Summaries

ESTIMATE
of
Potential Military Strength
Summaries

DECLASSIFIED
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OSD letter, May 3, 1972
By RT, NARS Date MAY 21 1973

INTRODUCTION

The Report entitled Estimates of Potential Military Strength is composed of two sections: Summaries and Documents. In the preparation of the report a few simple devices have been incorporated to render the materials more readily available to the reader.

A series of letters is employed to indicate the provenance of the naval attaches' reports: A - London; B - Paris; C - Brussels; D - Rome; E - Berlin; F - Moscow; G - Tokyo.

The first volume of the Report, entitled Summaries, contains brief resumes, abstracts, or quotations from the original reports submitted by the naval attaches. The remaining volumes, Documents, contain photostatic reproductions of the original reports from which the summaries have been derived.

To facilitate reference to the original documents, notations have been inserted in the left margin of the volume of summaries. These notations are usually in the form of a letter followed by two numbers, indicating respectively, the attache concerned, the number of the volume, and the number of the document in the series of reports received from that attache. The documents are numbered consecutively in series, irrespective of the number of volumes. When the summary is based upon the entire report no page numbers are given; if, however, the material in the summary is derived from a portion of the original document, the pages are noted between parenthesis at the end of the summary. For example, a marginal notation (A-1-42) with (1) at the end of the summary indicates that the material in the summary came from the first page of the forty-second document found in the first volume of the reports of the attache at London. The bound volumes of Documents have marginal

tabs to indicate the document numbers as shown in the marginal symbols in the Summaries.

In the case of material derived from dispatches, where the original obviously cannot be reproduced, the abbreviation "DIS" has been employed. A further symbol "(S)", "(C)", or "(R)" indicates respectively secret, confidential, or restricted classification of the dispatch. Where a dispatch is in plain language, "DIS" is not followed by any symbol.

In the summary from Berlin a few references are made to Diary. This refers to the War Diary of the attache in Berlin, which is reproduced in full as volumes 2 and 3 of the Berlin series ("L") in the Report on the Probability of an Outbreak of War.

SUMMARY

of

ESTIMATE of POTENTIAL

MILITARY STRENGTH

A

NAVAL ATTACHE, LONDON

[redacted]

A-1-1 Status of British Naval Building Program. 12 January, 1937

This report forwards complete figures on the Status of the British Naval Building Program as of 31 December, 1936. It lists ships as completed, laid down and also those merely authorized. Complete table with names and types.

A-1-2 1937 Navy Building Program. 19 January, 1937

This report based on newspaper report states that the laying down by England of 8 cruisers and 3 BB's will take place during 1937. It states these are required to offset new German building.

A-1-3 Balloon Barrage. 8 February, 1937

This report gives an elaborate account of the then new type balloon barrage that was being planned for the protection of British cities and vital areas. Also the air marshall stated that dive bombing was probably impossible with present type planes.

A-1-4 £400,000,000 for Defence Loan. 12 February, 1937

This report states that the British government is planning to raise by loans a maximum of £400,000,000 in the next five years for defence--defence expenditures in next five years estimated at £1,200,000,000.

A-1-5 Empire Defence. 12 February, 1937

This report tells of Empire defence plans and that the government is pleased with progress at Singapore.

A-1-6 White Paper on Statement Relating to Defence Expenditure. 19 February, 1937

This report forwards copy of British White Paper stressing speed of laying down and construction. Reaction of press favorable. The White Paper is a "statement relating to Defence Expenditure".

[redacted]

[redacted]

A-1-7 Progress of Rearmament Program. 29 July, 1937

This report nummarizes current debate in Parliament on progress of rearmament program. Mr. W. Churchill spoke for the opposition against the alleged inadequacy of the powers given to the Minister for the Coordination of Defence. Complaint was that though the Minister was appointed 15 months ago he is still planning and not showing actual results. The government stated that remarkable discoveries for protection against aerial attack had been made.

A-1-8 Construction Program and Personnel. 19 November, 1937.

This report quotes Parliamentary debates on the building of new warships. It lists by classification the new ships and makes note of the strengthening of Hong-Kong and Singapore.

A-1-9 Air Defence - Balloon Barrage. 15 December, 1937

This report tells of lecture given by Air Commodore Hearson (Ret.) on "Balloon Aprons". Tells of substituting cables hung from balloons for the old last war type. States they will give protection against bombers and the cables would be lethal.

A-1-10 Progress of Rearmament. 18 December, 1937

This report quotes speech of Minister for Coordination of Defence in which he says £340,000,000 will be spent on defence services 1938-39. Must increase employment in armament industry 3 to 5 times to fulfill programme. "The gov't has taken steps.....to see that proper supplies of everything we may need in wartime have been provided in these days of peace".

A-1-11 Great Britain - Rearmament Progress. 28 December, 1937.

This report mentions speech of Minister of Coordination of Defence in which he states that rearmament program is just started--18 months will see it well on its way.

[redacted]

A-1-12 Supply of Naval Officers. 6 January, 1938

The rapid expansion of the Navy is reflected by the number of cadets at the Royal Naval College, Dartmouth, who are being entered three times a year. The rate is 300 per year.

A-1-13 Far East to have Biggest Maneuvers. 8 January, 1938

Singapore is to hold the biggest combined sea, air and land maneuvers ever staged there. At the same time Near East R.A.F. units prepare to move to stations nearer to the Suez Canal Zone.

A-1-14 Merchantmen and Defence - Course Extended. 21, January,1938

The Lords Commissioners of the Admiralty have decided to extend the scope of the Merchant Navy Defence courses.

A-1-15 Fleet Air Arm. 26 January, 1938

Two additional offices, the Director of Air Material and the Director of Air Personnel, have been created in the Admiralty as a result of and in preparation for further expansion of the Fleet Air Arm.

A-1-16 Air-Raid Precautions. 27 January, 1938

The Home Office and the local authorities are meeting various problems in their organization for air-raid precautions. The Under-Secretary at the Home Office has visited Germany and France for the purpose of studying steps taken to develop air-raid precautions in these places.

A-1-17 Cape of Good Hope Route to the East. 31, January, 1938

In recent discussions with high Admiralty officials the possibility of having to maintain a large British force in the Far East without control of the Mediterranean was mentioned and the Cape Route to the East was touched upon. Plans were then underway to improve the facilities available on the Cape Route.

[redacted]

A-1-18 Air Rearmament Progress. 3 February, 1938

A press campaign on the part of several papers, was launched against the Air Ministry criticizing its failure to meet the original plan of expansion laid out. Other papers have defended the work of the Air Ministry as sufficiently satisfactory.

A-1-19 Anticipated Dates of Completion of Ships Due to Complete in the Financial Year 1937. 7 February, 1938

Two CL.s and four DD.s completed and passed for service 23 October, 1937 to 29 January, 1938, inclusive. H.M. Ships shown in Navy Estimates, 1937, due to complete in financial year 1937: seven DD.s, four SS.s, three AM., three thawlers.

A-1-20 British Secret Service. 8 February, 1938

A total of approximately $5,000,000 will be spent during the next year for espionage and counter-espionage activities by the Foreign Office, War Office, Admiralty, Air Ministry, and Home Office, jointly.

A-1-21 New Royal Air Force Airdrome at Thorney Island. 8 February, 1938

For a reported cost of £2,875,000 a new R.A.F. airdrome at Thorney Island (Chichester Harbour) has been built. It will add to the strength of the Portsmouth defences.

A-1-22 Air-Raid Precautions. 8 February, 1938

Report on blackout experiments at Leicester. Air-raid centers are being set up in various areas for dealing with the organizations, dissemination of information, and instructions therein in the respective areas. It is proposed to establish schools for air wardens.

[redacted]

A-1-23 Fleet Air Arm Short Service Officers. 23 February, 1938

Announcement is made of plans formulated by the Navy for procuring pilots for the new Fleet Air Arm. The system will be similar to the Regulations of the Royal Air Force for short service pilots.

A-1-24 British Navy Estimates-1938. 7 March, 1938

Navy Estimates for 1938 total £123,707,000, an increase of £18,642,000 over the previous year's expenditures. The estimate for 1938 gives the total number of personnel to be borne as 119,000, an increase of 7,000 over the number for 1937. Three battleships are to be modernized.

A-1-25 House of Commons Debate on Defence. 11 March, 1938

It was stated by the Prime Minister that there were four objectives for the programs involved in rearmament:

(a) Protection of the United Kingdom.
(b) Preservation of the trade routes for food and raw materials.
(c) Defence of British territories overseas from sea, land or air attack.
(d) "....Cooperation in the defence of the territories of any allies we might have in case of war."

While a short time ago £1,500,000,000 had been thought adequate to meet the costs of rearming it was now found insufficient. He concluded that "the ideals of the League are grand and magnificent" but that Britain must now rely on her own arms for safety. The Opposition argued the inconsistency of the Government's action on the basis that they had won the last General Election on a League of Nations platform. (1,2)

A-1-26 British Air Estimates--1938. 11 March, 1938

There is no change in figures contemplated for the total number of squadrons of first line aircraft from those given in the 1938 Air Estimates called for by the R.A.F. expansion scheme. Personnel are to be increased to 83,000 officers and men. The total gross estimate

for 1938 is £102,720,000 as compared to £88,588,600 in 1937. This includes the naval appropriation of £5,718,000.

A-1-27 Fleet Air Arm Training Pilots. 12 March, 1938

The initial and intermediate flying training shall be carried out by the R.A.F. flying training schools, but Naval Personnel will be attached to such schools for disciplinary control of the pupils and for instruction in Naval subjects.

A-1-28 Austria: British Reaction to Change of Status. 17 March, 1938

The invasion of Austria has caused great alarm in Britain but the Prime Minister has refrained from declaring any line of action other than to condemn the forcible measures of Germany. Three results of the Nazi annexation of Austria are apparent: (a) Program of rearmament to be extended and hastened, (b) An immediate campaign to enlist one million volunteers as members of Air Raid Defence Forces, (c) Hints made in Parliament that cooperation between employers and employees would be requested.

A-1-29 Visit to Austin Shadow Factory. 18 March, 1938

On February 24, 1938 the Naval Attache accompanied a party making a tour of the Austin Shadow Factory, which was specially designed for the manufacture of Fairey "Battle" air-planes. The approximate cost of outlay of this plant was $16,000,000.

A-1-30 The Navy Convoy System. 23 March, 1938

The question of protecting the nation's food supply in event of war has been in the public eye much of late. Mr. Shakespeare in presenting the Navy Estimates in Commons on 17 March, 1938 declared that the Admiralty was ready to put a convoy system for merchant shipping into operation from the very outset of a war.

A-1-31 Air-raid Precautions - Progress with. 28 March, 1938

A prominent American businessman told the Naval Attache that little real progress had been made in Air Raid Precautions despite all the discussions in the press,

due to the question of who is going to pay the bill.

A-1-32 Navy Estimates, 1938: General Remarks. 29 March, 1938

Ships of the major classes expected to be completed during Fiscal 1938 are:--

1 - aircraft carrier
3 - 9,000 ton cruisers) with 6" guns
2 - 10,000 ton cruisers)
24 - destroyers
12 - submarines
2 - submarine depot ships

TOTAL of 150,000 tons.

Sums will be spent on modernization and anti-aircraft rearmament. The Singapore Base will also be worked on. Weaknesses in the program were pointed out by Admiral of the Fleet Sir Roger Keyes who called attention to the U.S. Navy Air Force. (1,2)

A-1-33 Meeting of Trade Union Leaders with Prime Minister to Speed up National Defense. 31 March, 1938

The Prime Minister invited trade union leaders to 10, Downing Street on 24 March, 1938 to secure their co-operation in the additional efforts to be made to increase armaments. Sir Thomas Inskip was present.

A-1-34 Munitions Factory Scheme for India. 31 March, 1938

Official confirmation is reported that a large munitions factory is to be erected at Jubbulpore, Central Provinces, to make India independent of imported shells and small arms.

A-1-35 Progress of British Rearmament Program with Particular Reference to the Navy. 11 April, 1938

Gives tables of building programs from 1933 to date, statistics on expansion of naval personnel, and the development of the Fleet Air Arm.

A-1-36 Anticipated Dates of Completion of Ships Due to Complete in the Financial Year 1938. 12 April, 1938

There were four AM.s completed and passed into service in the period 15 March through 6 April, 1938. H.M. Ships shown in Navy Estimates 1938 as due to complete in the financial year 1938 include: six CL.s, sixteen DD.s, one

AD, nine SS.s, five AM.s, three PG.s, one PG, two survey vessels, one PR, nine M.T.Bs.

A-1-37 Fleet Air Arm-Appointment of 5th Sea Lord. 19 April, 1938

Vice-Admiral the Honorable Sir Alexander R.M. Ramsay, K.C.B., K.C.V.O., D.S.O., is to be Lord Commissioner of the Admiralty to date about July 1938. His title is to be 5th Sea Lord and Chief of Naval Air Services.

A-1-38 New Defence Move in the Pacific. 21 April, 1938

There will be a determined effort on the part of the Commonwealth of Australia to accelerate its defence plans. A board known as the Southern Pacific Defence Board, on which representatives of the British Government for Singapore defences and the Australian and New Zealand Governments, will be formed

A-1-39 Fleet Air Arm - Training of Air Branch. Short Service Officers. 27 April, 1938

The first group of 40 candidates for the new short service air branch of the Navy began training on 19th April.

A-1-40 British Air Mission - Purchase of Planes in the United States. 27 April, 1938

The British Air Mission to the United States was charged with exploratory inquireies concerning the possibilities of obtaining military planes and is to be considered supplementary to arrangements in Britain.

A-1-41 Air-Raid Precautions. 27 April, 1938

Churches agree to cooperate with the Government in the national drive for volunteers for air-raid precautions services.

A-1-42 Australian Defences. 2 May, 1938

The Australian Prime Minister announced his three year program for defence expenditures, stressing meanwhile the fact that this program was directly related to the wider pattern of Empire defence. (1)

[redacted]

A-1-43 British Navy Recruitment. 3 May, 1938

Statistics are given on the Royal Navy enlistment program for the fiscal year of 1938. The point is made that this program is a record for peace time.

A-1-44 Royal Air Force Expansion - New Plan. 3 May, 1938

Announcement is made of the new expansion program for the Royal Air Force. Aircraft factories were to be increased and existing factories were to function on a two-shift basis, therefore making it possible to double the output of planes. The effort was one by which the government hoped to meet the requirements of adequate national defence as well as to allay the public criticism of the government on this subject.

A-1-45 Acceleration of Rearmament (Sheffield Steel Industry). 3 May, 1938

The report quotes one from the American Consul at Sheffield in which that official advises that the steel industry in Sheffield is quite adequate for an acceleration in airplane engine production. This opinion was given after the invasion of Austria resulted in the public announcement of the Prime Minister that an accelerated program of rearmament was necessary for Britain.

A-1-46 Royal Air Force Expansion and Air Mission to the United States. 11 May, 1938

English newspaper comment on the RAF expansion program is given, as well as comment on the British Aviation Mission to the U.S. for the purchase of certain plane types to round out the British program. The Attache makes the point that all this discussion and criticism has been harmful to the Air Ministry in its efforts to obtain the desired quantity of planes; but, at the same time, the public discussion has relieved the Air Ministry of the need for making a fight for adequate appropriations to carry out the program.

A-1-47 Balloon Barrage. 12 May, 1938

Press photographs of the London Balloon Barrage program are given together with an article from the London Times about the 10 squadrons of men that were to be formed eventually for the manning of this barrage.

[redacted]

A-1-48 Royal Air Force Expansion - Parliamentary Debates. 17 May, 1938

Parliamentary debate on the question of an expanded Air Force is quoted. Demand is stressed for a change in the Air Minister and for the establishment of a Ministry for Supplies. More details are given on the expansion program in effect in 1938, and finally, official comment and reaction are given on the change in Air Ministers, which change was made during the preparation of the report.

A-1-49 Fleet Air Arm - Comparison of First-Line Strength. 26 May, 1938

A statement of the First Lord of the Admiralty is given wherein that official quotes figures on the Fleet Air Arm strength of Great Britain, the United States, Japan and Germany.

A-1-50 Air Force Expansion - New Aircraft Factory - Lord Nuffield. 2 June, 1938

A clipping from the Manchester Guardian comments on the new plane factory which, it was said, Lord Nuffield planned to build near Birmingham.

A- -51 Air Raid Precautions. 3 June, 1938

The attache comments on a private discussion he had with an individual who was interested in the air raid precaution program for London. Some information is given on emergency water storage plants that were planned, also on the proposed gasoline-driven portable pumping units.

A- -52 Turkey - British to Build Ships for. 3 June, 1938

Newspaper clippings are enclosed on the Turkish Naval Building program in Great Britain. The Attache comments on the reported efforts of Turkey to have the British build them 8-inch cruisers and the refusal which they received.

A- -53 Notes on Visit to Hawker Aircraft Plant. 7 June, 1938

The Naval Attache, together with Mr. Glenn Martin and several other Americans, made an inspection trip to

the Hawker Aircraft Plant. Comments are given on the production program and certain characteristics of the Hawker Hurricane fighter, also on the inadequacy of the plant facilities.

A-1-54 Notes on visit to Vickers Aviation Ltd., Weybridge, Surrey. 7 June, 1938

The Naval Attache, together with Mr. Glenn Martin and several others, made an inspection trip to the Vickers Aviation Plant. Comment is made on the new-type Wellington bomber, its bomb capacity and production schedule. A detailed report by a Glenn Martin engineer was enclosed.

A-1-55 1938 Supplementary Navy Estimates - Building Program. 8 June, 1938

British Supplementary Navy Estimates for the financial year, 1938 are given. Speculation, based on the appropriations, is made on the progress of construction work on various types of naval vessels.

A-1-56 Plans to Fit Merchant Ships for Gun Mounts. 20 June, 1938

Comment is made on a newspaper article by Hector C. Bywater (British Naval writer) on the progress made in preparing British Merchant ships for self defence in the event of war. The need for speeding up this program is stressed. The Attache notes with interest that plans for the protection of these ships against mines have not been considered in detail by the Admiralty.

A-1-57 Utilization of Factories for the Rearmament Program and for War Requirements. 20 June, 1938

Quotations are given from a speech of the Minister for the Coordination of Defence in the House of Commons on June 15, 1938 in which he states that the needs of the current program for rearmament were not so great but that he could still employ a method of selection in assigning contracts. For wartime purposes, however, the Supply Board of the Committee of Imperial Defence is charged with making a survey of the industrial resources of the entire country and allocating the manufacturing capacity of individual firms for specific purposes. Between 6 and 7 thousand firms were so allocated by June, 1938.

[redacted]

A-1-58 Anti-Aircraft Defence Expansion. 7 July, 1938

Quotations are given from a speech of the Secretary of State for War in the House of Commons wherein he states that anti-aircraft defence forces had grown from a little over 5,000 in 1936 to a total of 43,000 in June, 1938. It was proposed to double that force and at the same time re-organize the entire anti-airdraft command so that undivided attention could be given to every aspect and detail of anti-aircraft defence.

A-1-59 Merchant Navy Defence - New Gunnery Course. 7 July, 1938

The Attache furnished information on a supplemental program of the Admiralty to train merchant marine officers in the practical upkeep and fire control of weapons likely to be fitted in merchant ships during wartime. An earlier program had been attended by over 2,000 officers in the first four months of its' existence.

A-1-60 British East Coast War Tests. 7 July, 1938

Newspaper articles and speculative comment on the Army, Navy and Airforce exercises to be held on the east coast of Britain in July, 1938 were furnished with this report. A few remarks were made on a new type of landing craft.

A-1-61 Defence of Battleships Against Air Attack. 16 July, 1938

The Attache emphasizes certain points outlined in newspaper articles on recent fleet exercises during which Queen Bee target planes were used in A.A. drill.

A-1-62 Fleet Air Arm - Establishment of New Branches for Aircraft Maintenances. 19 July, 1938

The Attache sends copies of two Admiralty Fleet Orders in which regulations are published for the setting up of an aircraft maintenance branch in the Royal Navy and for the transfer of Royal Air Force personnel.

A-1-63 Supplementary Air Estimates. 19 July, 1938

Figures are given on the supplementary appropriation for the Air Force to cover an increase in personnel,

[redacted]

increases in planes and balloons, supplies, buildings and lands.

A-1-64 New Graving Dock for Colombo. 21 July, 1938

An article from the London Times tells about the completion of the new graving dock at Colombo together with some information on the characteristics of this dock.

A-1-65 Blackburn Aircraft Factory. 21 July, 1938

The third annual general meeting of the Blackburn Aircraft Co. is reported, together with information on the growth of the company, financial condition and plans for future work and development.

A-1-66 Navy-Army-Air Force Joint Maneuvers. 27 July, 1938

War games were held in the North Sea area between July 20-22, 1938 with the general purpose of exercising general reconnaissance squadrons in locating and tracking vessels in the North Sea, and also with the purpose of exercising the coast defences in warding off raids by naval vessels. Supplementary exercises included practice submarine attacks on merchant shipping and the attempt of so-called German raiders to escape into the open sea.

A-1-67 Defence Base at Port Darwin. 15 August, 1938

The Attache obtained the reactions of the Director of Naval Intelligence, Royal Navy, to a newspaper account of Australian coastal defence plans. Darwin was claimed as an important adjunct to the Singapore Naval Base and some details were given as to plans for its further fortification.

