle - Carlisle): 70 " " "

Northern England and Scotland: 30 " " "

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SITUATION IN SOUTHERN THEATRE

AIR SITUATION

Reconnaissance

13 August:

A warship and a merchant ship were observed off Bulhar (30 km west of Berbera).

15 August:

Nothing of particular importance was observed over the Mediterranean.

Italian Operation

Mediterranean

14 August:

Three S.79's and nine S.81's took off from Rhodes to attack three cruisers and seven destroyers in the Gulf of Salamis. The aircraft did not carry out the operation as the warships had put into the port of Athens.

Three S.79's attacked a tanker at Tinos Island (south-east of Athens). The effect was not observed.

15 August:

Ten S.79's made a successful attack on Halpar airfield (Malta). Escorting fighters shot down an enemy fighter.

A member of the crew of a British aircraft which was shot down during the attack on 14 August was taken prisoner near Turin. The aircraft and the rest of the crew have not yet been found.

Libya

13 August:

Three S.81's attacked huts and supply dumps at Sidi Barrani and Mersa Matruh. Large fires resulted.

16 August:

During the night of 15/16 August aircraft from Libya attacked Alexandria harbour with aerial torpedoes. Details are not yet available. Three aircraft missing.

East Africa

13 August:

An enemy merchant ship of 4,000 tons was bombed south of Camaran Island (Red Sea). The crew took to the boats.

A.H.B.(6) Distribution

Same as Translation VII/122.