A-1-68 Reorganizing the Royal Navy-Ships to be Added by end of 1941. 17 August, 1938

An article by the naval expert, Hector C. Bywater, is forwarded. On the basis of new ships scheduled for completion, Mr. Bywater outlines possible plans for the building up of existing fleets of the Royal Navy. The point is made that because the U.S. Fleet is concentrated in the Pacific, it is probably unnecessary to assign additional British units to that area.

A-1-69 British to Build Ships for Turkey. 18 August, 1938

The Attache reports on his conversation with the Turkish Naval Attache during which it was revealed that the British would build for the Turks two destroyers and eight submarines. The balance of the program being discussed by the visiting Turkish Naval Mission has not been decided upon as yet.

A-1-70 Royal Air Force Volunteer Reserve - Plans for Greater Expansion. 20 August, 1938

It is reported that the Air Ministry has established a new Directorate of Volunteer Reserve Expansion to aid in the rapid expansion of the Air Volunteer Reserve.

A-1-71 Expansion of Aircraft Factories. 22 August, 1938

Additional information is given on the Air Ministry plans for a new A.V. Roe and Co. airplane factory at Manchester, an extension to the Short and Harland factory at Belfast, and a projected increase in Bristol Blenheim bombers.

A-1-72 R.A.F. Reserve, Further Steps for Increase. 30 August, 1938

An article from the Times is quoted. It is revealed that the R.A.F. has agreed to pay a bounty to airmen who have completed their terms of regular and reserve services in order that a claim to their future services may be had. Some 200,000 airmen are eligible for this new arrangement.

A-1-73 Britain to be Helped in War by South Africa; General Smuts' Announcement. 30 August, 1938

Report is made on the speech of General Smuts of South Africa during which he made the statement that should Great Britain become involved in war it was inconceivable, in his view, that South Africa would stand aside.

A-1-74 Annual Aviation Intelligence Report. 31 August 1938

The Attache submitted a lengthy report in which he summarized the developments in the R.A.F. during the previous year, placing emphasis on production capacity of individual airplane factories and on the R.A.F. pilot training program.

A-1-75 R.A.F. Expansion - British Shipyards to Build Airplanes. 13 September, 1938

John Brown & Co., Shipbuilders, announced that they had acquired a controlling interest in the Westland Aircraft Co. This move is in keeping with the desire of the Secretary of State for Air to enlist the services of concerns with experience in big-scale production for assistance in the current R.A.F. building program.

A-1-76 Training Establishments of the British Navy: Number of Personnel under Instruction and Cost. 16 September, 1938

Attache submits a tabulation on the number of officers and men under training at the principal shore establishments during the year, 1938.

A-1-77 British Naval Preparations at Czechoslovakian Crisis, 20 September, 1938

Seven Mine sweepers and four mine layers previously held in reserve to be placed in full commission. Home fleet cruising in SW Hish waters. Everything short of mobilization being done. (1)

A-2-78 Annual Report on British Navy. 1 October, 1938

Principal items reported are the ships in commission, in reserve, under refit, and building. Manoeuvers, shore establishments, naval agreements, Spanish patrol, etc. for the year ending October 1, 1938 are covered.

A-2-79 Mobilization of the British Fleet. 14 October, 1938

Arrangements for the expeditious expansion of the Naval personnel worked well. Transportation, pay, medical examination, equipping and other factors were handled with precision. Work on Reserve Fleet vessels was speeded according to priorities. Increases in personnel and production are pronounced, the highest priority going to defensive fighter planes. Between 5000 and 6000 fighting planes are on order.

A-2-80 Emergency Preparations for War during Recent Crisis. 17 October, 1938

All emergency activities not purely military came

under A.R.P., which is under the Home Office. Its activities were speeded up on September 20, gas masks were issued to Londoners. The evacuation of women and children from London was announced on September 28. The Territorial Army of the War Office handled military defence, including installation of A.A. batteries, balloon barrages, and trenches in public parks, etc. Expenses of A.R.P. have been enormous.

A-2-81 Effect of the Czechoslovakian Crisis on Plans for Rearmament in Great Britain. 19 October, 1938

The Munich Agreement resulted in an inquiry into defences. The condition of the Fleet was generally regarded satisfactory. A.A. defences and the organization of the Territorial Army were found faulty. R.A.F. mobilization proceeded smoothly and need for expansion was apparent. (7,8)

A-2-82 Balloon Barrage. 20 October, 1938

Equipment and use of balloon barrage squadrons during the September crisis are discussed. The London units will be supplemented by similar units in ten other cities.

A-2-83 Inspection of Works of Vickers-Armstrongs Ltd. at Barrow-in-Furness and Newcastle-on-Tyne - Description of Battleship and Carrier Construction. 15 November, 1938

Ships seen, methods of work, equipment, etc. are reported in great detail.

A-2-84 Status of Plane Development for the Fleet Air Arm. 17 November, 1938

Carriers have used the same planes for several years. Experimental new models have serious faults. Gladiators and Faireys will be used.

A-2-85 Aircraft Production - Westland Aircraft Co. 17 November, 1938

The Lysander Army Cooperation Aircraft has just come into service. This plane and the plant are described.

A-2-86 Aircraft Production - Gloster Aircraft Co., Ltd. 17 November, 1938

This new plant has made "Gauntlets" and "Gladiators"

and is now making "Henleys". "Hurricanes" will be built when expansion of plant is completed. Other orders discussed.

A-2-87 Visit to Boulton Paul Aircraft Ltd., Volverhampton, Staffordshire. 18 November, 1938

The interior of the plant could not be examined and information given related principally to armament work. A fighter, heavy bomber and Fleet Air Arm fighter are being developed.

A-2-88 Aircraft Production - Aeronautical Development and Research - Parnall Aircraft, Ltd. 18 November, 1938

This company is producing Fraser-Nash aircraft gun turrets and developing a twin-engined fighter.

A-2-89 Aircraft Production - Aeronautical Development and Research - The Bristol Aeroplane Co. Ltd. 18 November, 1938

The new "Beaufort" bomber was seen by accident. Details of the "Blenheim" and several engines are given.

A-2-90 Expansion of the R.A.F. 18 November, 1938

The Secretary of State for Air reported to Parliament on the present status and future plans of the R.A.F.

A-2-91 Agitation for the Formation of a Ministry of Supply and for the Establishment of a Compulsory National Register Becoming More Widespread and Vociferous. 21 November, 1938

Parliamentary debates and press clippings indicate widespread demand for a Ministry of Supply, which is opposed by the Prime Minister. There is even greater support for a compulsory National Registry.

A-2-92 Expansion and Reorganization at the Air Ministry--New Deputy Directorates. 22 November, 1938

A Deputy Directorate of Operations (Naval Coop.) has been established in the Department of the Chief of the Air Staff. Other organizational changes have been made and it is believed a Department of Production will be formed shortley.

[redacted]

A-2-93 Aircraft Production--Lord Nuffield's New Factory for Producing Supermarine "Spitfire" Aircraft. 22 November, 1938

The factory is expected to begin production in February of 1939.

A-2-94 Aircraft from Canada. 22 November, 1938

Sir Kingsley Wood reported to Parliament the signing of large aircraft orders with Canadian firms which are to be maintained for ten years. Bomber planes were ordered and fighter and reconnaissance types are under discussion. The organization of Canadian Association Aircraft Ltd. was devised by the Air Ministry.

A-2-95 Expansion of Aircraft Factories--Vickers and Supermarine; Handley Page; and Westland. 23 November, 1938

These aircraft plants have undergone changes in control and considerable expansion, according to the press. Two new plants for light alloys have been announced.

A-2-96 Battleship for Australia. 6 December, 1938

Indications in the press that Australia may purchase a 16 inch gun battleship are reported not true by the Admiralty.

A-2-97 Turkish Naval Vessels to be Built in Great Britain. 7 December, 1938

The press reports a contract has been let by the Turkish Government to construct 11 coastal vessels.

A-2-98 Aircraft Carriers--Numbers of Officers, Men and Squadrons. 14 December, 1938

The Admiralty supplied the above data on all carriers then in commission.

A-2-99 British Industrial Mobilization--Industrial Advisory Panel. 15 December, 1938

The membership of the panel is forwarded with comments on its duties and operation.

[redacted]

[redacted]

A-2-100 Personnel for Defence Requirements--Numbers Necessary and Numbers Required as of 31 October, 1938. 19 December, 1938

A.R.P., R.A.F. and Army figures are supplied in detail.

A-2-101 British Aviation Industry. 29 December, 1938

Aviation progress in 1938 is surveyed in an article to be published later. Production capacity will be four times May 1938 production by May, 1940.

A-2-102 World Warship Construction, 1938. 3 January, 1939.

Admiralty contracts for work in shipyards will exceed 37 million pounds throughout 1939 and for material 11½ million pounds.

A-2-103 Fuel Oil and Gasoline Storage. 10 January, 1939

The government is proceeding with the preliminary work to carry out the underground storage program... Most of the gasoline storage is, or soon will be, underground.

A-2-104 The Fleet Air Arm Expansion. 10 January, 1939

There have recently appeared quite a number of articles on the expansion of the Fleet Air Arm announcing that that branch was to be increased from 3,000 to 10,000 officers and to somewhere in the neighborhood of 740 planes...this expansion is merely what will be required to provide planes and men to equip the new aircraft carriers...etc.

A-2-105 New Battleships, Lion and Temeraire. 11 January, 1939

Details of tonnage, armament, speed, etc. of new battleships.

A-2-106 Destroyers for Jugoslav Navy. 17 January, 1939

1 launched, 2 hulls building in Jugoslavia, machinery in England.

[redacted]

[redacted]

A-2-107 Garrison at Penang. 17 January, 1939

Building of batteries, barracks, etc. for garrison is under way.

A-2-108 Air Raid Precautions. 20 January, 1939

The cause of the original delays in A.R.P. preparation was the fact that most of the questions that required a decision were turned over to numerous committees. The sum of 22 million pounds has been allocated for A.R.P. expenditures for the next fiscal year.

A-2-109 Shipbuilding Program. 24 January, 1939

Anticipated dates of completion of ships due to complete in the financial year 1938.

A-2-110 R.A.F. Organization and Air Ministry Changes. 25 January, 1939

Middle East Command changed to Command-in-Chief and appointment of Air Marshall Mitchell to post, with reorganization of Air Ministry.

A-2-111 Admiralty Call to Retired Officers. 27 January, 1939

Considerable comment...has been made since the Admiralty announcement of 25 January that it is prepared to consider applications for reemployment for Home Service from Lieutenants and Lt.-Commanders on the Retired List. Officers under 40 are preferred....

A-2-112 New Class of Royal Fleet Reserve Established for Service in Emergency. 1 February, 1939

During the September crisis one of the difficulties attendant upon manning reserve ships was the impossibility of calling up reserves in advance of a Royal Proclamation. Designed to overcome this deficiency and to provide a class of the Royal Fleet Reserve available for immediate service, upon Admiralty call in time of emergency, an Admiralty Fleet order has been promulgated establishing an Immediate Reserve.

[redacted]

A-2-113 British Naval Adviser for Egypt. 1 February, 1939

Captain G.T. Philip has been appointed Naval Adviser to the British Military Mission in Egypt... The program of naval units for Egypt has been modified... There will be a compromise between coast defense vessels and special anti-aircraft cruisers of the British Navy.

A-2-114 Air Raid Precautions - Regional Defense. 6 February, 1939

Sir John Anderson's announcement of new schemes for the organization of civil defense against air raids is based on the division of the country into twelve Air Raid Precautions Zones.

A-2-115 Naval Building Program. 11 February, 1939

Annual program of construction for 1939 with details of ships, ordnance, etc.

A-2-116 Notes on Visit to Armstrong Whitworth Aircraft Ltd., Coventry. 15 February, 1939

Details of size, number of personnel, types being produced, and details of planes.

A-2-117 Training of Merchant Marine Officers and Seamen. 17 February, 1939

Institution and progress of training courses for defense, extension of courses, and numbers enrolled.

A-2-118 Turkish Naval Vessels to be Built in Great Britain. 21 February, 1939

Four submarines have been ordered by Turkey.

A-2-119 Supplementary Estimate, Air Services, 1938. 28 February, 1939

Estimates for various branches, including increase in personnel. Increases total air extimates for year to 134 million pounds.

A-2-120 British Naval Estimates for 1939. 1 March, 1939

Total estimates of 149 million pounds provided.

[redacted]

New construction program of 2 capital ships, 1 aircraft carrier, 4 cruisers, 2 flotillas of destroyers, 4 submarines, and 20 fast escort vessels, etc. Personnel strength of 133,000 provided for.

A-2-121 Allocation of New Naval Vessels to Building Yards. 3 March, 1939

Allocations for building of 2 battleships and 4 cruisers.

A-2-122 Air Estimates 1939. 8 March, 1939

Personnel strength of 118,000 authorized for the R.A.F. The authorized strength of the R.A.F. Reserve and R.A.F. Volunteer Reserve is 77,000 and the Auxiliary Force Reserve 27,000.

A-2-123 British Officer Procurement. 14 March, 1939

Increased needs for additional executive branch officers to be met by (1) employment of retired officers; (2) promotion to warrant officers; (3) transfer of R.N.R. officers; (4) entering of merchant marine officers.

A-2-124 Air Raid Precautions Estimates for the Year Ending 31 March, 1940. 15 March, 1939.

Total cost necessary, amounting to over 42 million pounds.

A-2-125 Harbor Changes in Alexandria. 16 March, 1939

A scheme has been prepared for improving the harbor at Alexandria at a cost of 3 million pounds. Work to be spread over 4 years and to include drydock for the use of Naval vessels, etc.

A-2-126 Austin Shadow Factory. 20 March, 1939

This government aircraft factory now employs seven thousand people on Fairey "Battles". When the present order of 863 is completed, production will start on Short "Sterlings".

[redacted]

[redacted]

A-2-127 Rootes "Shadow" Factory. 20 March, 1939

This government aircraft factory is well equipped. "Blenheims" have been produced since August, 1938. "Sterlings" may be built when the present order of 1000 planes is completed.

A-2-128 Naval Escort Vessels - Orders Placed for Them. 23 March, 1939

Yards to build ten escort or small destroyers are announced.

A-2-129 Expansion of Defense Forces in H.M. Dominions. 11 April, 1939

Funds appropriated for defense purposes in Canada, Australia, the Union of South Africa and New Zealand, as reported in Parliament.

A-2-130 Particulars of British Naval Vessels. 13 April, 1939

Information on eighteen light surface vessels of the 1939 annual program, provided by the Foreign Office.

A-2-131 Air Force List - Curtailment of Information Therein. 14 April, 1939

The reduced list shows the Air Ministry organization but not the composition of commands, groups and squadrons. Other details previously given are omitted.

A-2-132 Contracts Placed by Admiralty for Destroyers and Fleet Air Arm Supply Ship in 1939 Estimates, and 1938 Estimates, Respectively. 19 April, 1939

The construction program is summarized and the placement of certain contracts announced. The supply ship is a new type and details of the design and tonnage are secret.

A-2-133 Report on Visit to Blackburn Aircraft Ltd., Brough. 27 April, 1939

The Brough plant is producting "Skuas" and will make the "Botha". The Dumbarton plant is beginning on

[redacted]

[redacted]

"Bothas", while the Leeds plant feeds component parts to the other two. Details of the "Skua" and its counterpart the "Roc" are forwarded, as well as some data on the new Botha and a retractable float flying boat.

A-2-134 Mercantile Marine-War Services List-Training Courses. 18 May, 1939

Parliamentary debate with regard to rates and conditions of leave with pay for Merchant Marine personnel in training in H. M. Dockyards as Merchant Seaman Gunners.

A-2-135 Placing in Active Service of Certain Classes of the Royal Fleet Reserve, and Miscellaneous Reserves for Verying Periods of Service from 15 June, 1939. 19 May, 1939

Written announcement made in Commons regarding calling up of Fleet Reserves for service from June 15, 1939.

A-2-136 Oerlikon 20-MM. Gun for British Navy. 24 May, 1939

Attention called to Enclosures- M.A. London which contain proposal to equip British Merchant Vessels with one or more Oerlikon units with a total installation of 12,000 units foreseen. Enclosures forwarded in advance of confirmation by Admiralty. Suggestion made that inquiries addressed to M. Antoine Gazda, Oerlikon representative then projecting visit to U. S. Navy Department be discreet because of sources involved.

A-2-137 British Battle Fleet for Pacific. 19 June, 1939

Article in Hampshire telegraph S. Post of 16 June, 1939 - giving relative strengths of navies and lists of probable vessels to be sent to the Far East.

A-2-138 Training Young Fisherman for Naval Reserve. 24 June, 1939

Fisherman between ages of 20 and 21 registered under Military Training Act, expressing preference for Reserve will be enrolled in the Royal Naval Special Reserve. These men will serve in the R. N. for four years with six months continuous training.

[redacted]

A-2-139 British Floating Drydock Towed to Alexandria. 24 July, 1939

According to press; the drydock left Portsmouth 24 June, 1939 in tow of three Dutch tugs and arrived on 29 July. Voyage with 70 men aboard made without incident.

A-2-140 British Fleet Air Arm Trebled. 25 July, 1939

Clipping London Times 23 July, 1939. Article by Naval Correspondent of Times describes expansion of F.A.A. incident to construction of new carriers, and state number of planes operated by Admiralty as 700. Description of Skua divebomber. Discussion of probable use of bombers as reconnaissance and searching rather than a striking force.

A-2-141 Trawlers for the Royal Navy Anti-Submarine Work. 2 August, 1939

Press announced on 21 July, 1939 that the Admiralty had taken over 88 trawlers to be used for anti-submarine activities. Representation made by transport and several worker's union to owner's association to increase crews of trawlers operating to relieve any unemployment which might arise as result of Admiralty's action.

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NAVAL ATTACHE, PARIS

[redacted]

B-1-1 French Political and Naval Policies, 27 January 1937

This report quotes the Finance Commission of the French Chamber that the French Naval Building Program is lagging, but that the recent Anglo-French "mutual aid agreement" relieves the situation. (2)

B-1-2 Debate in French Chamber on "Preparedness of Nation for War" Covering the Three Military Services and Entire "National Defense Structure," 11 February 1937

This report quotes a Chamber member requesting urgent adjustments in the French Building Program to meet the critical situation and tells of the increase of anxiety because of control of the Military in Japan. (3-4)

It says that Germany has plans for the war's end in three months. (6)

B-1-3 Nationalization of War Industries, Objections to, 12 February 1937

This report says that governmental control of war industries is being criticized as being less versatile and efficient than private.

B-1-4 British Rearmament: What Does it Represent to France, now her Ally? 16 March 1937

This report quotes the French press as saying that the problems between England and Germany-Italy will lead to the establishing of a pre-war Entente. (1)

B-1-5 Planning of Aircraft Carriers in Future French Building Program, 3 May 1937

This report says that French marine specialists advocate light fast airplane carriers to use in the Mediterranean while England handles other waters; and comments on the inadequacy of the COMMANDANTE TESTE and BEARN in order to stress the need for two new modern carriers.

B-1-6 French (Naval) Building Programs, 10 May 1937

This report gives the projected units of the French Navy Building Program. (1938-41)

[redacted]

B-1-7 French Industrial Mobilization, 24 June 1937

This report quotes the Ministry of Marine as saying that workers have been mobilized for war, but material has not; that mobilization of women in industry and administrative offices is permitted for the duration of the war and that the mobilization of all forces is being studied by Army and Navy General Staffs and finally that the Government intends to stop all excess war profits. (2)

B-1-8 Political Events, 29 June 1937

This report quotes the Italian press via a Paris paper concerning the possibility of Eden and Blum acting despite the disarmament of England and the interior troubles of France; and comments that it is better if the action does come now rather than at a future date when Italy's enemies will be armed. (1-2)

B-1-9 Political Events - Bellicose Italy, 13 July 1937

Despite denial, Italy's warlike intentions cannot be doubted. (2)

B-1-10 Political Events - The Spanish Situation, 27 July 1937

This report states that France would like to clear the Mediterranean of German and Italian troops — preferably with the aid of England. (1)

B-1-11 Political Events, 10 August 1937

This report quotes Epoque as saying that Japan must have support in Europe if she undertakes to attack China entire. France is directly interested because of her closeness to Anglo-Saxon policy supporting China and because of Indochina. (2)

B-1-12 Political Events, 7 September 1937

This report calls attention to Gamelin's visit to England on 1 September and to the fact that France would have to carry most of the burden in the event of war. (3)

B-1-13 Output of Military Planes, as Compared to Germany, 4 November 1937

This report gives annual statistics on the output of planes in France and Germany for 1934, 1935, and 1936.

[redacted]

B-1-14 Political Events - Berlin-Rome-Tokyo Anti-Communist Pact, 9 November 1937

This report shows the pressure brought to bear on England by this Military Pact, the first target of which will be Czechoslavakia. (1-2)

B-1-15 Berlin-Rome-Tokyo "Triangle" Replacing the Berlin-Rome Axis, 15 November 1937

This report quotes Excelsior on the opinion that France's military weakness has driven smaller countries to turn to the Dictators. (1-2)

B-1-16 A World Survey of Naval Building Programs, From the French Viewpoint, 15 November 1937

This report quotes "Le Temps" as it compares France's sea strength with that of other countries in 1937 and discusses the French Naval Building Program for 1938. (1-2)

B-1-17 The French Aircraft Industry, 19 November 1937

This report says the French plane output has not increased in the past three years. (1)

B-1-18 North Africa, 19 November 1937

This report gives an account of the troubles caused by Italian Fascist propaganda in Algeria.

B-1-19 France - Mediterranean Routes Threatened, 22 November 1937

This report declares that France realizes that more attention must be given her Navy because of Italy's activity. (1)

B-1-20 Political Events, 23 November 1937

This report says that the Japanese have warned the French not to let munitions pass through Indochina. (1)

B-1-21 Political Events, 7 December 1937

This report quotes Petit Bleu as warning against any concessions to Germany, and speaks of the fear of Japan in regard to sending supplies to China. (2-3)

[redacted]

[redacted]

It continues by showing the approval of the press towards keeping France heavily armed by good appropriations in the 1938 budget. (5)

B-1-22 Efficiency of the Non-Commissioned Officers. A Detail of the Mobilization Plan, 14 December 1937

This report shows the complete trust in the Maginot Line by some of the army officers.

B-1-23 Production of Airplanes for the French Air Force, 14 December 1937

This report gives reasons for the lag in plane production and probable increase.

B-1-24 Extracts from Discussion of Naval Budget Before the Naval Committee, 16 December 1937

This report states that Europe was nearly set afire by the Italo-Ethiopian conflict, also by the Spanish Civil War and in 1937 by the troubles in the Far East. It expresses confidence in the Naval aviation setup, but says that progress has been too slow. (2-3)

B-1-25 A Service of Production for the Aviation Industry is Established, 20 December 1937

This report speaks of the system of denationalized industries after the war (1914-1918) followed by a trial concentration, then nationalization with increased interference by the Government through each of these moves. It tries to forsee the future of this policy. (1)

B-1-26 Article Entitled: The Days of the White Race in China are Over, 3 January 1938

This report quotes General Cugnac of the French Army as saying that France could not well keep Japanese influence from Indochina. (1)

B-1-27 Political Events, 11 January 1938

This report quotes Epoque as saying that Hitler and Mussolini, despite their expressed peace intentions, have territorial gains planned and that France should be strongly armed. (3)

[redacted]

B-1-28 France - Czechoslovakia, 24 March 1938

This report quotes the Eclaireur de Nice as deploring the comparative strength of France and Germany, which shows the former's weakness and the fact that it could only remain on the defensive.

B-1-29 Naval Policy - Statement of the Minister of Marine, 19 May 1938

This report quotes the Navy Minister as saying that changes must be made in the Navy budget to enable the French Navy to maintain its present rank and keep the security and prestige of France.

B-1-30 Airplanes. Placing of Orders for About 1400 Planes, 20 May 1938

This report says that since 17 March 1938, about 1400 war planes have been ordered, but that manufacture may be stopped for an improved type, if such is desired.

B-1-31 Edouard Herriot's Return from a Trip to Egypt, 23 May 1938

This report quotes Herriot's opinion of the strategic importance of Suez in regard to French interests.

B-1-32 Three Statements by French Air Minister with Regard to French Aircraft Production, 24 June 1938

This report states that the Morane 406 and the Potez 63 were the only planes retained of those proposed by the General Staff as satisfactory. (1)

It continues that with other planes, the Amiot 350 bomber and Ligre 45 bomber, preparation for mass production cannot be expected before the end of the year. (1)

B-1-33 France - Army - Preparation, 12 September 1938

Captain Harris, U.S.M.C., is reported here as saying that all French students, both actives and reserves, were sent back to their regiments and strategic points were being placed under guard. This mobilization of the army was being carried out quietly.

B-1-34 Air Army Pre-Mobilization, 27 September 1938

This report tells of Air Army activity in equipping planes and airdromes and of the call for a few specialists. Numbers are given on the types of planes available.

B-1-35 Political Situation, 27 September 1938

This report states that on 24 September there was a partial mobilization of 300,000 men. Some trucks, motor cars and horses were also requisitioned. (1)

B-1-36 Mobilization of French Navy Personnel During Crisis, 14 October 1938

This report quotes a member of the "Inscription Maritime" as saying that the French Fleet was completely manned during June - September. Specialists were retained to the number of 8,000, and 20,000 men were drafted in partial mobilization.

B-1-37 Military Situation, 17 October 1938

This report quotes General de Cugnac as saying that the French Army, without the aid of the Czechoslovakian forces which they had at first, would be dangerously inferior to the German at the beginning of 1939. (2)

B-1-38 44-Hour Week Inaugurated in all Naval Activities, 10 December 1938

This report states that a 44-hour week was ordered in all naval establishments beginning 5 December.

B-1-39 No Additional Units Projected in French 1939 Naval Budget, 10 December 1938

This report calls attention to the fact that ships now authorized will occupy French shipyards to capacity until 1942 and no new ones are to be added.

B-1-40 French Airplane Production, 18 January 1939

This report gives statistics on plane production

[redacted]

through 1938 by months. It also contrasts the 1937 production figures and shows what may be expected in the future. Production numbers for each type are quoted.

B-1-41 Increase in Enlisted Complement of French Navy, 21 January 1939

This report gives the numerical increase in men in the French Navy and speaks of further increase during 1939 to care for coast defense and new ships.

B-1-42 Conversation with Captain de Vilaine, Chief of the 2nd Bureau of the Ministry of Marine, 31 January 1939

This report quotes Captain de Vilaine as stating that the tonnages of the French and Italian Navies were about equal, but that in his opinion the French was the better of the two.

B-1-43 The French Naval Report, 27 February 1939

This report quotes "Le Yacht," in its figures on expected production of ships during 1939, that lists tonnage under construction amounting to 340,000.

B-1-44 Political Situation, 18 April 1939

This report speaks of fortification developments and the calling to duty of reservists. (1)

B-1-45 Political Situation, 25 April 1939

This report speaks of the quiet manner in which the calling of reservists is carried on. (1)

B-1-46 French Navy Personnel, 19 May 1939

This report tells of the increase in officer strength from 2,295 to 2,590 by the end of 1940.

B-1-47 France - Navy Personnel, 24 May 1939

This report gives figures on the increase of enlisted and petty officer personnel in the Navy. It also speaks of Army increases, additions, and retention of ships in service. (1)

[redacted]

[redacted]

B-1-48 French Naval Forces Increased, 3 June 1939

This report tells of the numerical increase in Navy personnel to meet the needs of new ships and additions in naval bases. New ships about to be put in use are cited. (1)

B-1-49 France - Political Forces, 30 June 1939

This report says that frontier regions from Metz to Belfort seem strongly defended and speak well of the strength of the Maginot Line.

It continues with descriptions of increased fortifications along the Swiss frontier, and of increased activity in aviation. (2)

B-1-50 Aviation - Mobilization of Air Army, 25 August 1939

This report states that the Air Army is held in readiness to move instantly. It mentions activities at Orly, Reims and Le Bourget.

B-1-51 Notes -- Navy Mobilization, 27 September 1939

This report gives figures on Navy mobilization and ages of the men. It speaks of the evacuation of Brest, except for Navy personnel.

Available boats are being taken over for patrol work in the Channel and older men are being used for the service.

There is an acute shortage of bedding, even for the army, but food supplies are better than during the first world war, and there seems to be plenty of ammunition.

Rumors are reported about thousands of French dead. No official numbers are published.

The report cites jokes about lack of real British help.

Gas masks are said to be available in too small numbers in villages.

Rumors are reported of an appalling lack of A.A. guns in French cities. It is reported that unemployment has increased despite the large number of men taken from industry. Reasons for this are listed. (1-3)

[redacted]

B-1-52 Increase in Officer Personnel - French Navy, 5 October 1939

This report states that the increase in officer personnel slated for a later date has been made effective at once.

B-1-53 France - General Situation, 20 October 1939

This report states that some of the older men are being demobilized, as they are not needed.

B-1-54 Creation of Consultative Committee. Committee to have Control of Raw Materials and Production, 20 December 1939

This report describes the new "Consultative Committee" to aid the Ministry of Armament in handling the changing of industries to meet wartime needs. This committee may include Chamber and Senate members to assure liaison between Parliament and National Defense, and will control output of raw materials and production of industry. (1)

B-1-55 France - Navy - Building Program, 2 January 1940

This report gives details of changes in the Naval Building Program. Work on heavy craft was delayed because of probable changes in design, and work on lighter craft was speeded because of the need of such at once.

B-1-56 Aviation - Planes and Engines, 15 April 1940

This report cites certain general trends in planes to meet war demands.

B-1-57 Projected French Naval Building Program of 200,000 Tons, 18 April 1940

This report states that the 200,000-ton Shipbuilding Program would not be started before the spring of 1941 because of lack of facilities.

B-1-58 Army - Aviation - Intelligence, 16 May 1940

This report quotes General Pretelat, commanding the Second Army Group, who said that the British were keeping too large forces at home in the fear of invasion and that hence France was carrying too great a load.

[redacted]

He went on to say that the United States should keep Italy out of the war.

DIS (S) French Fleet, June 1940

Assurances that the French fleet will not surrender have been given by Admiral Darlan. Orders have been prepared and are ready to be issued to the French fleet, depending on the Armistice terms. It is impossible to launch the JEAN BART before 20 June. Time permitting, this ship is to be towed to England. Otherwise, it will be destroyed on ways. There will be similar disposal of other uncompleted ships.

B-1-59 France/Germany - Aviation Production, 3 June 1941

This report quotes an officer of the Deuxieme Bureau d'Air as stating that he considered German airplane production, exclusive of all training planes, to be at present 2,500 a month; while the French by the end of 1942 would be about 250 planes a month.

DIS (C) French Warships, August 1941

DUNKERQUE, still at Oran only partially repaired. STRASBOURG in Toulon ready for sea.

DIS (C) Fuel Storage - Marseille, February 1942

No fuel oil storage tanks being constructed in Marseille. Since existing peanut oil storage tanks at Marseille are full, additional small to medium size tanks for storing this oil are being erected. All peanut oil held for account of Axis.

DIS (C) German Radio Communication with U-Boat, May 1942

Reliable technical source states the following: Germany communicates with her subs off American Coast through powerful radio station at Sainte Assise near Melun. Easily recognized by tall towers. All messages originate from Lorient and are automatically rebroadcast. 19,000 meters most frequently used. Destruction of this station would cause an estimated two weeks' interruption of communications while Germans shifted to only remaining sufficiently powerful station in Occupied France at Pontoise near Paris.

[redacted]

DIS (C) Japanese Seizure of French Ships, June 1942

Have been informed by a reliable source as follows:

On or about 25 May the Japanese seized the following seven French ships and are now operating them under the Jap flag:

ARAMIS, D'ARTAGNAN, CAP VARELIA, and LE CONTE DE LISLE, and BERNARDIN DE SAINT PIERRE, and PERSEE of Dreyfus line and one other ship of Messageries Maritime.

DIS (C) Japanese Seizure of French Ships, June 1942

Second reliable source states the following ships in addition to those previously named have been seized by Japs. BOUGAINVILLE and VILLE DE VERDUN and a number of small ships totalling seven thousand tons. Grand total of 85,565 tons of shipping seized.

DIS (C) German Domination of French Industry, June 1942

Informed as follows by a reliable source:

Germans have ordered work stopped on ships under construction in French shipyards that are scheduled for completion in 1943, and have suspended war material contracts of French factories calling for 1943 deliveries. Have directed that every effort must be made to complete 1942 orders as quickly as possible. By this action, Germans hope to recover some steel plating and force workmen not capable of being employed on 1942 orders to work in Germany.

DIS (C) Blockade Runners, July 1942

Reliable mercantile source informed me that Italian steamer HIMALAYA arrived Bordeaux six June with cargo of 7,500 tons rubber from Saigon via Straits of Magellan. 60-day voyage.

DIS (C) Axis Subs in Occupied French Ports, July 1942

Reliable French Military official informed me as follows:

No Italian submarines have been seen in Occupied French ports during past six weeks. Only small number of German subs present at one time in Occupied French ports.

[redacted]

DIS (C) German U-Boat Operations, August 1942

Excellent source informed me four German sub supply ships operate out of Nantes. Ships carry sub personnel who are transferred at sea as required. Cruises average 80 days at sea. Generally three at sea and one in port.

Jap N. A. informed French Intelligence British patrol plane detection gear so efficient that Germans while in gulf of Gascony cruise submerged at night and on surface during day.

DIS (C) Blockade Runners, September 1942

Excellent source informed me Jap N. A. stated the following to the French Naval Intelligence:

Jap sub which arrived Lorient last month was of Interrogatory 16 class and made trip from Japan without refueling. French Admiralty opinion sub refueled off Cape Good Hope. Sub carried official mail and 20 tons cargo which is believed to have included quinine. Sub now en route to German port.

Same source informs me French Admiralty has information indicating that ships carrying rubber from Orient are slipping through blockade to the French Occupied Ports.

DIS (C) Axis Subs Operating from Occupied Ports, September 1942

Reliable source informed me Naval Intelligence (French) estimated 90 (German) subs operate out of Occupied French Ports and 60 subs operate out of Dutch and Belgium ports.

DIS (C) No French Submarines Operating with Axis, October 1942

Chief of French Naval Intelligence gave me formal assurance that no French submarines are operating with Germany. Stated French subs under construction or undergoing repair that were in occupied territory at time of armistice had been effectually demolished and Germans were not attempting to place them in service.

[redacted]

[redacted]

DIS (C) German Luftwaffe Reserves Believed Depleted, December 1942

During past three weeks, Sweden, Roumania, Finland, and Spain have been negotiating to buy planes from the French. They told the French that Germany had refused to sell them planes. French Air Intelligence consider this reliable indication that German reserve stocks are temporarily depleted.

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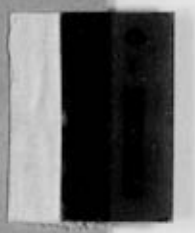

C

NAVAL ATTACHE, BRUSSELS

[redacted]

C-1-1 Reorganization of the Belgian Army, 6 January 1937

This report describes the general organization of 12 active infantry divisions.

C-1-2 The Belgian Military Budget, 23 February 1937

This report says that the Budget Committee has approved additional amounts needed by the Army and gives figures.

C-1-3 Belgian Military Organization, 6 November 1937

This letter lists the budget for and mobilizable effectives in the Belgian military organization and certain changes within said organization. Anticipated time requirements are listed.

C-1-4 Material Needed by the Belgian Air Force, 4 October 1939

This report states that the Ministry of National Defense has given orders for purchase of material for the Air Force from the United States.

C-1-5 The Present Problem of Belgian Defense, 25 October 1939

This report describes the Belgian confidence in the past danger of a surprise attack and their belief in having utilized well their troops in defense positions.

C-1-6 The Nucleus of a Future Belgian Navy, 28 October 1939

This report says that because of the dangers to the Belgian coast a small preliminary naval force (coast artillery) has been established. The officers have been taken from the Merchant Marine and Fishing Service, and the total number of men will be brought up to 1,200.

C-1-7 The Question of Dutch-Belgian Military Cooperation, 2 November 1939

This report makes it clear that Holland has no intention of endangering her complete neutrality by an alliance with any other nation for defense plans.

[redacted]

C-1-8 The Pros and Cons of a German Invasion of the Low Countries, 15 November 1939

This report estimates that Germany would not provoke Holland and Belgium because their fortifications though not large are hardly worth the evident German losses now that the element of surprise is lost.

C-1-9 Military Aviation, 24 November 1939

This report gives an account of the organization and headquarters of the Aeronautique Militaire, lists peace-time aerodromes and types of military aircraft. It continues by saying that the Government, realizing the need to modernize equipment, has voted appropriations. The British have cooperated in this effort, and have delivered some planes and anti-aircraft guns.

C-1-10 The Recent Belgian Crisis, 16 January 1940

This report relates the series of threatening German moves and Belgian defense precautions. The King took over command of the Army on the 14th, but the German Embassy made no move to send its personnel home. The feeling persists that Germany is still trying to determine the steps the other countries might take in the face of the invasion.

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NAVAL ATTACHE, ROME

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D-1-1 Strength of Italian Navy, 22 January 1937

This report gives a table of the enlisted strength of the Italian Navy as of 1 December 1936. Total personnel (less officers) is 57,791. (2)

D-1-2 Italy's Preparation for East African Colonial Campaign, 2 April 1937

This report compares Italy's position as of 24 May 1915, 3 October 1935, and 30 March 1936. At last date, Italy had 350,000 men, 17,100 officers, 19,000 motorized units, and 1,608 pieces of artillery in East Africa. The strength is attributed to Il Duce.

D-1-3 Troop Movements in East Africa, 2 April 1937

This report states that on 29 March 1937, 657,000 Italian troops were southbound through Suez and 327,000 northbound. It estimates 192,000 troops and 133,000 laborers in East African Colonies.

D-1-4 Location, Organization of Italian Naval Units as of 1 April 1937, 7 April 1937

This report notes that the Ministry of Marine no longer furnishes data on new construction.

D-1-5 Mediterranean Equilibrium, 15 April 1937

This report studies the position of the European Powers in the Mediterranean. The importance of Italy astride the Mediterranean with her Spezia, Trapani, Augusta, Tripoli system of traffic control. There is an examination of the position of England, France, Turkey, and Russia.

D-1-6 Italian Naval Program, 19 May 1937

This report states that two battleships are progressing rapidly and that two others are ready for service. Two older battleships are being modernized. Two light cruisers are to be commissioned. Additional MTB's and submarines have been added to the fleet.

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D-1-7 Strategic Policy - Distribution of Squadron, 22 July 1937

This report locates the 1st and 2nd squadrons. It states that all heavy units are at Taranto, and mentions new units to be added. The critical importance of the strategic Sicily-Tripoli-Sardinia triangle is stressed.

D-1-8 Organization of Territorial Air Zones in Italy, 13 August 1937

This report presents a detailed analysis of the organization of the Italian Air Force Command.

D-1-9 Maneuvers in Sicily, 20 August 1937

This report discusses maneuvers carried out by 50,000 men, 3,000 motor units, 500 guns, and 1,250 machine guns. The lessons learned are that:

1. Sicily cannot be invaded.
2. Sicilian defenses need strengthening.
3. The Air Force would be very important in the defeat of invaders.

D-1-10 Shortage of Conscripts, 19 November 1937

This report states that there is a shortage of conscripts, due to the fact that 1917 was a war year. Many regiments are below peace-time strength.

D-1-11 Increase in Italian Aviation Personnel in Sicily, 3 December 1937

This report states that the headquarters of the Sicilian Air Fleet is at Palermo. There is a great increase in personnel, but a lack of planes.

D-1-12 New Sicilian Airports, 10 December 1937

This report states that ten new large aviation fields have been established on the island.

D-1-13 Italian Intervention in Spain, 14 January 1938

This report gives information that from 2,000 to 3,000 native troops were despatched from Libya and that Italian transports were carrying a large number of troops to Spain.

[redacted]

D-1-14 Italy Strengthens Abyssinian Forces, 27 January 1938

This report states that a steamer left Naples with 1,910 military personnel (in addition to 3,000 a week before). It is also stated that 113 planes have been used against Ethiopia. Squadrons travel 200 miles to drop supplies. (2)

D-1-15 New Torpedo Boats and Submarine, 8 February 1938

This report asserts that three torpedo boats and one submarine were recently launched at Italian Yards.

D-1-16 Italian and German Airmen in Tetuan, 11 February 1938

This report says that Italian and German airmen are at Tetuan. Some of the airmen may have escorted a convoy of Italian steamers to Cadiz.

D-1-17 Summary of Italian Naval Vessels Under Construction, 3 March 1938

This report has detailed information on the subject, including submarines.

D-1-18 Air Stations in Sicily, 4 March 1938

This report adds to details of a former list. It contains good strategic information.

D-1-19 Visit of Italian Naval Vessels to Portugal, 11 March 1938

This report discusses the presumed shakedown cruise of Italian Naval Vessels.

D-1-20 Italian Fleet Organization and Activities, 25 March 1938

This report is a long and detailed study of subject.

D-1-21 Senate Discussion of Naval Budget, 1 April 1938

This report stresses the discussion in the Italian Senate of the need for areas in the Mediterranean to accommodate the fleet. Reliance on Il Duce in this matter is emphasized. (1)

[redacted]

D-1-22 Reorganization of Italian Air Force, 21 April 1938

This report describes the establishment of an air fleet for the purpose of giving greater mobility to the air arm. Each squadron will study tactics to be used in the event of war.

D-1-23 Italian Air Force, Organization of. Location of Units, 8 June 1938

This report is given in extremely close detail.

D-1-24 Italian Air Force, 1 August 1938

This report discloses organization, duties, dependency of the Air Fleets, Air Divisions, Air Brigades and Territorial Air Zone HQ.

D-1-25 Italian Aeronautical Manufacturing Practices, 16 September 1938

This report tells of production capacity, design tendencies, security measures, armament and camouflage of aircraft, as well as de-icing devices.

D-1-26 Pantelleria - Air Bases - Strength, 12 October 1938

This report compares peace-time allocations of air units to Pantelleria - 24 seaplanes, 48 military planes, with war-time allocation of 200 planes. The airbase will accommodate 140, leaving 60 planes to be its war-time complement.

D-1-27 Material Readiness and Efficiency of the Italian Air Force, 25 October 1938

This report is detailed and long, comparing points of weakness with those of strength.

D-1-28 Organization of Air Zones in Italy, 26 November 1938

This report lists the territorial air zones and aeronautical commands in Italy.

D-1-29 Bombing Range of Italian Aircraft, 14 December 1938

This report tells of Italian newspapers' published

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map indicating objectives attainable within a little more than two hours by their bombing planes carrying 2,000 kilograms of bombs.

D-1-30 Italian Fleet and its Relationship to the Naval Treaty, 16 December 1938

This report deals with information on Italian naval vessels as furnished under the 1936 Naval Treaty.

D-1-31 Italian Aircraft Production, Estimate by Types, 1 January 1939

This is a statement that 186 planes were manufactured in December 1938.

D-1-32 Italian Aircraft Production, 31 January 1939

This report contains an estimate of monthly aircraft production in Italy, by types for January 1939 and indicates 189 as estimate of all types.

D-1-33 Italian Aircraft Production, 28 February 1939

This report is the estimate of monthly aircraft production in Italy, by types for February 1939 and indicates 184 as estimate of all types.

D-1-34 Construction of new Airplane and Engine Factory Near Naples, 7 March 1939

This report says that Alfa Romeo and Cantieri Riuniti of Adriatico are to build a plant for experimental work and construction of planes and engines between Pomigliano d'Argo and Acerra.

D-1-35 Italian Legionnaires Return from Spain, 29 March 1939

This report discusses the service of Italian pilots in the Italian Air Force Aircraft in Spain from where 300 aviation "Legionnaires" had returned to Italy and marched in parade March 28th, Aviation Day.

D-1-36 Nationalist Aircraft in Spain, 30 March 1939

This report asserts that total Nationalist Aircraft in Spain is estimated to be 427, 250 are

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stated to be Italian Air Force planes piloted by officers and NCO's of the Italian Air Force.

D-1-37 Aircraft Production in Italy During March 1939, 31 March 1939

This report discusses reasons for lower than recent average aircraft production of 153 for March 1939.

D-1-38 Axis and Democratic Air Strength, 31 March 1939

This report tells of an article referring to an Italian estimate of Axis air strength. The article concerns strength of "France and Allies" and "Italy and German Block."

D-1-39 Report on Aviation Participation in Italian Occupation of Albania, 13 April 1939

This report states that aviation, aside from the main function of transporting troops from Italy to Albania (after complete occupation of Tirana by land forces) and minor activity of dropping pamphlets, played but a small part from strictly military standpoint having met no air or anti-aircraft opposition. (2)

D-1-40 Account of Italian Invasion of Albania, 14 April 1939

This report asserts that the Army received no timely nor proper support from the Navy and that fundamental principles governing land forces were completely violated. (2)

D-1-41 Military Preparations and Precautions in Sicily, 20 April 1939

This report indicates that submarine nets had been placed at entrance to inner harbor at Palermo; civilians had been evacuated from Augusta Naval Base and vicinity of Catania airfield; lastly, hospitals were to be in readiness.

D-1-42 Production of Aviation Gasoline in Italy, 20 April 1939

This report states that the Azienda Nazionale Idrogenazione Combustibili is now producing all the

[redacted]

high octane gasoline required by the Air Force, thus doing away with its importation.

D-1-43 Aircraft Production and Attrition, 1 May 1939

This report states that the monthly report (which is now to be temporarily discontinued due to detachment of the Assistant Naval Attache for Air) reveals total estimated production for April 1939 of all types to be 174.

D-1-44 Conversation with British Naval Attache, 3 May 1939

This report admits that the greatest menace in the Mediterranean was the Italian submarines. The British Naval Attache although unfamiliar with present plans and not knowing where the first blow would come in case of war, felt that at time of sanctions the British would attack immediately points of Syracuse and Catania.

D-1-45 Article on "The Naval Aspects of the Pact of Milan," 17 May 1939

This report deals with the article written by Admiral Raineri-Biscia (Naval Liaison Officer with Foreign Office) which is based on "Naval Aspect of the Pact of Milan" (Military and Political Alliance between Italy and Germany). Among items discussed are the respective strength of principal navies, potentialities of German battle cruisers equalled only by British HOOD Class and French DUNKERQUE Class, England's preponderance in aircraft carriers.

D-1-46 "The Italian Navy in the Spanish War," 9 June 1939

This report was made from translation of article in an Italian periodical which tells of 149 naval units participating in 870 missions covering hundreds of thousands of miles in less than three years.

D-1-47 "The Principal Fleets and Their Bases," 14 June 1939

This report is a detailed discussion of Italian, British, French, American, Dutch, and Japanese Navies and defense bases as obtained from a translation of article believed to be by Admiral Raineri-Biscia.

[redacted]

D-2-48 Miscellaneous Items of Current Interest, 18 August 1939

This report concerns inspection of fortifications on Franco-Italian border by Marshal Emilio de Bono. Inspection revealed that there was utmost efficiency, maximum speed and energy to complete every last detail necessary for the defensive equipment. (1-2)

D-2-49 Current Events and Comments, 2 Sept. - 7 Sept. 1939, 7 September 1939

This report states that 20,000 troops left Bari and Brindisi for (probably) Libya. The estimated present number in Libya is between 125,000 and 150,000. (3)

D-2-50 Italian Military Forces, 7 September 1939

This is a detailed statistical report on distribution of Italian Military Forces as of 25 August 1939.

D-2-51 Conversation with British Naval Attache, 10 September 1939

This report states that the British Naval Attache quoting Admiral Somigli says that troops for replacements and to increase forces were being sent to Libya. (1-2)

D-2-52 Conversation with British Naval Attache, 21 September 1939

This report states that the British Naval Attache tells of large number of reinforcements of Italian troops that are being sent to Libya. (1)

D-2-53 Constitution of Third Aerial Army, 28 September 1939

This report says that only the Fourth Territorial Zone (Southern Italy) is without regularly constituted Aerial Army, for the Ministry of Aeronautics Order Sheet of 18 September announced constitution of the III Aerial Army (established in Third Territorial Zone).

D-2-54 Projected 100% Increase in Italian Air Force, 9 Feb. 1940

This report states that the Italian Under-Secretary of State for Air announced via press that

[redacted]

[redacted]

Italian Air Force is to be doubled. (Information is so far unconfirmed.)

D-2-55 Air Minister's Speech, 15 March 1940, 18 March 1940

This report tells of progress of Air Force since its constitution of 18 years ago by discussing its financial, training, preparation, field and services, and future potentialities. It also stresses the importance of aviation as a determining factor in combat against the Allies.

DIS (S) Mobilization in Italy, May 1940

Recent conscriptions have brought Italian Army's strength up to about 2,000,000 men forming the groundwork for quickly completing mobilization. Navy on war footing. As Air Force has told reserve pilots to stand by and has called up specialists from reserves, it can mobilize very quickly.

D-2-56 Strength and Disposition of Italian Air Force, 20 June 1940

This report deals with figures on organization, strength, and disposition of Air Forces.

DIS (C) Naval Action, Ionian Sea, July 1940

Ministry of Marine gave following story of naval action in Ionian Sea, 9 July, today:
Text then describes in detail number and names of Italian units, claims of damage inflicted, damage sustained, etc.

D-2-57 Italy's Present Position, 23 August 1940

This report tells why Admiral Cavagnari was very much concerned over the status of the naval situation. (3)

D-2-58 Italy's Present Position, 27 September 1940

This report concerns damages to certain naval units and mentions the use of German planes. (3-4)

[redacted]

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D-2-59 Damage to Italian Ships, 14 November 1940

This report concerns damages to CAVOUR, LITTORIO and CESARE during battle at Taranto on 11 November.

D-2-60 Current Events and Comment, 6-13 December 1940, 13 December 1940

This report asserts that 800 large German transport planes have been flown to Italy for Italians. (2)

D-2-61 German Troops in Italy, 3 January 1941

This report discusses motives for the presence of German Air units in Italy and explains benefits Italy is to derive therefrom. (3)

D-2-62 Damage to BB LITTORIO. Italy-Aviation-Material, 7 January 1941

This report contains information as to the extent of damages inflicted to LITTORIO in battle of Taranto and also discusses strategic values of Pantelleria. Included in this report are evidences of dissension between Italian Air Force and Naval Air Arm. (2-4)

D-2-63 German Troops and Planes in Italy, 10 January 1941

This report concerns the denial of rumors regarding arrival of German troops and planes in Italy. However, admission is made that German Air Force present in Italy is self-sustaining. (4)

This report also states that: Military forces in Trieste area nowreported to be 100,000 and include two Army Corps at Trieste and Udine, of five divisions. (2)

DIS (S) Nazi Forces in Italy, January 1941

No Nazi troops in Italy; but Nazi Air Force units are present and are absolutely self-sustaining. They have spare parts as batteries, motorcycles and trucks; ground crews, food, fuel.

DIS (C) Condition of Italian Battleships, January 1941

CESARE (BB) holed below water line at Naples

[redacted]

during air attack 8 January. She arrived at Genoa on 12th for repairs. DORIA in drydock at Nice. DUILIO being repaired at Trieste. CAVOUR sunk at Taranto. Only BB operating is VITTORIO VENETO.

DIS (C) German Air Headquarters at Catania Airfield, January 1941

German Air Headquarters at Catania airfield is in Miramare Hotel at Taormina. German aviators boast they will take Malta within two weeks. German trucks being transported by sea from Trieste through Yugoslav waters to Giovanni di Medua.

DIS (C) Presence of German Troops in Italy, January 1941

Presence of German troops in Italy confirmed. Reliable informant states two German divisions at or near Bari in order to take part in offensive in Albania.

Permission being asked Vichy for occupation of Bizerte and other African ports.

Two Italian and five German mechanized divisions under orders to Sicily for transportation to Libya. This is a doubtful report.

DIS (C) German Planes and Personnel in Sicily. Location Italian BB's, February 1941

700 German planes at Catania and more at Comiso. 10,000 conservative estimate of German personnel in Sicily.

DUILIO (BB) not at Trieste as previously reported but arrived Genoa from Taranto 30 January and will drydock for extensive repairs. LITTORIO (BB) at Taranto. CESARE(BB) left Genoa last week for unknown destination.

D-2-64 Current Events and Comment, 7 February 1941

This report discusses number of Air Force personnel and units in Sicily and also important future missions to be undertaken by German troops. (2-3)

[redacted]

DIS (C) Bombardment of Genoa. Damage to Italian Naval Vessels, February 1941

Genoa bombarded by British Fleet on 9th. No air or naval opposition. Defense consisted of A.A. fire from (BB) DUILIO, old monitor FAA DI BRUNO and shore. Serious damage reported at Ansaldo and Sanpier Darena 20 houses destroyed in center of city. Troop ship GARIBALDI hit. No great damage to R.R. office. One wing of hospital hit. DUILIO was in drydock and was damaged slightly.

CESARE (BB) has not returned after leaving port several days ago. BANDE NERE (CL) repairing serious mine damage at Naples. 24 submarines are operating out of Bordeaux.

DIS (C) Disposition German Troops - Sicily, Tripoli, Libya, etc., February 1941

From believed trustworthy source following came from Foreign Office circles:

(1) German armored units being landed at Tripoli by sea and air at night.
(2) British forces will be ambushed about two-thirds of way between Benghazi and Tripoli.
(3) At same time German forces will move through Bulgaria against Salonika and Constantinople with the main objective the Suez Canal.
(4) Invasion of England may not be necessary, due to the fact that the English can be starved by submarine warfare.

From German source:

(1) In Libya two Nazi armored divisions and in Sicily other German troops.
(2) German troops actually in Albania with others in reserve at Bari.
(3) Grasiani left for Tripoli on Monday.

DIS (C) Attack on Genoa, February 1941

One-third of all buildings in Genoa industrial area damaged by bombardment of 9 February.

Large stocks of gasoline at Monopoli.

British parachutist attacks of 10 February accomplished some damage. Bari aqueduct cut.

[redacted]

[redacted]

D-2-65 Current Events and Comment, 21 February 1941

This report contains additional information concerning Genoa bombardment on 9 February plus Italian authorities' reaction as to landing of British parachutists in Italy on 10 February. (2)

DIS (C) Italian Ships Sunk. Scarcity Aviation Fuel, March 1941

Troop ships CONTE ROSSO and CITTA DI MESSINA and light cruiser DIAZ sunk with heavy loss of life which included German air mechanics.

The problem of aviation fuel is becoming serious.

DIS (C) Estimate Italian Plane Losses, March 1941

(1) Estimate Italian plane losses as follows:
English Channel - 100
Greece & Malta - 200
Africa - 1300
(2) No new types of aircraft reported.

D-2-66 Italian Intelligence Items, 10 March 1941

This report tells of the High Command in Libya being in German hands plus number of armored divisions in Tripoli, amount of manpower in Sicily and the fact that the ARMANDO DIAZ has been sunk. (2)

DIS (C) Italian Fleet, March 1941

(1) LITTORIO (BB) nearing completion at Taranto.
(2) Cruiser division at Spezia is known to be under sailing orders. Commanding Admiral is not expected to return for several weeks.
(3) VITTORIO VENETO left Cagliari on 22 March for Taranto. Other ships left Pola.

D-2-67 Italo-German Relations, 29 March 1941

This report indicates disharmony between Sicilian population and Germans and also the fact that Germany is exerting pressure to place Italian police under German control.

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D-2-68 Axis Aircraft Production, 29 March 1941

This report indicates the insignicicance of Italian aircraft production as compared with that of maximum Axis production per month. Mentioned also are the airfield and repair and mounting shops being constructed at Guidonia.

DIS (C) Battle of Cape Matapan, April 1941

Admiral Jachino, Commander in recent engagement (28 March Battle of Cape Matapan), was in VITTORIO VENETO. Until 24 hours after battle, the Ministry of Marine had no report of the action. A fairly good picture of the battle was obtained by intercepting messages between British units. Admit the loss of three cruisers and two destroyers but deny loss of large battleship. Not known whether messages were in code or clear.

DIS (C) Repairs for BB DUILIO, April 1941

Battleship DUILIO will leave Genoa by 15 April in order to find secure place to complete repairs. Possibly Spezia.

DIS (C) Damage to VITTORIO VENETO, April 1941

VITTORIO VENETO (BB) was engaged in naval action 28 March. Damaged by one torpedo hit and four or five fifteen-inch shell hits. Believe to have returned to Taranto. Two to three months to repair. Considerable damage. Will proceed soon to Trieste yards for repairs.

D-2-69 Germany Sending Troops to North Africa, 7 April 1941

This report states that 20,000 German troops will move through Italy destined for Africa in next few days, and that it is Germany's intention to keep sending troops until there are 250,000 in North Africa. It also states that troops will be equipped down to last screw and nail for tropical service. (1)

DIS (C) Jachino Relieved of Command - Italian Naval Morale Low, April 1941

Italian ships fired on own forces during naval battle on 28 March. Damage superficial due to poor

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[redacted]

gunnery. Admiral Jachino relieved of command. Feeling among Senior Officers is that fleet never trained as combat unit and that all possibility of such now gone. Confidence is gone and general naval morale very low.

DIS (C) Italian Battleships at Taranto, April 1941

Both VITTORIO VENETO and LITTORIO now at Taranto. As soon as LITTORIO is finished VENETO will enter the dock there.

DIS (C) Fortification Work Between Germany and Russia, April 1941

German troops being sent to Russo-Polish border and fortification work between Germany and Russia being expedited. A.A. defense in particular being prepared.

D-2-70 Statements of Italian Naval Officers, 26 April 1941

This report admits that Italy has to fear a German more than a British victory. However, situation permitted no other choice than to join Germany. Mentioned also is the uncertainty as to outcome of German thrust into Egypt.

D-2-71 Italian Air Force Operations, 5 May 1941

This report states the reasons why the Italian Air Force is no longer a major fighting force. (2)

DIS (C) German Troops, North Africa, May 1941

180,000 German troops now reported in North Africa.

D-2-72 Italian Plane and Production Notes, 2 June 1941

This report mentions production of certain planes and engine types.

DIS (C) Italian Naval Strength, June 1941

Detailed estimate of Italian Naval strength.

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[redacted]

D-2-73 Current Events and Comment, 17 June 1941

This report contains isolated events such as: Damage to VITTORIO VENETO, formation of French speaking force by Italians for duty in Tunisia, transfer of German Air Command Headquarters from Sicily to Crete, arrival of German Stuka planes in Japan, no recent return to Italy of Italian submarines engaged in Atlantic, friction between Germany and Russia. (3)

DIS (C) Italian Naval Strength, June 1941

Continuation of previous despatch received in June 1941 on Italian Naval strength.

D-2-74 Italian Aircraft and Engine Production, 23 June 1941

This report gives number of aircraft produced for May 1941, name of plant producing 90% of Italian aircraft engines, and name of a firm producing both aircraft and aircraft engines.

DIS (C) Italian Naval Strength, June 1941

Continuation of two previous despatches received in June 1941 on Italian Naval strength.

D-2-75 Aviation Information, 1 July 1941

This report reveals: Experimentation with "Campini" propellerless plane, development of new high speed Italian fighter plane, and the importance attached to development of torpedo planes. (2)

DIS (C) Sinking of YORK by One-man Torpedo Boat. Reported Opening of Italian School for Training Operators of "Human Torpedo," July 1941

Danish merchant sailors returning to Denmark from Crete say they witnessed sinking of cruiser YORK by one-man torpedo boat in May.

Italians are reported to be opening a school for training operators of "Human Torpedo."

DIS (C) Italian Navy, July 1941

Details of movements of Italian naval vessels.

[redacted]

[redacted]

D-2-76 Current Events and Comment, 22 July 1941

This report tells of activities of VITTORIO VENETO, LITTORIO on July 10th, sinkings of auxiliary cruiser, ESPERIA (not the GORIZIA, as expected) and movement of German troops into North Africa. (2)

D-2-77 Current Events and Comment, 29 July 1941

This report tells of location of German material and forces at Ostia, Africa, Naples, and the activities of a German convoy about July 22. Report also points out Italian anxiety over shipping losses. (3-4)

DIS (C) German Planes in Sicily, August 1941

400 German planes reported to have arrived in Sicily to control Sicily Channel to protect passage of troops to Africa.

DIS (C) Shipment German Tanks to Africa Reported, August 1941

Germans said to be shipping tanks and armored equipment to Africa on Italian cruisers and destroyers.

DIS (C) Guerrilla Warfare in Yugoslavia, August 1941

Guerrilla warfare in Yugoslavia increasing and beginning to assume disquieting proportions. Three divisions and four blackshirt battalions sent to control situation.

D-2-78 Conversation with Italian Official, 5 August 1941

This report reveals: recognition that Malta will not succumb, admission that theory on which Italian Navy built was wrong, and difficulties of Italians getting men and supplies to North Africa due to British operations in Mediterranean.

D-2-79 Miscellaneous Aviation Information, 5 August 1941

This report reveals German mistrust for Italians, plus the extent of German control of A.A. defenses in Naples. Included also is the source and number of German planes sent to Sicily. (1-2)

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[redacted]

D-2-80 Current Events and Comment, 5 August 1941

This report states types of Italian ships delivering material to North Africa; the presence of Italian troops on Russian front; and the existence of guerrilla warfare in Croatia. (3)

D-2-81 Estimate of Italian Military Aircraft Production, 5 August 1941

This report tells the number of military aircraft produced per month and reasons for the shortage.

DIS (C) Tanks Going to Cyrenaica, August 1941

Large quantities of tanks and munitions going to Cyrenaica from Algeria and Tunisia.

DIS (C) Italian Fleet Keeping to Port, August 1941

Italian fleet keeping to port as result of British submarine operations.

DIS (C) Convoys Leaving Genoa for Tripoli, August 1941

Details on convoys scheduled to leave Genoa for Tripoli.

DIS (C) Naval Movements, August 1941

Details of naval movements. German submarines at Valona.

DIS (C) Convoy - North Africa, August 1941

Details of convoy movements to North Africa.

DIS (C) Naval Movements, August 1941

Battleship ROMA, under construction, ready to be towed from Genoa. Details of other naval movements.

DIS (C) BOLZANO (CA) Reported Sunk, September 1941

The heavy cruiser BOLZANO reported sunk by submarine near Messina.

[redacted]

[redacted]

DIS (C) Information on BOLZANO (CA), September 1941

One source states BOLZANO sunk, another source states BOLZANO damaged and towed to an Italian port heavily down by the stern.

DIS (C) Warships - German Troops, at Naples, September 1941

A number of warships of all types, including some heavy units, were in Naples harbor on 5th and 6th of September. German troops were in Naples camped at Bagnoli.

DIS (C) Report on Contemplated Movements Italian Submarines, September 1941

Report rated "C" states five Italian submarines will attempt by submerging under outgoing merchant ships, to pass during September into Atlantic.

DIS (C) Mussolini's Reaction to Visit with Hitler, September 1941

Mussolini, on return from last visit with Hitler, is reported to have told the King that he had made a great mistake but he could see no way out of the bad position in which he found himself.

DIS (C) Italian Submarines Reported Carrying Munitions to Africa, September 1941

Commander of Italian submarine told contact that Italian submarines are carrying munitions to Africa. He said the Navy is short of submarines, having sent far too many into the Atlantic.

DIS (C) Italian Cruiser hit by Torpedoes, September 1941

A Petty Officer serving on board the DUCA D'AOSTA (6 inch cruiser) stated the vessel as hit by two torpedoes on August 4 near Palermo. One torpedo hit under bridge, the other between 3rd and 4th turrets. Ship was able to make port, but with heavy list and down at stern.

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[redacted]

DIS (C) Infantry Units Leaving Italy for Africa. BB's VITTORIO VENETO and LITTORIO at Naples, September 1941

Nine motorized infantry units of 5,000 men each left Italy for Africa since 14 July. Three units have German motorized equipment, drivers, technicians and mechanics; the others are Italian. All infantry personnel are Italian.

Both VITTORIO VENETO and LITTORIO were at Naples on evening of 11 September. One moored alongside Mole south of Stazione Marittima with about 7,000-ton merchant ship outboard; other moored north side of Mole San Vincenzo surrounded by special torpedo nets. Both camouflaged and have been at Naples more than 10 days.

D-2-82 Naval Operations, 16 September 1941

This report tells of shuttle submarine service carrying supplies and munitions to North Africa, and also mentions status of BB CAVOUR. (2)

DIS (C) Conversion Italian Liners to Aircraft Carriers, September 1941

Report received today that liner ROMA and one other merchant ship being converted to aircraft carriers at docks west side harbor Genoa.

DIS (C) Lack of Fuel Prevents Fleet Operations, September 1941

Italian submarines and surface ships in considerable numbers are unable to operate due to lack of fuel oil and large combined fleet operations now considered impracticable.

DIS (C) Naval Vessels at Naples, September 1941

At Naples 18 September: BB's VENETO, LITTORIO, eight submarines, some destroyers, no cruisers.

DIS (C) Shortage Merchant Tonnage, Mediterranean, September 1941

Operating shortage of merchant tonnage exists in Mediterranean. There are enough to supply Axis troops in North Africa but not sufficient to conduct other transport tasks of any magnitude.

[redacted]

DIS (C) Ship Construction, Italian Yards, September 1941

One battleship, probably DUILIO, still undergoing overhaul at San Marco yards, Trieste.

Confirmed two small submarines launched monthly at Monfalcone.

One small submarine under construction at Spezia.

One destroyer probably launched and three others ready for launching at the Cantiere Quarnaro Yards, Fiume.

One destroyer named LEGIONARIO nearly ready at Livorno.

At O.T.O. Yards, Spezia, five merchant vessels under construction.

DIS (C) Information on Italian Submarines, September 1941

Consider best estimate of number Italian submarines sunk as 40. Following Italian submarines based at Bordeaux: Nine MARCELLO Type, three GALVANI, three CALVI, one ARCHIMEDE, two CAPPELLINI, four LUIZZI, two ARGO, two GLAUCO, five MARCONI excluding DA VINCI. Two others, probably PERLA Class. Total 33. One contact reports only about seven submarines operate in Mediterranean at any one time. About 40 others available but restricted due to reported lack of oil and other reasons.

D-2-83 Aviation Information, 23 September 1941

This report gives the names and descriptions of three important airfields in Adriatic Zone and name of only plant producing aircraft in this Zone. There is also additional information on pilots' services and aircraft losses. (2)

D-2-84 Army Operations, 23 September 1941

This report describes conditions of A.A. defenses at Spezia; gives exact location of German G.H.Q. in Naples; states number of Italian troops on Russian front. (2)

DIS (C) Location Italian Naval Units, September 1941

Reliably reported that six oceanic submarines

returned to Italy from Bordeaux. Four at Naples, two at Taranto.

Also reported that large part of Italian submarine force in Atlantic is soon returning. ARCHIMEDE in next batch.

BB's VENETO, LITTORIO, no cruisers, 12 destroyers, 6 submarines present at Naples 26 September.

DIS (C) BB's at Naples, September 1941

VITTORIO VENETO only battleship at Naples 25 October.

D-2-85 Brief Resume of Italian Naval Strength, 30 September 1941

This report gives statistical data as to the number of: Italian battleships, heavy cruisers, light cruisers, destroyers, torpedo boats, and submarines now in the Italian Navy.

It also contains general information regarding low Italian Naval morale; misplaced belief in submarine strength; lack of cooperation between air and naval units; and lack of port aircraft defense and detection.

D-2-86 Italian Aviation Situation as of 30 September 1941, 4 October 1941

This report contains estimates of Italy's strength at entry into war and monthly plane production; gives the speed of fastest plane; points out importance of torpedo planes and conversion of planes to that type; reports Italian Navy converting their passenger ships to aircraft carriers.

DIS (C) Italian Convoy Leaving Naples for Africa, October 1941

Convoy, including SATURNIA, carrying troops leaves Naples 7 October for Africa. Possibly stopping Sicily en route.

DIS (C) Overhaul of Italian Vessels, October 1941

BANDE NERE and three submarines undergoing overhaul at Spezia.

ROMA still under conversion to aircraft carrier at Genoa 5 October. Will be experimental carrier with four catapults in bow.

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DIS (C) Yugoslav Vessels at Teodo, Soon to Operate Under Italian Command, October 1941

Following Yugoslav naval vessels at Teodo, northwest of Citinje and will soon be ready for operations under Italian command:

Destroyer - DUBROVNIK
Old light cruiser - DALMACIJA
Submarines - OSVETNIK, HRABRI, NEBOJSA
Submarine tender - HVAR
Tug - SILNI
2 MTB's

DIS (C) Italian Vessels at Naples, October 1941

Eyewitness reports VENETO, LITTORIO, 10 to 15 destroyers or torpedo boats and many merchant ships at Naples. Much activity in and out of port.

DIS (C) BOLZANO, Damaged, at Messina, October 1941

BOLZANO reported at Messina 10 October, still damaged condition. Believed ready to leave soon for drydock in another port.

DIS (C) Airdrome at Foggia a German Aviation Center, October 1941

The airdrome at Foggia is a very large German aviation center with German planes arriving, servicing and leaving daily. Planes for Africa take off here. Machine shops and barracks much expanded.

Hotel Bopcadile, Rome, now headquarters of German submarines entering Mediterranean.

DIS (C) Reported Agreements Between Italy and France Regarding Exchange of Food, October 1941

Trevisani, High Commissioner for supplies in Libya, recently signed agreement with Weygand in Tunisia whereby Weygand will furnish Libya 80,000 quintals wheat supposedly coming from U. S. Different contact reports agreement between two governments whereby Italy will deliver food to continental France in exchange for delivery of food to Libya from French North Africa thus reducing Italian convoy requirements.

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DIS (C) Assembly Bases for Small Submarines, November 1941

LITTORIO, VENETO still at Naples 4 November. Italian technicians leaving to establish assembly bases for small submarines in Eastern Mediterranean.

DIS (C) Italian Battleships, November 1941

Badly damaged battleship CAVOUR at Trieste. Battleship ROMA in water.

DIS (C) Italian Submarines, November 1941

Total Italian submarines 78. Six in Atlantic and 72 Mediterranean. Damaged or otherwise unavailable: 35; under overhaul 35; leaving three in Atlantic and 40 in Mediterranean available. 17 various types under construction or projected. Operating at any one time in the Mediterranean not more than 8.

DIS (C) Repairs to BOLZANO, November 1941

The BOLZANO is definitely undergoing repairs at Ansaldo, Genoa.

DIS (C) Large German Airport near Foggia, November 1941

Large German airport is located in valley approximately one kilometer due west of Foggia. Airport personnel and operations exclusively German. Exceptionally complete facilities major overhaul of motors and planes.

D-2-87 Relations Between Army and Fascist Party, 15 November 1941

This report gives evidence of growing weaknesses of Fascist party, refusal of Italian Regular Army Officers to join, and compulsion of Reserve Officers to do so.

DIS (C) German Aviation and Submarine Activities, Italy and Mediterranean, November 1941

Further reports indicate pronounced increase

German aviation and submarine activities in Italy and Mediterranean designed for greater control that area.

Large concentration of German combat planes in Sicily tends to be confirmed from several sources. Heavy air attacks on Malta and British Fleet contemplated.

DIS (C) Italian Cruisers, November 1941

Unconfirmed report states five REGOLO Class cruisers in service.

DIS (C) TRIESTE Damaged, November 1941

The heavy cruiser TRIESTE reported damaged and under repair at Genoa 20 November.

DIS (C) German Aircraft in Sicily - German Control of Italian Air Force, November 1941

Young General Staff Air Lieutenant made special visit to member of Embassy Staff to advise 1,500 German aircraft, mostly fighters, coming to Sicily within two weeks to attempt control of central Mediterranean. Reports Germans have taken over complete control and command of Italian Air Force. Demanded control after sinking of big convoy and drowning of many German soldiers 8 November. Mussolini granted command and rather than submit General Pricolo resigned. New Air Minister is General Fougier who is a figurehead and not respected by Air Force. Fougier was protege and stooge of Italo Balbo and advanced to rank in few years.

DIS (C) GORIZIA Reported under Repair, November 1941

Eyewitness claims GORIZIA (CA) under rapair Spezia 20 November. No sign of activity aboard.

SUMMARY

of

ESTIMATE of POTENTIAL

MILITARY STRENGTH

E

NAVAL ATTACHE, BERLIN

[redacted]

ESTIMATES OF POTENTIAL MILITARY STRENGTH
(Reports received from Naval Attache, Berlin)

E-1-1 GERMANY - Submarines - New Construction, 30 March, 1937

Recently an opportunity was afforded to pass the waterfront of the Krupp Germania Werft in Kiel. It was noted that six new submarines were on the ways. Two submarines were on each of No. 1, 2 and 3 glassed in ways. All six vessels were identical and being built as though on a quantity production system. The vessels appear to be of the 500 ton type, although possibly of 750 tons.

The U-18 was on a floating drydock and apparently fairly well along on its way to complete repair. With the U-18 again in service after its accident, and with the above six new vessels, the German Navy will have forty (40) submarines. It is further understood from good authority that still other submarines of 1000 tons are building for the German Navy at Bremen in the Deutsche Schiff-und Maschinenbau Gesellschaft. This rumor has not been definitely substantiated.

E-1-2 GERMANY - Naval Construction, 16 April, 1937

In the summer of 1935, the German Naval Direction announced the following building program:

2	battleships	of 26,500 tons
2	cruisers	of 10,000 tons
16	destroyers	of 1,625 tons
20	submarines	of 250 tons
6	submarines	of 500 tons
2	submarines	of 750 tons
10	Fleet Escorts	of 600 tons.

Since a two year period has passed since this announcement, it appears that certain conclusions can now be drawn relative to the present trend. The above two battleships were launched after two and one half years on the ways. One of the cruisers has been launched. The normal building period for such ships in Germany is two and one half years. This time will not be bettered. All 16 destroyers have been launched and

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are in varying stages of completion but only one is in commission. These vessels are normally built in just a little less than two years. It appears that these vessels will not meet the normal building times. Of the submarines, the 250 ton class were literally built over night on a mass production basis. The 500 ton and 750 ton class came along more slowly, but were in commission by the end of nine months. The same is true of the 600 ton F-class vessels.

In the early part of 1936, an additional four 250 ton submarines and four 500 ton submarines were laid down. These vessels were in service in six months. Again a mass production system was used on submarine construction. At the same time, the third 10,000 ton cruiser was laid down. It has not yet been launched.

In the summer of 1936, the German Naval Direction announced the building of one 35,000 ton battleship, two 21,000 ton aircraft carriers, and six 1850 ton destroyers . None of these vessels have been launched.

It has been observed that six additional submarines of between 500 and 750 tons are under construction at the Krupp Germania plant in Kiel. It is assumed they are for Germany. Construction appears to be progressing rapidly as in the case of other submarines.

E-1-3 GERMANY - Aviation - New Flying Organization, 21 April, 1937

It has been noted in the Berlin newspaper "Völkischer Beobachter" of 20 April 1937 that on 19 April 1937, the German Chancellor, Adolph Hitler, promulgated the founding of a new flying organization to be known as the "Nationalsozialistische Fliegerkorps" (N.S.F.K.) (The National Socialist Flying Corps), which will be under the leadership of Major General Christiansen. The purpose of this organization, in the words of the Führer, is "to imbue and perpetuate the thought of flying in the German people, to carry out a course of flying instruction for young men prior to their compulsory military service, and to unite the various sport flying groups into one organization."

The "N.S.F.K." will supplant the present "Deutsche Luftsportverband" (D.L.V.) (The German Air Sport Association) and its various branches. The "N.S.F.K." is a legally incorporated organization whose leader is responsible to the

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Reich Minister for Air Defense. Membership in this organization is voluntary, and members of the "N.S.F.K." may not at the same time be members of the "S.A.", "S.S.", or "N.S.K.K."

Since membership is voluntary, reservists in the Air Force who have served as flying personnel, German citizens who have been trained as pilots, observers, balloonists or glider pilots, members in the sport flying courses of the Hitler Youth Organization over 18 years, as well as members of the flight and glider groups of the "D.L.V." who were a part of that organization before 1 April 1937, are entitled to membership in the "N.S.F.K."

E-1-4 GERMANY - Practice in manufacture of naval guns, 16 June, 1937

The following information obtained from engineers of the Rheinmetall-Borsig Company and from actual observation during a recent visit to that plant in Düsseldorf is quoted herewith as being reliable and of interest to the Navy Department:

a) The present 6" guns built by this company for the German Navy are mounted in twin mount turrets and have the following characteristics: 44 lands and grooves. The width of a land and groove together are in such proportion that the land measures 2/5 and the groove 3/5 of the total space of the pair. The depth of the groove is 1/100 of the caliber of the gun, or .060 inches. This rule is followed almost religiously in the manufacture of all guns produced by Rheinmetall-Borsig.

b) The twist of the rifling varies with the caliber of the gun. In the 6" gun, the twist begins with a 4° angle at the muzzle. The rifling is produced by a tool having 11 cutters with a micrometer feed. The feed is so arranged that each cut is .005 of an inch. It was noted that the grooves have fillets and not right angles.

c) In guns up to 4.2", a completely welded carriage, slide and recoil cylinder is employed. In guns of larger caliber, cast carriages and mounts are used.

d) It may be stated in general that all turret structures which are classed as heavier than ordinary gun shields are bolted structures. All gun shields are welded structures.

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e) The proof pressure of the 6" naval gun is 2600 atm., or converting this figure, approximately 17.37 tons per square inch.

f) The greatest angle of twist of the rifling is used on a howtzer which also has a varying twist.

E-1-5 GERMANY - Naval Vessels, 29 June,1937

It is felt that the rate of construction on German naval vessels has been considerably slowed. One hears various reasons for delays, such as boiler trouble, lack of materials and lack of skilled labor, with the probability that the first reason is the principal cause of delay.

E-1-6 GERMANY - Naval Building Program, 9 July, 1937

According to an article appearing in the "Boersch Zeitung" on 6 July 1937, the building program started in 1935 to bring the German Navy up to the strength permitted by the terms of the Anglo-German agreement will be completed in 1941. The German Fleet will then consist of:

5 Battleships
3 Panzerschiffe of "DEUTSCHLAND" Class
2 Aircraft Carriers
14 Cruisers
40 Destroyers
23,000 tons of Submarines.

Two 26,000 ton battleships have already been launched (GNEISENAU and SCHARNHORST), and two 35,000 ton battleships are on the building ways. The keel of the fifth battleship is yet to be laid.

Of the 14 Cruisers mentioned above, five of 6,000 tons are in commission (NURNBERG - LEIPZIG -KOLN - KARLSRUHE - KONIGSBERG), two of the 10,000 ton cruisers have been launched (BLUCHER and VON HIPPER), and one of the 10,000 ton cruisers is on the building ways. A start has been made on one 19,500 ton Aircarft Carrier.

The three ships of the DEUTSCHLAND class (DEUTSCHLAND - ADMIRAL GRAF SPEE - ADMIRAL SCHEER) are of course in commission.

As previously reported by the Naval Attache after a

recent visit to Kiel, the five destroyers, one cruiser and one battleship being built there appear to be progressing very slowly.

E-1-7

GERMANY - Training of Naval Aviators, 9 Aug., 1937

Germany is divided into six air districts of which one, the sixth, is devoted in major part to the air arm of the Navy. This district includes the German coasts of the North and Baltic Seas. Since the Navy has cognizance of coast defense in all of its ramifications, this allocation of the sixth district to the Navy appears logical.

Within the 6th district the Air Ministry maintains four schools for the training of Navy pilots. There are three primary flying schools located at (a) Warnemünde, (b) Ribnitz and (c) Stettin. The fourth school is located at Parow, is designated as an Observers School and is, in effect, an advance training school. All schools are under the command of a Colonel of the Air Corps.

Each of these primary schools is equipped to provide elementary flight training from a minimum of 80 to a maximum of 150 students per year. Upon completion of the preliminary course, each student has had approximately 200 hours in the air. The course lasts for one year. Students for elementary flight training are drawn from both officer and enlisted personnel of the Navy. Before acceptance in the school, an enlisted man must isgn up for twelve years including the time he has spent in the Navy prior to his entrance into the school. Officers are selected from midshipmen who have made their final training cruise, or from ensigns.

The preliminary course consists of twelve hours duel instruction in land planes (Heinkel Cadet). The landing fields are very small and I was informed purposely, since students who can land on these fields are safe at all other fields. After soloing the "Cadet", the students are trained in the two-seat Arado-66 and later in the single-seat training plane, Focke-Wulf "Stosser". I was informed by several officers that no student ever fails to complete the course.

Upon completion of the primary course, students are disposed of in four ways as follows:

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a) A certain number, this year 36, is selected as Naval Aviation Pilots and sent to the Observers School at Parow. This group, although aviators, does not wear the Air Ministry uniform but the Navy uniform. These students remain distinctly an integral part of the Navy and go to battleships and cruisers as ships aviators.

b) A second group is selected as coast defense aviators. This group wears the Air Force uniform and some of them (notall) go through the Observers School at Parow. Any further training which this group receives, except those who go to Parow, is from the operating squadrons which they join as pilots.

c) A third group is absorbed into the Air Force proper and thus severs all connection with the Navy.

d) The fourth group is retured to the Navy for regular naval duties and unless recalled for flight service, either for the Navy or for the Air Corps, severs all connection with flying. This group forms a reserve pool of pilots. In view of the well known shortage of pilots in Germany at this time, it is reasonable to assume that members of this group are not too good as pilots and will be called upon to perform piloting duty only in time of emergency.

At all four training stations, commanding officers and other officers in charge, although now belonging to the Air Force, have been naval personnel at one time or another. Some were naval officers or naval flying officers during the World War, had retired and have been recalled to active service. Others have been regular naval officers until their transfer to the Air Corps. All, however, are pilots.

At the three elementary schools, most of the time in the air is devoted to the mere mechanics of flying, both in land and sea planes. A considerable amount of three-plane formation work is included in the course. Each student is required to do a small amount of fixed and free gun firing, dive bombing, photography and radio. No blind flying or navigational flights are undertaken at these schools. Ground school work, of which there is a great amount due to unfavorable flying conditions during many months of the year, consists of the theoretical

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treatment of the various subjects relating to aviation matters. Practical instruction is given in engines and plane structures. Radio qualification consists of taking and sending 18 five letter groups of letters per minute. Considerable practical instruction is given in the operation, disassembly and repair of machine guns. Each student is required to make one solo catapult shot.

At the Advanced (Observation) School at Parow, students are graduated at the end of one year after approximately 135 hours in the air. Most of the time in the air is put in in a twin engined, twin float training bomber (Focke-Wulf FW-58), and in single or two-seat fighters. Training in the twin engine plane consists of:

(a) Navigational hops to as far as the coast of Scotland.
(b) Horizontal bombing.
(c) Blind flying. Ten or twelve hops of approximately 15 minutes each.
(d) Advanced radio, including use of direction finder and other radio navigational aides.
(e) Free machine guns.
(f) Night flying and night formation flying.
(g) Photography.

Training in the single and two seat fighters consists of:

(a) Radio.
(b) Dive bombing.
(c) Fixed machine gunnery.
(d) Free machine gunnery.
(e) Camera gun.
(f) Formation flying.

Since all schools are new except Warnemunde, a complete syllabus has not yet been worked out for any of the schools. Apparently weather is a deciding factor between hours in the air and hours devoted to ground school.

E-1-8 GERMANY - Political and Military Conditions, 17 Sept., 1937

All Air and Assistant Air Attaches accredited to Germany (who are actually pilots) were invited to visit

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Nürnberg by the German Air Ministry, to attend three days of the 9th Annual Nazi Party Congress.

General impressions gained during this visit, through conversation and observations, are as follows:

Political

a) German populace is very susceptible to spectacles, and officials of the Nazi Party are using this characteristic overtime in influencing public opinion.

b) Although much enthusiasm on the part of the crowds was displayed upon the appearance of Hitler, Hess and Goering, this enthusiasm appeared less spontaneous and of considerably less volume than was observed last year. This year there were far fewer people on the streets through which Hitler was going to pass than last year, and although he always obtained cheers, there was nothing prolonged about them. Cheering ceased as soon as he had left the immediate vicinity.

c) Without exception, the German populace is extremely proud of their armed forces.

Military

a) German military organization is excellent.

b) Military forces of all branches are well trained.

c) Old type airplanes are being rapidly replaced by new types.

d) Authorities are well satisfied with present army and anti-aircraft weapons.

e) Infantry is being stinted for money in favor of Artillery and Air Force (including anti-aircraft force).

E-1-9 GERMANY - Armament German Navy, 26 Oct., 1937

Opportunity was recently had to visit the German cruiser "LEIPZIG" in the Navy Yard at Wilhelmshaven as well as to see from close aboard the new 26,000 ton battleship "SCHARNHORST", now about 70% completed, and the Panzerschiff "ADMIRAL SCHEER", both alongside the seawall in Wilhelmshaven.

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LEIPZIG after 3-Gun turret (15 cm guns). The distance between guns in this ship appears to be unusually great. It is estimated that the distance between turret guns is about six (6) feet. The three guns appear to be rigidly cross-connected. The breech mechanisms are of the "drop-plug" type, hand operated, similar to our 3" and 5"/25 anti-aircraft guns. The gas ejection is done by air suction rather than by air pressure as in our service. For this purpose there is a pipe or trunk of rectangular cross-section immediately over and above the breach of each turret gun. Each pipe or trunk is hooked up with an electrically operated suction blower. This suction pipe moves up and down with the gun, being pivoted at about the trunnions. When the plug is opened this suction draws the gases from the bores of the guns and discharges them outside the turret. At no time is the turret under pressure. Using semi-fixed ammunition, there is less chance of accident from "flare-backs" than when using separate ammunition.

Semi-fixed ammunition is used. Electric conveyor hoists, supplemented by handoperated hoists, are used for both powder cases and shell. Both hoists are flame proof. Loading is by hand - also hand ramming. Shell and powder (loading) trays are similar to ours.

The floor plating of the turret is metal and is made "skid" proof by irregularly arranged projections.

There is no turret officer's booth and apparently no method of or instruments for local control. No periscope or director.

The empty powder cases are cleared out of the turret to the deck through a door in the rear of the turret. This door is about 3-1/2' x 5'.

There is a hood on each side of the turret with large openings, about 12" x 24" to enable the turret officer to see outside. No range-finders in the turret.

The turret is said to be unusually quiet with motors, blowers, hoists, etc. running.

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PANZERSCHIFF "ADMIRAL SCHEER", was seen from close aboard but not visited. Her 28 cm turret guns were being elevated and depressed as we passed. The maximum elevation for her turret guns is estimated to be 35° with a depression of from 3 to 5°. This is confirmed by the size and shape of her turret gun ports.

E-1-10 GERMANY - Underground Aircraft Hangars, 14 Jan., 1938

For the past two or three years there have been persistent rumors of, and occasional newspaper and magazine references made, to Germany's underground hangars for the stowage of military airplanes. German Air Ministry officials have consistently denied the existence or building of such hangars, usually stating that such a project was desirable but too expensive. Until this time the writer has neither seen nor heard anything during his stay in Germany which would indicate that there is nay truth to the rumors.

However, the writer has been informed (authentically, it is believed) that a large German corporation which manufactures paint, has been requested by the Air Ministry to bid on supplying paint to cover the cork (?) ceilings of seven (7) underground hangars, with an opinion to provide paint for five (5) more hangars at a later date. Due to the fact that the order is one of considerable size, and to the curiosity of the president of the paint company, he asked and obtained permission to visit one of the hangars. The one visited is located in Lüneberger Heide, near the city of Lüneberg. The hangars are of two sizes. The ceiling of the larger ones contains 15,000 square meters. The hangars are located on a line starting roughly at Stettin and ending at Münster and passing through the cities of Strelitz, Lüneberg, Bremen, Osnabruck.

E-1-11 GERMANY - New Airplanes for German Navy, 15 Jan., 1938

A so-called competition has been held for the purpose of providing the naval arm of the German Air Force with a suitable airplane, to be based ashore but to operate over the water for short range bombing, torpedo and scouting purposes.

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Three companies participated in the competition:

a) ARADO, producing the Ar-95, a single engine, twin float seaplane,
b) HEINKEL, producing the HE-114, a twin float, twin engine seaplane,
c) DORNIER, producing the Do-22, the characteristics of which are unknown at this time.

Both the He-114 and the Do-22 have been accepted by the Air Ministry for production.

The Ar-95 has been turned down by the Air Ministry and released for export. Yugoslavia has purchased some of this type and Sweden is considering the purchase of manufacturing rights.

Since the three planes were designed to perform the same job, it is reasonable to assume that the performance of the Do-22 and the He-114 approximates that of the Ar-95.

E-1-12 GERMANY - Aircraft Industry - Expansion of, 27 Jan., 1938

The Heinkel Werke GmbH, located at Oranienburg, near Berlin, has just increased its capital from five to twelve million Reichsmarks. This company was formed approximately one year ago and has started production within the past two months in a completely new and very fine factory. This factory is to be enlarged. Note: The Heinkel Werke GmbH is not the same company as the Ernst Heinkel Flugzeugwerke located at Rostock and Warnemünde.

The Bücher Flugzeugbau GmbH, located at Rangsdorf, near Berlin, has recently increased its capital from thirty thousand to one million two hundred thousand Reichsmarks. This factory, which manufactures sport and training planes, within the past year has been tripled in size and now has a capacity of four planes per day. In flying over the factory on 25 January 1938, it was noted that additional buildings are being constructed.

E-1-13 GERMANY - Joint Army, Navy, Air Force Exercises, Sept. 1937, 28 Feb., 1938

The following report of the German joint Army, Navy, Air Force exercises held the latter part of September 1937 is forwarded as of interest. These are the first

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exercises of this characterheld in Germany in recent years. They were attended by Mussolini and high Italian staff officers who were in Germany at the time and by the British Chief of the Army General Staff. The routine maneuvers and exercises in the German Navy have, since the Spanish Civil War, been somewhat curtailed due to the necessity of having ships in the Mediterranean.

One of the primary lessons learned from these joint exercises in September appears to be the lack of complete cooperation between the Air Force and the others engaged. It is not believed that the German Navy or the Army is completely satisfied with an unified and independent Air Force and that finally the Navy will have its own aviation. However, the present time with the rapid expansion of the Air Force under Field Marshal Goring, is not considered the propitious moment for the Navy to press their claims for a separate Air Force. It is felt that Field Marshal Goring with his vast amount of energy, coupled with the fact that he has tremendous influence with Herr Hitler and in the Party, can do more about aviation now than he could have obtained if the Navy had its separate Air Force.

Experiences and Lessons of the War Maneuvers: Preliminary studies in the staff organizations furnished the basis for the maneuvers. Nothing is known regarding the extent of the actual experience applied in the maneuvers but from what could be determined from a conversation with an officer in the war Ministry, the conduct of the maneuvers did not function entirely satisfactorily. Disagreements are supposed to have arisen between the air and other commands regarding the use of the air forces. For example, the command of the Blue naval forces claims that on the day of the 21st they demanded pursuit planes for the protection of convoys but it was impossible to obtain them for the reason that the air forces necessary for this work were occupied with other duties. The convoys therefore had no air protection, a circumstance which probably contributed to the heavy losses.

The aforesaid high naval command in Germany desired that the naval air forces, like those in England and France, work in close cooperation with the Fleet. Maybe

the experiences gained in the annual maneuvers will contribute to thatrealization in the future when Germany's air force is increased to full strength. That the centralization of the air force command at set periods would be to the advantage of the navy, also was conditionally admitted by naval circles.

Blue's naval command was faced by a much more difficult problem. The land forces demanded the immediate transfer of all troops from East Prussia, for instance, one infantry regiment with an artillery division and a field artillery division. The Blue naval command had to see that direct connections were established as well as providing the convoys, setting the time of departure, and settle the question of size of the convoys. In the meantime the naval forces had no provisions for transporting somany troops. The general situation was such that at the time in question it involved an extraordinary great risk to send troops by water. Blue did not command the sea routes between East Prussia and the Reich. The Red naval forces were almost completely intact and had stronger armament than the Blue Forces. This did not prevent the Red forces from being considerably restricted in their freedom of movement through the activities of a Blue submarine or eventually by Blue mines laid out on the route of the Red forces. In view of the restricted territory of the operations and the circumstances that Blue's command was limited to Königsberg and Pillau for the embarkation of troops, there was very little prospect of properly preparing the enterprise and keeping it, and the time of the convoys departure secret.

The maneuvers had confirmed the correctness of the above viewpoint. Experiences regarding the submarines and air forces showed that there was a great possibility of success even if the convoy had no air escort. The press praised the submarines very highly for their contribution to the maneuvers and for fulfilling all demands placed on them. There participated in the maneuvers the first and second submarine flotillas, the first consisting of twelve 250 ton submarines and the latter of twelve 700 and 500 ton vessels. The development of the German submarine weapon within the relatively short space of two years was considered a notable performance.

The naval air forces were also warmly praised for

the fine manner in which they accomplished their tasks in the maneuvers. This year saw the participating of the intelligence corps consisting of naval officers and of those holding the highest positions in the Air Force (VI Air Corps). In recapitulation it can be said that the experiences gained in the maneuvers largely refuted the idea that troop transport within the Baltic was combined with high risk in the event of insufficient protection. According to what an officer in the Oberkommando expressly said to me, even the German military command already drew this conclusion from the maneuvers.

The situation visualized by the 1937 maneuvers was that which would arise in a war between Russia and Germany in which Poland was neutral. In the event that Estonia and other Baltic states had an alliance with Germany, the premises would remain the same though cutting off of the sea connections would render them liable to enemy attack, and troop movements would be very complicated and combined with very great risks. It is true that the German Navy, in the future, will be considerably superior to the Russian, but on the other hand, Germany must reckon with a two front war at sea which would divide the naval strength.

The naval forces which would be at disposition to convoy and protect commercial shipping, etc., in the Baltic would be very limited under these circumstances, though the German military authorities would probably endeavor to neutralize this condition by laying a blockade across the outlet of the Finnish Gulf. Experiences in the World War have shown, however, that such blockades can never be fully effective against submarines, of which type of vessel the Russian Fleet, for example, could place not less than sixty units in the Baltic. The prospects of crippling the Russian Fleet would therefore be very slight and the transport of troops to East Prussia or the Baltic states would be combined with serious risks. The transport of troops, for various reasons, would be better by land than by sea, and as far as Germany is concerned, in the case of war or the danger of war, it would be obliged sooner or later to transport such troops through the Polish corridor.

E-1-14 GERMANY - Increased Military and Naval Activities, 22 July, 1938

The work on the counter-Maginot line along the French

border is being pushed to the upmost. Ten thousnad masons and concrete workers have been sent recently to this work, together with Autobahn laborers and others from all parts of Germany. A large number of Pioneer (Engineer) divisions have been detailed there.

At Kiel. Day and night shifts were observed on the aircraft carrier, at present about half completed. Day and night shifts observed on one large cruiser in the floating dock, name not known. One 10,000 ton cruiser, not named - probably "I" - on ways, ready for launching.

Navy, general. Destroyers are going into commission more frequently, than in the past.

Rumors of a large reserve of submarine machinery and periscopes on hand, for which the necessary hulls could be built in a very short time.

Reserve divisions being called to active duty 15 August, after harvest is over, presumably for Fall maneuvers.

It has been breathed that in event of war with England, Germany will establish a submarine and seaplane base at the northwest corner of Spain, (Corunna or Vigo), to operate against British commerce.

With her back secured by the counter-Maginot line, Germany will feel safer about a push to the East, in the belief that France and England will not consider Czechoslovakia worth the lives, time and money required to break through the lines of fortifications.

It is not believed that Germany, Governement or people, want war. The building up of the armed forces is primarily for a show of German strength at diplomatic conferences, either to force the Czechs to grant very favorable terms to the Sudeten Germans or to hold the British and French back if and when the Germans take forcible measures in Czechoslovakia.

E-1-15 GERMANY - Defense Demonstration at Nuremberg, 30 Sept., 1938

The following is submitted to record the "first impressions" of the writer on the first occasion to wittness a demonstration of the state of development of German air and military forces.

The flight of the latest models of airplanes past the reviewing stand was so brief and in such rapid succession that none except very general observations was possible. No opportunity was offered for inspection of any of the airplanes on the ground. The model designations were unknown to the writer.

From a technical viewpoint, the outstanding items of interest were: (a) the twin-fuselage, twin-engine scout, (Focke-Wulf 189); (b) the unsymmetrical scout having its single engine in line with a very narrow fuselage and an off-center nacelle for the pilot, observer and gunner, (Blohm &Voss Bv141) - both of these designs representing the unusual experiments being tried to obtain better vision, accomodation and arrangement for pilot and crew than is usually obtainable in the smaller models with conventional "in-line" lay-out; (c) the two heavy fighters, Messerschmidt BF 110, and Focke-Wulf 187, both of which appeared very fast and clean; (d) the Heinkel single seat fighter He 112, similar to the Messerschmidt BF 109 which is alleged to be capable of a top speed of 700 Km/hr (437 m.p.h.), though admission was obtained from a very reliable source that German performance figures are based on a 1-minute rating of the engine; and (e) the Focke-Wulf helikopter, the characteristics of which have by now been widely publicized, but which when seen for the first time presents a convincing demonstration that a development hitherto never attained either by airplanes or auto-gyro is already well underway and gives great future promise for the special purposes for which this type is intended.

From an operating viewpoint, it was apparent that the flying, both as regards individual pilot technique and as regards the training in section, squadron and wing operations of the kind which normally are presented at demonstrations and parades, was of a better-than-average order. The low ceiling prevailing during the show effectively limited the extent and variety of the maneuvers which could be attempted. In consequence, it was not possible for example, to draw any valid conclusions regarding service tactics from the simulated dive-bombing attacks which generally consisted of shallow dives from a push-over approach with only an occasional individual exception of short dives of about a 60°angle. The timing and precision with which individual airplanes, sections and squadrons executed their various parts of the program

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indicated not only a meticulously planned but also a faultlessly executed schedule. In this connection, it should be noted that the total number of airplanes involved in all of the exercises was between 250 and 300, and that, of necessity, they were based at several outlying fields, making the coordinated operations on a crowded program especially noteworthy.

The air items of the program, after the parade of the new models, were:

(a) a stunting demonstration of nine training planes:

(b) an exhibition of stunting over, and precision landing on, the field by 3 sail planes towed to the starting point by airplanes;

(c) landing on the field of a section of 4 Fieseler Storch planes, led by General Udet - these planes have slow landing, short take-off and rapid climb characteristics, similar to the American McDonald airplane, demonstrated and tested at the N.A.C.A. Langley Field laboratory a few years ago;

(d) attack of dive-bombers and attack-planes restricted by anti-aircraft ground batteries in the course of which there was much firing from the ground and streaming of blue smoke from the airplanes - the rapidity with which anti-aircraft batteries were placed, made ready for action and fired was very impressive;-

(e) take-off of the Dieseler Storches within the bowl of the grandstand with unusually short run and very steep climb after take-off.

E-1-16 GERMANY - The German Army in the Czech Crisis, 23 Nov., 1938

Germany commenced concentrating troops on the Czechoslovakian frontier about September 22 in anticipation of a general attack scheduled for October 1.

These troop concentrations consisted of active units only, assembled to form the framework around which the Army would have been built upon general mobilization.

For the attack against Czechoslovakia, the German Army

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was organized into 5 Army Groups which involved 10 Corps and 30 Divisions.

For this operation Germany expected to mobilize both for protection of her western frontier and for the attack against Czechoslovakia her entire available trained man power.

It was stated that mobilization would have taken from two to three days after the general mobilization order was published, when the framework of the army concentrated on the Czechoslovakian frontier whould have been filled out.

In her mobilization plans, Germany contemplated a radical departure from the traditional army of active, reserve and Landwehr divisions. In general each active division, except mechanized divisions, would have consisted of two active regiments and one reserve regiment and each reserve division of one active regiment and two reserve regiments, while each active regiment would have one active battalion. In this manner, the active army would be doubled. The old distinction between first and second line divisions abolished, and all troops brought to comparative combat equality.

The strength of the army which Germany could have mobilized was approximately 91 divisions or about 1,700,000 men, exclusive of Air Corps and Navy.

E-1-17 EUROPE - Recent Naval Agreements, 10 Jan., 1939

A British Naval Delegation visited the Navy Ministry, Berlin during the last days of December in response to a German official announcement that Germany would avail herself of the 1935 and 1937 treaty provisions to build submarines up to 100% of British submarine tonnage. Britain interposed no objections. So much of the discussions have been made public. There are strong rumors that Germany also announced intentions of building two additional 10,000 ton cruisers (HIPPER class) to offset two reported additional Soviet cruisers. The total tonnage will not exceed 35% of British total tonnage nor class tonnage except in submarines. At present the German Foreign Office is drawing up a written note covering the new agreement, which will be transmitted shortly to the British Foreign Office.

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E-1-18 GERMANY - Navy Personnel, 12 Jan., 1939

It has been heard from a reliable source that the next class of midshipment entering the naval school at Murwik will consist of 850 Fähnriche which will mark a big increase over the past few classes.

It has also been learned that the shortage of technical officers in engineering and construction work is rather acute. An article has recently appeared in the local press offering opportunities for trained technical mechanical men to be taken up in the "Erganzungsoffizier" branch of the officer corps.

The designation "(E)" after the names of retired officers recalled to active duty has been abolished as is shown in the following translation taken from the local press:

ABOLITION OF (E) DESIGNATION, THE ERGÄNZUNG-SOFFIZIERE (RETIRED OFFICERS) RECALLED TO ACTIVE DUTY OF OUR ARMED FORCES

"The Führer has decreed, as announced in the Marine-Verordungsblatt, that although the use and employment of the Engänzungsoffiziere will be continued, the practice of designating them as (E) officers will be abolished.

"No one in the armed forces will regret the doing away with this designation as it was never popular. The rapid and sudden building of the Navy and Army and the creation of the Air Force with its enormous officer demand, made it necessary to recall to active duty the thousands of former officers who, due to the limitations placed upon the armed forces, had had to relinquish their officer status and return to civilian life.

"At the beginning of the building up of the armed forces the officers who were recalled were designated 'Landesverteidigungsoffiziere' or 'national defense officers'. This designation was soon changed to 'E-Offiziere' and now that they have fulfilled the original purpose, this designation has also disappeared. The development of the armed forces has made the designation unnecessary. It will never be necessary to try to find out who had the larger share in the work of rebuilding the armed forces - whether it was the active

officers who had to contend with the limitations of a small army and the political confusions of the transition period, or to the quiet working recalled officers, since there has always been only one German officer corps. This proud corps is a unit as it has but one root and one future."

E-1-19 GERMANY - Espionage Activities, 18 Jan., 1939

The Naval Attache has been informed that the espionage school established at Döbeln (35 km. WNW of Dresden), has four hundred (400) officer students. My informant is of the opinion that none of these students are particularly adapted for this work inasmuch as their foreign language qualifications have been acquired inside Germany.

E-1-20 GERMANY - Air Force - Organization Changes and Present Status, 12 Feb., 1939

Introduction: Soon after the Munich conference it became known that an extensive reorganization of the German Air Force was about to be effected. The need for this was found in the broader operating requirements imposed on the Air Force for future, presumably larger scale tasks, as opposed to the previous specific task of preparation for possible action against Austria and Czechoslovakia. The developments have finally reached the stage where general indications of the principal brackets of the new organization have just now been released to the press. While not stated in any press releases, the indications are that the principle underlying the new step is one of general correspondence with the GHQ idea in the U. S. Army Air Corps, that is the incorporation of all operating units into a tactical organization which will be related to territorial factors, only to the necessary extent of peace-time considerations, but, chiefly, will be immediately assignable for the most flexible employment in any probable future sphere of action. In this connection, it should also be noted that, especially in the Air Force, the German tendency is predominatly to shape its organization around its leading individuals and their individual capabilities with frequent revisions as dictated by personal factors, rather than attempting to set up a formal ideal organization and then seeking to assort its individuals to suit the organization.

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Conclusions: The principal conclusions derived by the writer in his first six months contact with the German Air Force are that a remarkable structure has been set up, well and numerously implemented with airplanes, not yet adequately filled with pilots, backed by an industry capable of higher production at this moment than probably any other in the world, and with a reserve and training organization which is remarkable both for its immediate and future capabilities. The present air status in Germany is such that it can only be met either by a marked increase in pace of production, expansion, and training on the part of its possible opposers or by an effective air limitation agreement at a not-too-distant date.

E-1-21 GERMANY - Navy, 21 March, 1939

The following article, appearing in the German publication "Die Räder" of 16 February 1939, was written by a Lieutenant M.A. Giese of the German Navy. It is submitted as a matter of interest in that it presents a concise picture of the organization of the German Navy, showing jurisdiction of the Supreme Commander (Admiral Raeder), Navy Department, Commander in Chief of the Fleet, Commanding Admirals of the Baltic and North Sea districts, etc. It also details the present status of the German fleet by types and numbers, and also the new construction building and projected.

THE GERMAN NAVY

With the renaissance of German armaments through the Führer, Adolph Hitler, the time came for a new and free development of the German Navy. The foundation of the rebuilding of the Navy is the German/English Naval Treaty of 18 July 1935, which was supplemented by the Treaty of July 1937. According to this, the ratio of the British Navy to the German, is 100 : 35, except that Germany has the right to parity in submarine tonnage with England.

The organization of the German Navy today, is as follows:

At the head of the German Navy is the Supreme Commander, General Admiral Dr. h.c. Raeder. Directly under him are:

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The Navy Department in Berlin;
The Navy Group Commander East, in Kiel;
The Commander in Chief of the Fleet, with administration headquarters in Kiel;
The Commanding Admiral of the Baltic district, with headquarters in Kiel;
The Commanding Admiral of the North Sea district, with headquarters at Wilhelmshaven;
The Naval Arsenal, Kiel;
The Navy Yard at Wilhelmshaven; as well as
A number of Naval Units in various localities.

The Navy Department, as the directing head, is divided into numerous departments for the administration of the many tasks imposed. Some of these are: the Navy Personnel Office, Operations Office, Defense Section, General Office, Ordnance Office, Supply Office, and Naval Construction Office.

The center of gravity of the Navy is always the Fleet. The German fleet consists of units which are indispensable for modern naval operations. The Commander in Chief of the Fleet has directly under him:

First,

The Commander of the Armored Ships, with the armored vessels ADMIRAL GRAF SPEE, ADMIRAL SCHEER, and DEUTSCHLAND;
The battleships GNEISENAU and SCHARNHORST.

Second,

The Commander of the Scouting Forces, with the cruisers NUERNBERG, LEIPZIG and KOELN;
The Leader of Torpedoboats;
The Leader of Minesweepers;
The Destroyer Flotillas, Torpedoboat Flotillas, High Speed Motor Torpedoboat Flotillas, Escort Flotillas, Minesweeper Flotillas and Raumboote Flotillas which come under the Leader of Torpedoboats and Leader of Minesweepers.

and finally,

The Leader of Submarines with the Submarine Flotillas attached thereto.

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In detail, these are:

1st to 4th Destroyer Flotillas;
5th Destroyer Division;
4th, 5th and 6th Torpedoboat Flotillas;
1st and 2nd High Speed Motor Torpedoboat Flotillas;
Escort Flotillas;
1st and 2nd Minesweeper Flotillas;
1st and 2nd Rqumboote Flotillas;
The Submarine Flotillas: WEDDIGEN (1st Submarine Flotilla)
SALZWEDEL (2nd " ")
LOHS (3rd " ")
EMSMANN (5th " ")
HUNDIUS (6th " ")
WEGENER (7th " ")

While the seagoing forces are under the command of the Fleet Commander, the command of all Coastal and Land Forces of the Navy rests in the hands of the Commanding Admirals of the geographical divisions, North Sea and Baltic, located at Wilhelmshaven and Kiel, respectively.

The Commanding Admiral of the Baltic district, with headquarters in Kiel, has under him:

The Coast Defenses of the Western Baltic, with the First Naval Gunnery Division in Kiel;
The Coast Defenses of the Pommeranian Coast, with the Third Naval Gunnery Division in Swinemünde;
The Coast Defenses of Pillau, with the 5th Naval Gunnary Division in Pillau;
Further, the Commander for the Security of the Baltic and the 2nd Admiral of the Baltic, along with the:

1st Ships' Base Regiment, Kiel;
3rd " " " , Kiel;
5th " " " , Eckernförde;
1st " " " , Stralsund;
7th " " " , Stralsund;
9th " " " , Stralsund;
11th " " " , Stralsund;
13th " " " , Sassnitz.

In the Baltic, as well as in the North Sea area, there are a number of inspection groups and main offices of the Navy which come under the Commanding Admirals of the Baltic or North Sea.

The Commanding Admiral of the Baltic has under him:

The Training Division, with headquarters in Kiel;
The Naval Academy, the Steersman School and the Navy Athletic School, in Mürwik;
The Naval Specialty and Experimental Schools in various localities;
The three Navy Petty Officers' Schools in Friedrichsort, Wesermünde, and Plön;
The Line School Training Ships SCHLESIEN, SCHLESWIG-HOLSTEIN and cruiser EMDEN;
The Sailing Schoolships GORCH FOCK, HORST WESSEL and ALBERT LEO SCHLAGETER;
Further,
The Torpedo Division at Kiel, with the Torpedo School and Torpedo Training Flotilla in Mürwik;
The Submarine School and Submarine Training Flotilla and Anti-Aircraft Section at Neustadt;
The Naval Gas Defense School in Kiel;
The Torpedo Experimental Station in Eckernförde;
The Naval Physics and Chemistry Experimental Station in Kiel;
The Naval Communication Section in Kiel, with the Communication Experimental Section at Kiel, and the Communication Schools at Mürwik and Aurich;
The Blockade Division in Kiel, with the Blockade School and Experimental Blockading Station and the various Blockading Offices;
Finally,
The Headquarters for Naval Gunnery at Kiel, with the cruiser KOENIGSBERG;
The Naval Gunnery School and the Gunnery Schoolship BREMSE as well as the Gunnery Boats JAGUAR, DRACHE, EDUARD JUNGMANN and FUCHS; and
The Naval Anti-Aircraft and Coast Artillery School, and the Gunnery Schoolship BRUMMER and the Gunnery School Boat DELPHIN.

The jurisdictional scope of the Commanding Admiral of the North Sea district, headquarters at Wilhelmshaven, is similarly organized. He has command of:

The Coast Defense of the North Sea;
Defenses of East Friesland with the 2nd and 6th Naval Gunnery Divisions in Wilhelmshaven and Emden, respectively;

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Defenses of North Friesland, with headquarters in Cuxhaven, with the 4th Naval Gunnery Division in Cuxhaven,; and
The Commandant at Wesermünde.

Further, the Commanding Admiral of the North Sea has a similar number of headquarters and main offices under him, such as the:

Ships' Machinery Section at Wilhelmshaven, with the Navy Schools in Kiel and Wesermünde, and the Apprentice Shops in Kiel and Wilhelmshaven;
The Naval Ordnance at Wilhelmshaven, with the Naval Ordnance Offices in Borkum, Wilhelmshaven, Pillau, Swinemunde, Kiel-Dietrichsdorf, Jessenitz and Cuxhaven;
The Auxiliary Ordnance Offices in Sylt, Wesermünde, Brünsbuttelkoog, Wilhelmshaven, Helgoland, Segeberg and Nordenrey; and

Finally,
The Buoyage and Pilot system of the Jade, and
The Naval Observatory in Wilhelmshaven.

STATUS OF THE GERMAN FLEET

There is given herewith the present status of the German fleet and its projected building for the coming years:

At present, the fleet consists of:

2 Battleships, each of 26,000 tons, with 11 inch guns.
3 Pocket Battleships, each of 10,000 tons, with six 11 inch guns.
6 Light Cruisers, each of 6,000 tons, with nine 6 inch guns. (except EMDEN which is of 5,400 tons, with 8-6 inch guns.)
19 Destroyers of 1811 and 1625 tons.
12 Torpedoboats, each of 600 tons.
41 Submarines of between 250 and 700 tons.
24 Minesweepers.
32 Raumboote.
14 High Speed Motor Torpedoboats,
as well as a number of additional minor fighting craft, schoolships and experimental vessels of various types and uses.

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Building or projected are:

2 Battleships, each of 35,000 tons (a third is planned), with eight 15 inch guns.
2 Aircraft Carriers, each of 19,250 tons (the first was launched on 8 December 1938 and christened "GRAF ZEPPELIN").
5 Heavy Cruisers, each of 10,000 tons, with eight 8 inch guns (Four of these have, in the meantime, been launched:BLUCHER - ADMIRAL HIPPER - PRINZ EUGEN - SEYDLITZ).
4 Light Cruisers, each of 7,000 tons (projected).
7 Destroyers of 1625 and 1811 tons.
27 Submarines, between 250 and 700 tons.
11 High Speed Motor Torpedoboats.
18 Torpedoboats, each of 600 tons.
22 Minesweepers.
10 Raumboote, as well as
Various Escort Ships and Experimental Vessels.

E-1-22 GERMANY - Battleship "TIRPITZ" - Launching of, 3 April, 1939

The German battleship "G" was launched at the Wilhelmshaven Yard, 1 April 1939 and christened "TIRPITZ" in honor of the builder of theSecond Reich's Navy. The ship is a sister of the "BISMARCK", recently launched. Dimensions are:

Tonnage - 35,000
Length - 241 meters (790.5 feet)
Beam - 36 meters (118.1 feet)
Draft - 7.9 meters (25.9 feet)
Main Battery - eight 38 cm (15.0")
four twin-mounts.

E-1-23 GERMANY - Navy, 10 June, 1939

It was learned from a reliable source that the German financial system which is already sailing very close to the wind, is on the point of being further strained by a very extensive demand of the Navy for nine billion Reichmarks (three billion, six hundred million dollars) for a four year building program, the bulk of which is to be spent on the construction of naval bases. This demand was apparently made after the budget had already been worked out and, if acceded to, may do considerable damage to the country's financial structure.

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It was learned from the same source that the city of Emshafen at the mouth of the Ems River has increased in population from 20,000 to 90,000 inhabitants in the course of the past year. There are indications that an increase in the size of Wilhelmshaven was to be expected. It is probable that some of the money will be spent in enlarging the navy yard facilities at Kiel. Whether or not part of this money will be used to pay for new coast fortifications such as underway at Memel in not known.

It was learned from a reliable informant, who had just returned from a Whitsun vacation at Rugen, that condiserable activity has just started there to build a submarine base. A channel about one kilometer (1100 yards) long is to be cut through the low sand spit at the northwest corner of Jasmund and the Grosser Jasmunder Badden is being dredged out to the depth of 8 meters (26.24 feet). The Schiffsstammabteilung XIII has its barracks just southwest of the ferry harbor. A summer resort with a cpapcity of 20,000 Kraft durch Freude (Strength through Joy) tourists is being erected on the east beach of Rugen.

The Naval Attache and Assistant Naval Attache intend to visit Kiel on 17 June in connection with the annual meeting of the Hamburg Society of Ship-builders and Marine Engineers. Later in the month the Assistant Naval Attache also plans to visit various naval activities on the Baltic. The Assistant Naval Attache for Air will pass through this area on 17 June, en route to Sweden.

E-1-24 GERMANY - New German Battleships, 14 July, 1939

It was at first stated and then contradicted, that the machinery installation for the two new 35,000 ton German battleships would be Diesel engines. When the original report was submitted, the writer was reasonably certain that the information was correct. It now appears that it was partially correct, for although the information was given as said to apply to the 35,000 ton ships then on the ways, it has now been heard from a most reliable source that it really applies to the two new battleships "H" and "J" which will shortly be laid down. These ships will be of 40,000 tons and the main engines will be Diesels of 100,000

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horsepower. A speed of 28 knots is expected. The informant did not know whether the installation would be Diesel electric or not, or what firm would supply the engines.

It was further stated that these ships will carry eight 16 inch guns.

E-1-25 GERMANY - Navy, 18 July, 1939

Work is progressing rather rapidly on the battleship "BISMARCK" which was launched on 14 February 1939. It was recently seen fitting out and it is the opinion that the armor belt will extend up to the top deck. There were two turrets aft, one of them on the quarter-deck. It has been heard that this ship will have four two-gun turrets.

E-1-26 GERMANY - Navy Guns, 18 July, 1939

A Naval Attache of another country has informed the writer that his office has heard from several sources that in time of war the Germans will replace the nine 11 inch guns on the "GNEISENAU" and "SCHARNHORST" with nine 13 inch guns and the six 11 inch guns of the "DEUTSCHLAND" class with four 13 inch guns. This Attache claimed that in view of the structural changes necessary, he was loath to believe this information but that it had been heard from several sources and, as yet, they had been unable to ascertain anything to contradict the report.

E-1-27 GERMANY - Navy - Commissionings and Conversions, 18 Aug., 1939

Two submarines were placed in commission in Kiel on 12 August 1939 - the U-49 and U-61. According to the records of this office, this makes a total of 55 submarines known to be in commission.

E-1-28 GERMANY - Navy Depot Ships, 18 Aug., 1939

According to recent information Germany is to have 17 depot ships for submarines. Based on the information gathered and submitted by this office, these figures appear entirely reasonable.

Two submarine tenders recently launched are the Wilhelm Bauer and Waldemar Kophamel.

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Two more submarine tenders are projected and are probably already on the building ways.

It has also been heard from good authority that in time of war several whaling ships are destined to be converted into submarine tenders. Two already mentioned are the "Walter Rau" and the "Jan Wellem". Another large whaling ship recently observed in Hamburg was the "Unitas", a ship of 21,846 G.R.T. No rumors have been previously heard about this ship as a potential submarine tender but the fact that she is undergoing overhaul in Hamburg at this particular time has induced this office to keep it under observation.

There are three motor torpedoboat tenders in commission.

The three known Raumboat tenders are old converted war-time minesweepers.

It is more than likely that several merchant ships are in the process of being converted into tenders of some description. Some of the ships recently purchased may be slated for that purpose.

DIS (C) GERMANY - Mine:Field North Sea, Sept., 1939

A mine field was reported in the North Sea by Embassy telegram. It is believed that two mine fields exist in southwestern end of the Baltic.

E-1-29 GERMANY - Navy - Submarines in Commission, 18 Sept., 1939

It was reported by a reliable source that the German submarine U-71 was seen in Warnemünde this past week-end. The source of information claimed that there was no doubt as to the number seen. If this is true, and unless German submarines have been renumbered, it indicated that there are many more submarines in commission than the 55 previously definitely known about.

E-1-30 GERMANY - Submarine Building Capacity, 22 Sept., 1939

During the World War - in the period between March 1916 and October 1918, inclusive - Germany constructed 272 submarines, which represents an average of 8.5 per month. It is believed that after Germany hits her stride

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with present facilities, who will be able to exceed that figure by far. At the moment, it is estimated that there are about 111 building ways and drydocks which could be used for submarine construction. It maybe reasonably assumed that no new merchant ships will be laid down and that the construction of cruisers and battleships will not be pushed beyond the launching stage. It is believed that these ways will be used mainly for destroyers, torpedoboats, minesweepers and submarines, principally the latter.

During the World War, all submarines, delivered prior to the end of hostilities, were built in six shipyards. These were as follows:

Vulcan, Hamburg (Now Howaldt, Hamburg),
Krupp - Germania, Kiel,
Blohm and Voss, Hamburg,
A. G. Weser, Bremen (Deschimag),
Imperial Dockyard, Danzig (Now Danziger Werft),
Bremer, Vulkan, Vegesack.

There were also 41 submarines under construction in smaller shipyards.

All of these yards are still in operation and might also be said to be in a healthy condition, so that expansion to wartime operation can be accomplished in a minimum of time. It is also believed that in the future building program, the item "smaller shipyards" will play a much bigger role. It is further to be considered that Germany seems to have settled on a standard type submarine and thus can turn them out at a more accelerated rate than if a wide diversification of types were built. While during the course of the last war, submarines were built in tonnages from 127 to 2160 tons, it is noteworthy that of the last 118 boats ordered, 74 of them were in the neighborhood of 810 to 900 tons, all with four bow tubes and two stern tubes. These types were, in general, very similar to the 500 and 700 ton boats which Germany is now building.

In the last war it was reputed that it took on the average of about 18 months to build one of these medium sized boats. It is now believed that with the advancement in engineering processes, this time can be reduced. It was announced in March that the U-48

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had been launched, and subsequently it was noticed that it was commissioned on 22 April. It is probable that the actually launching was prior to the month of March, but even so, it can be accepted as an indication that construction work proceeded at a rapid rate.

It is believed that the greatest difficulty to be overcome by Germany is the lack of shipyard workers. In visiting various shipyards, both large and small, the common complaint was that they did not have enough men to accomplish all the work they had ahead of them. In wartime, with men being called to the front and the demand for construction being increased, it can be appreciated that this problem will be considerably aggravated. It is not believed that a lack of material will be felt at first.

The following is a list of shipyards which could be used for submarine construction, with the building facilities of each:

(Shipyard)	(Building Ways)	(Notes)
Howaldt, Hamburg (formerly Vulkan)	4	This yard has been erecting new buildings and expanding in general for the past year.
Blohm & Voss, Hamburg	5 large 4 small	Probably only the smaller ways would be used for submarines as this yard has only built large ships since the war.
Krupp-Germania, Kiel	8 1 drydock	Four (4) of the ways are housed over for all-weather work.
Deschimag, Wesermunde and Bremerhaven	11 drydocks	This firm has built many of the new boats since the war. No information can be obtained as to the number of building slips. It may be that all of the construction work is done in the drydocks.

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(Shipyard)	(Building Ways)	(Notes)
Danziger Werft, Danzig	3	This yard has room for expansion on an island that lies in the river just opposite.
Bremer, Vulkan, Vegesack	7	This yard is erecting new ways. It still has room for expansion.
Wilhelmshaven	??	This yard built no submarines during the war, or since, but its building facilities are believed to be ample.
Kiel Navy Yard (formerly Howaldt's)	9 or 11	Not listed as having built any submarines.
Deutsche Werke, Kiel	6 drydocks	This yard has built many of the present 250 ton boats. No information is available as to number of building slips so it is probable that the construction work is done in the drydocks.
Deschimag, Bremen	6	Four (4) of these ways are smaller and could be devoted to submarine construction.

The following smaller yards are estimated as the ones which could be most advantageously used for construction of submarines:

(Shipyards)	(Building Ways)	(Notes)
Stettiner Oderwerke	3	This yard is undergoing a tremendous expansion.
Schichau Werft, Danzig	4	This plant is adjacent to the Danziger Werft and also owns property on the same island which is opposite both yards.

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(Shipyard)	(Building Ways)	(Notes)
Lubecker Flenderwerke A.G.	4	
Deutsche Werft, Hamburg		It is believed that there
(Finkenwärder	6	are more than two ways
(Reiherstieg	2	at the Reiherstieg yard.
H.C. Stückcken, Hamburg	3	
Neptun Werft, Rostock	4	
Lindenau, Memel	?	Recently acquired.

There are other yards which have ways that could be used for submarine construction. The two (2) Schichau Werfts at Elbing and Koenigsberg have a total of seven (7) building ways, but the one at Elbing will probably still concentrate on "M"-boats, and the other on repair work. The Vulkan Werft at Stettin has been recently put into operation. It has only one building way now, but it has ample space for four or five more. The other possible yards are the Rickmers Yard in Wesermünde (2), Norderwerft A.G., Hamburg (1), Lübecker Maschinenbau A.G., Lübeck (3), the Atlas Werke, Bremen (2), and the Norderwerke, Emden (4).

The present seventy-one (71) submarines built or building consist of thirty-two (32) 250 tonners, of which twenty-four (24) were built by Deutsche Werft, Kiel, and eight (8) by Krupp-Germania Werft; twenty-four (24) 500 tonners of which eighteen (18) were built by Krupp-Germania Werft, and six (6) by Deschimag, Bremen; fifteen (15) 740 tonners, all built by Deschimag, Bremen. The two (2) 1000 ton Turkish submarines, which undoubtedly have been commandeered, were built by Krupp-Germania.

As in the last war, once the British anti-submarine measures have become effective, and although Germany will still be able to build submarines faster than the British can sink them, Germany's greater deficiency will be in providing experienced submarine crews.

E-1-31 GERMANY - Test of Anti-Submarine Measures, 26 Sept., 1939

It was learned in conversation with a reliable source

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that the German Navy had sent out the experimental listening device ship "STRAHL" with divers and special gear to locate three British submarines which had been reported sunk by German depth charges. These submarines were not found after a long search.

A German minesweeper depth-charged a Polish submarine at Gdynia early in September and at the same time the Air Force bombed another in the same port. Both were firmly believed to have been sunk at the time. Both submarines later interned at SANDHAMM (Sweden).

The British radio occasionally reports the sinking of another German submarine, total bag to date at least seven (7). Only one (1) German submarine is at present overdue and unreported.

Based on the above, the German Navy has doubts as to the effectiveness of depth charges versus submarines. Their opinion of British anti-submarine listening gear is very poor.

E-1-32 GERMANY - Submarines, 3 Oct., 1939

While enroute to Copenhagen, the submarine U-43 was seen at Warnemünde. While on the ferry, four submarines and what was apparently a tender, were observed to the westward, about off Heiligendamm. The tender was towing a target raft and the submarines appeared to be making runs at the target. There was no firing. On returning from Copenhagen, the submarines U-56, 43, 57, 58, 59, 61 and one unnumbered one were tied up at Warnemünde. There was also a submarine tender and three old torpedo boats. The name of the tender could not be made out and the only one of the torpedo boats that could be identified was the T-123. This boat is listed as a salvage and rescue ship for the Weddingen Flotilla, but the submarines seen are listed as belonging to the Emsmann Flotilla.

It was heard from a good source in Copenhagen that well before hostilities had commenced, Germany had planned to lay down 28 additional submarines, bringing the total built and projected at that time to 99 boats.

The German Navy Ministry claims that there are only two submarines unaccounted for at this time.

English and French sources in Copenhagen claim that anywhere between 7 and 15 have been sunk. The English source states that the British Government has paid prize money on the destruction of 12 submarines.

E-1-33 GERMANY - Submarines - Construction of, 26 Oct., 1939

It has been heard from a reliable source that the German opinion has been expressed that after Germany has settled down seriously to the task, they can build submarines at the rate of 20 a month. It is believed that this figure is a little too high.

The same source states that Germany will soon start the construction of larger submarines, i.e., of about 1000 tons. In this connection it is worth noting that the so-called German 500-517-ton submarines have approximately the same length and breadth dimensions as our S-18 type (about 800 tons surface displacement) and that the so-called German 740-ton boats have dimensions about midway between the S-42 class (850 tons) and the S-48 as rebuilt (about 1000 tons surface). The point is that it is believed that the actual tonnage of the German submarines far exceeds the given figures. Since being in Germany the writer has only seen the German submarines at a distance and in pictures, but every view obtained of them has only confirmed the impression that the actual tonnage would greatly exceed their given tonnage.

Another source reports that as yet no submarine building activity is discernible in Hamburg. This may be due to several reasons. German Naval officers have informed the writer that the war could be over by Christmas. If such is the actual impression it may be that they consider there is no use in starting an extensive building program if peace is going to come so soon. It is considered more likely however that there will necessarily be a time lag before intensive submarine building can be started. One factor being that work on the merchant ships already on the ways will have to continue until they have reached the launching stage. It has been noted in local shipping publications that orders given for the construction of merchant ships have dropped to practically nothing.

A reliable source in Hamburg claims that a mutual friend was informed by a submarine commanding officer that it was possible that an unrestricted submarine warfare might be launched at any time.

E-1-34 GERMANY - Bomber aircraft, 31 Oct., 1939

It is reported from a semi-official source that the present air operations directed against England will comprise three phases: (1) bombing attacks on units of the British fleet, (2) bombing attacks on fleet bases and navy yards, and (3) bombing attacks on industrial centers. The operations to date can be considered the first phase, but represent in general more of an experimental approach to the phase, in that attempts are being made to determine the best models of bombers, the most effective calibers of bombs, and the best forms of bombing attacks to be used for the full-scale execution of the phase, if and when it is undertaken.

From a reliable source, and from numerous other indications and rumors in Berlin, one is given to understand that an active air offensive against England will not be undertaken, preferably, until about 2000 bombers of the Junkers Ju88 model or its equivalent are available. The informant estimates that about 200 Junkers Ju 88's were available at the beginning of the war, which also checks with the estimates presented by this office in the Annual Joint Air Report. He further estimates that a production rate of about 200 airplanes of this model has been maintained by Junkers since the outbreak of the war. Accordingly, not more than about 600 Ju 88's are now available, but of these it can be safely estimated that not more than 500 are ready for immediate service use and the special training of pilots. It is stated that 11 pilots of the standard service model Heinkel He 111 bomber are at present undergoing, or about to undergo training in the Ju 88.

From the same source it is reported that a new Dornier bomber has been released for production in large quantities. The number of this model is not known, but it is said that it is not the model Dornier Do 215 which was described in the Annual Report as a further development of the well known Dornier Do 17.

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It is said that the latest Dornier model is an exact counterpart of the Ju 88 but with a slightly higher top speed. It is reported that it has been released for manufacture in three large plants in Germany, not in Friedrichshafen. Presumably one of these plants is the large Henschel plant at Schonefeld, just south of Berlin, which formerly manufactured Do 17's in large production. According to this source there should be four large plants in Germany engaged in production of the required 2000 bombers at an average rate of about 200 bombers per month for each plant.

In disagreement with the Annual Report from this office, it is stated that the Junkers Ju 88 will carry a total of only 2200 lbs of bombs, but that it can also carry an aerial torpedo (of which one hears many rumors, but no authentic data) which can be released at a speed of over 100 km. per hour (62 miles per hour). As mentioned in previous digest of press reports, the Junkers Ju 88 is also called a dive bomber. This arises from the fact that no distinction is made in press or technical reports in Germany between glide bombing (that is, angles up to 45°) and dive bombing (that is, angles considerably greater than 45°) . The writer has repeatedly questioned air force personnel on this point, and feels fairly certain that the Ju 88 ,in its present form, is not intended to be used at angles exceeding 45° to the horizontal. Even for glide bombing, however, it is understood that the airplane has been fitted with a bomb-displacing gear and the automatic putout arrangement similar to that used on the standard true dive bomber, the Junders Ju 87, which gear was described in previous reports.

It is understood that the present mass production in Germany is concentrated on the following models: The Heinkel He 111 in its latest refined version, which is still the backbone of the bomber strength; the fast Junkers Ju 88 and the Dornier equivalent to the Ju 88; the Messerschmitt Me 110 2-engine 2-place pursuit or so-called destroyer, which was separately reported on, October 1939; and the Messerschmitt Me 109, which is still the standard single-seat pursuit. As previously reported, it is understood that the Heinkel He 112 U is about to enter large-scale production for service as a complementary model for the Me 109.

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GERMANY - Possible Transfer of Soviet Submarines, Nov.,1939

Foreign Attaches strongly suspect that ten and perhaps fourteen Soviet submarines of the Baltic Fleet have been transferred to the Germans. The above suspicion cannot be confirmed.

E-1-35

Estimates of Germany's Submarine Building Capacity, 20 Nov., 1939

It has been heard from various sources inside Germany, and also noted in the English press, that Germany is credited with commissioning submarines at present at the rate of two a week. In view of the information previously submitted, it is believed at this time that this is too high a figure. Rumors are also current to the effect that Germany will be able to construct submarines in a total building period of three months - from laying of keel to commissioning. This is also believed to be too optimistic. This office estimates the average initial building period as ten months, possibly shortening to eight months after a while.

In further analyzing the submarine question the following observations are made. Germany, at the beginning of the war, had 111 building ways which could be used for submarine construction. Some of the ways are very large and it is possible that two submarines could be built on some of them in tandem. The capacity of the drydocks is not known, and it is undoubtedly the case that more than one submarine will be built in each one. It is also assumed that new ways will be constructed as soon as possible. Considering that some ways will still be used for destroyers, minesweepers, etc., it is estimated that by 1 March 1940 there will be about 150 places available for submarine construction. It is conceded that all the original program of 71 submarines will have been put in commission by this time, and that additional 128 have been laid down and well started.

The rumors have been heard from various sources that Germany has purchased ten submarines from Russia. Although there are factors casting some doubt upon this story - one being, "How would Germany pay for them?",

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still it must be considered as a possibility. It is also assumed that the Turkish submarines "Baldiray" and "Yildiray" have been taken over by the German Navy. It is estimated that the first is already in commission and the latter will be ready by about 1 December 1939. Such being the case, German submarine strength at that date - not counting losses - would be eighty-three (83) boats.

It has also been heard that Germany has some prefabricated submarines, spare parts, etc., which could be put together in less than the customary building time. The source of that unconfirmed rumor stated that he estimated seventeen (17) submarines in such a status. Assuming this to be true and that their building time will be less than for normal construction, it is conceded that these boats may be in commission by 1 April 1940, and that the submarines strength at that date - again not counting losses - would be one hundred (100) boats.

By 1 July 1940 it is estimated that the twenty-eight (28) additional submarines, as planned just before the outbreak of war will be in service. The submarine strength will be one hundred and twenty-eight (128) boats, losses excluded.

As some submarine building activity has been reported in Hamburg, it may be assumed that it has also started in other shipyards and that by January 1940, in addition to the above mentioned estimates, fifty (50) more boats will have been laid down, and figuring on the ten months building period, they should all be in commission by 1 November 1940, thus raising the number in commission at that time- excluding losses - to one hundred and seventy-eight (178).

By 1 March 1940 it is estimated that enough building ways will have been cleared of submarines and merchant ships, and that enough additional ways erected, so that eighty (80) more submarines can be laid down which should be commissioned by 1 January 1941, thus making the submarine strength at the end of next year - excluding losses - two hundred and fifty-eight (258) boats.

In regard to the losses of German submarines,

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there have also been many conflicting reports. As an illustration of the information available, the following is submitted. One of our colleagues here, known to be on very friendly terms with the German Attache Group, claims that the number of submarines lost to date (as of 14 November) is five (5). However, about three weeks ago one of the Attache Group admitted at that time that there were about five or six boats that had not been heard from. Conversations between German officers have been overheard in which they were talking of the eleven (11) submarines lost to date. (About two weeks ago). The French Naval Attache at Copenhagen sets the figure at twelve (two weeks ago), and English sources stated that to date there have been twenty (20) boats sunk, (two weeks ago). The general opinion here among the foriegn attaches seems to be that so far about twelve (12) submarines have been lost. This office also sets the losses at that number. This would make the average losses to date about five and a half (5½) per month, and it is naturally supposed that as the anti-submarine measures are improved, this average will rise to at least six (6) or seven (7) a month.

If the above estimates are anywhere near accurate, it will mean that the number of submarines commissioned in 1940 will be about 175, or about 15 a month. When the program is in full swing, that figure may be slightly exceeded. The Germans claim that they will build them at the rate of twenty (20) a month. The actual number, providing there are no labor troubles or shortage of raw materials, will probably be somewhere between the two estimates. If the building time is reduced below the estimated ten months, the number of submarines completed will be correspondingly increased.

E-1-36 GERMANY - Long-Range Dive Bomber Ju 88, 1 Dec., 1939

A relaible informant who has had opportunity to inspect the Junkers Ju 88 dive bomber and has made a recent visit to one of the plants where it is now in mass production has furnished much of the following information:

It was understood that production, night and day, was underway in four large German aircraft factories on

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the Junkers Ju 88 and a new Dornier model which is either a counterpart of it or a development of it under license. It is now heard that 5 large factories are thus occupied. The informant had been allowed to make a very recent inspection of the large Heinkel plant at Oranienburg which for the last couple of years has been steadily producing the Heinkel He 111 bomber. He stated that the Junkers Ju 88 has now gotten well underway in this plant and that it probably will not be long before the last of the He 111's has gone out the door and the plant will be solid with Ju 88's. Accordingly, it appears that the Junkers plant in Dessau and the Heinkel plant in Oranienburg are two identical plants of the 5 rumored. Incidentally, both of these are outstanding large scale production plants, on which data has already been presented to the Department.

The plane has been specially designed in all of its features for use as an attack weapon against naval surface craft. The bomb-fuel flexibility permits a wide choice of loading combination to suit the conditions reported in the contact reports of the surface or airplane scouts as regards composition of the objectives, weather conditions in the theater of action, especially as to ceiling, and the radius of action corresponding to the location of the target relative to the home base.

A rear gunners' cockpit is not being provided for German air force use. Rearward fields of fire are presented by the upper rearward, flexible gun manned by the radio man, located just behind the pilot, and the rear flexible tunnel gun manned by the bomber-gunner, who also has a flexible gun in the nose.

E-1-37 DENMARK - Visit to Copenhagen - Observations during, 14 Dec., 1939

With regard to the number of German submarines sunk thus far in the course of the war, I received the following information. Captain Diggle, the British naval attache, informed me that they have bagged a total of 32 German submarines, and that they have 245 U-boat prisoners taken from 23 different submarines. I got the impression that Captain

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Diggle is unreliable for information, not well informed, and full of wishful-thinking. In fact, Captain Diggle is a retired naval officer and is being relieved by an active officer. Captain Tricou, the French naval attache, gave as his estimates a German loss of 25-30 submarines; he said they had over 200 U-boat prisoners - the number indicating that they had come from at least 3 submarines. Captain Pontoppidan gave a more conservative estimate of 20 German submarines lost.

E-1-38

GERMANY/RUSSIA - Russian Submarines acquired by Germany, 15 Dec., 1939

This office has in several previous reports transmitted information to the effect that Germany has acquired some submarines from Russia. This rumor keeps recurring, and last night the writer was informed by colleague that he definitely knows that 10 Russian submarines were recently seen in Stettin. Another colleague states that he has learned from fairly good authority that the number of Russian submarines acquired by Germany is thirty (30). It is most difficult to obtain precise information on this subject, but in view of the prevalent and persistency of the rumors, it is considered that there must be some substantial foundation for them.

Whenever this matter is discussed, there arises the allied topic of "How will Germany pay for the submarines delivered", if the report is true? In this connection the rumor persists that in return for submarines and raw materials, Germany will turn over the two battleships "TIRPITZ" and "BIRMARCK", the heavy cruiser "LEUTZOW" and the aircraft carrier "GRAF ZEPPELIN". The same source who informed the writer that ten (10) Russian submarines had been seen in Stettin also claimed that this report concerning method of payment therefor, was also true. He claims to have had it direct from Russian sources.

A civilian source of information claims that he has heard that the German Navy has acquired some Russian submarines, and that complaints had followed to the effect that their diving time was considerably longer than is customary for German submarines.

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E-1-39

GERMANY - Navy - Submarine Strength and Building Capacity, 30 Jan., 1940

An article in the January 1940 issue of "Motorship" is of interest in that it affords a comparison with similar estimate made by this office. The article gives the building berths available for submarine construction as 95; the estimate made by this office was somewhat higher - 111 - or, calculating doubling up on the larger ways and in the drydocks, 150 building places were estimated available. The article estimates nine months to construct a submarine, while the estimate of this office was ten months at first, with a possible reduction to eight months if the program proceeded smoothly. As a matter of clarification, the article speaks of the "Deutsche Werft" which was not in existence during the world war. It is believed that the author had reference to the "Deutsche Werke" at Kiel, which is not one of the main submarine construction sites. The "Deutsche Werft" is in Hamburg and is in two divisions - one at Finkenwärder and the other at Reiherstieg.

It is believed however, that constuction will lag behind the original estimate of this office and also that set forth in the article, the reason being that if Germany is to build to capacity she will have to utilize the 24 ways that are available in the Hamburg area, and as yet, according to a very good informant, there is no evidence of any submarine construction in the Hamburg shipyards, i.e., Blohm & Voss, Deutsche Werft (both Reiherstieg and Finkenwärder), Howaldts and Stülcken.

This office also included 10 Russian submarines as having been reported taken over by Germany. This rumor rises and falls, sometimes being denied as entirely false and sometimes as fact. The latest information available to this office is that 20 submarines were taken over by Germany, but that they have not put into use as yet due to their poor material conditions and because of their slow diving characteristics.

The same source who furnished the above information on Russian submarines also stated that he had it from a good source that the Germans now had about 10 submarines

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less, not counting Russian, than when they entered the war. Estimating that Germany, at outbreak of war, had about 65 submarines, this would make their strength at this time to be in the neighborhood of 55 boats, which figure, including new construction, checks fairly well with the estimated German submarine losses to date of about thirty (30) boats.

E-1-40

GERMANY - Air Force and Aircraft Industry - Semi-Annual Report on, 17 Feb., 1940

Digest A: Appropriations.

Upon the declaration of war all budgets and all estimates were figuratively thrown out of the window and at the same time the secret status of the monetary situation was removed to the ultra secret status. The printing of money will not stand in the way of expenditure for the Air Force, the only question being that of obtaining labor and the raw materials with which to work. Money is just so much paper and ink with a standard value upheld by law, regardless of what substance exists to back the money.

DIGEST B: Production and Procurement.

For a variety of reasons, chief among which is an apparent indecision at the break of war with regard to the final design of certain types which the air force wishes to concentrate on, it is felt that the ample maximum production rate of all types attained at the beginning of the sixth month of the war does not exceed 1800 to 2000 planes per month. On that basis the total number produced since 1 September would not exceed 7800 airplanes if a straight line progression from the September 1 to March 1 production rates is assumed. This compares with a total of 12,400 to the estimates of the Annual Report. In fact, it is entirely conceivable and probably that the total production in September 1939 is even less - in the neighborhood of 5000 planes.

As was pointed out in the Annual Report, an acute shortage of labor actually existed in Germany and even before war was declared between Germany and the Allies, Germany was on a war time production status. War exaggerated this labor shortage. As to

raw materials for the manufacture of airplanes, as was pointed out in the annual Air Report 1939, immense stock piles of raw material had been accumulated before the war, but it is always dangerous to completely deplete this stock, unless replacements are within sight. Everywhere in Germany exists evidence of the shortage of raw materials.

With regard to the proportion of the various models in manufacture under this total it is impossible to present detailed estimates. All that can be said is that it is believed that the present wartime manufacture is concentrated on the models hereafter named.

The principal models of bombers are the Junkers Ju 88 and a Dornier equivalent. The equivalent is believed to be a further development of the Dornier Do 215, which was intended to be the modern export version of the Do 17. It is rumored that the designation of the model intended for the Air Force is known as the Dornier Do 217.

Among the single-engine, single-seat fighters, the Messerschmitt Me 109 is still the mainstay of the Air Force. One hears rumors that improvements on this model, based on war experiences thus far gained, are being incorporated, and that the revised model will be soon known in the service as the Messerschmitt Me 113. Similarly there are unconfirmed indications that some production of the Heinkel He 112 U is underway. This is difficult to believe unless this model is to incorporate specific features such as unusual climb or unusual ceiling, adapting it possible for interceptor use, which would distinguish it more sharply from the Messerschmitt Me 109.

In the heavy fighter class the Messerschmitt Me 110 is still believed to be the sole service type. Again there are indefinite indications of modifications being incorporated and that a revised model might be designated the Messerschmitt Me 210. A recent British press report claims that there is "in hand, but not yet in production, two-motor fighter, the Dornier 29. This may be compared with the Messerschmitt 110, but is likely to prove somewhat faster at about 380 m.p.h." No evidence has yet been found to substantiate this account.

As a scout, it has been heard that the Focke Wulf FW 189 is in service on the west front. In view of the absolescence of the other models, such as the Henschel Hs 126, Heinkel He 70, and Arado 95 L, listed in this class in the Annual Report, it would not be surprising if present manufacture were being concentrated on this one model, the FW 189. The Fieseler Storch Fi 156, which can be used as an observation type, but for which a variety of other importan utility functions was found in the Polish campaign, is undoubtedly also continuing under production.

Among the seaplanes it is fairly well known that the Heinkel He 114 and He 116 are being produced both for export and for own service use. No definite indication whatever is available on the flying boats which may now be under manufacture.

It is conceivable but not authenticated, that some manufacture is continuing in the 4-engine land plane class, represented by the Junkers Ju 89 and the Focke-Wulf FW 200. Manufacture of the foregoing for commercial purposes (for which the Junkers model is known as the Ju 90) was underway at the time the war broke out. It would be a simple matter to convert existing stocks of commercial airplanes of this kind to their military counterparts, if such were considered desirable for long-range heavy bombing missions.

As far as could be observed, the transfer from peace to war time basis in the Air Ministry took place as planned. No new bureaus were created and no change in method of procurement was evidenced. Control remained as before and it was necessary in any way to modify the organization materially.

It is felt that the motor production is in peace with the airplane production but it has been found that a shortage of accessories exists and might possibly be a bottle neck. This assumption is based on the evidence of new accessory factories coming into being.

Digest C: Bases.

With regard to bases it is understood that a large number of new operating, or auxiliary fields were being

established until heavy winter snows interrupted the program. These fields, in general, are located to back up the west front and in the Schleswig-Holstein area in the north. Presumably the program will be continued in the spring when weather and ground conditions permit.

Digest D: Organization.

It is known that the Corps (Fliegerkorps) has appeared as an organization entity, but it is not known where it fits into the organization scheme, for example, whether above or below the air divisions (Fliegerdivisionen) or the air fleets (Luftflotte).

It is believed that the air organization today has 480 squadrons, totalling approximately 7000 active front line airplanes in the active and active reserve status, and as stated, it is not believed that many more squadrons will be organized unless the situation changes materially and it is felt that a 1st, 2nd, 3rd, 4th or 5th depot reserve of airplanes will be formed from current production and that all pilots trained will be used for replacement of casualties.

Digest E: Training.

The training in the Air Force was practically on a war basis in September, but it is believed that the facilities have been expanded and the personnel of extreme ages, especially in youger brackets, are being trained in great numbers. It is known that youths of 17 are well along in their flying training. Endeavors have been made to obtain information regarding the time and nature of the training under war conditions, but this information is in the secret status and no information has been obtained except that the ground training course is of three months duration and that a student who started flying training around January 1st, had on February 15 made 35 solo flights, was almost finished with what can be called his primary training, and was practically ready for his training on service types of airplanes. Whether or not this is an exceptional case is not known and whether the progress depends on the individual or whether all students are given the same number of hours in the air and are in school the same elapsed time is not known.

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The principal source of recruits is the National Socialist Flying Corps (NSFK).

Digest G: Operations.

It is believed that it has been found that high altitude horizontal bombing, under conditions that obtain in Europe, or due to absence of a satisfactory bomb sight, will not produce the necessary results and it has therefore been decided that dive bombing should be utilized. It is believed that the Ju 88 was originally designed for horizontal bombing and that it has been adapted and possibly partly redesigned in order to produce a dive bomber with sufficient range to reach England. It appears that the German Air Force was never fully designed for a war against England and that this war was never contemplated by Germany. This observation is based on the inability of most of the models of German airplanes to operate successfully against England with sufficient factor of safety as to range.

It is believed that in operations against enemy aircraft the 20 mm automatic cannon has proved to be an outstanding weapon.

The operations that have taken place to date by the German Air Force against the Western Powers are not of such a nature or extensive enough to enable the Air Attaches to discuss in detail methods of operations. This, of course, is coupled with the lack of information that obtains in Berlin, but it is believed that all of the operations that have taken place can be classified largely as training and reconnaissance.

Digest H: Lighter than Air.

No further information on lighter than air has become available.

Digest I: War Use of Commercial Airplanes.

Practically all reserve airplanes of the Deutsche Lufthansa have become military property for use in transport of personnel and for training. Most of the commercial airplanes that were privately owned have been commandeered by the military and are being used for training purposes.

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E-1-41 GERMANY - Navy - Submarine Construction, 15 March, 1940

It has just been heard from a good source that there are twelve (12) submarines under construction at the Blohm and Voss shipyard in Hamburg. They are being built on three of the larger ways and are being built two abreast in tandem. They are said to be 500 ton boats. The infomant had no information how advanced they were or when they would be launched. The statement was made that this yard expected to launch four submarines a month after the submarine program was in full swing. It is probable that this figure will not be attained until some more of the ways at this yard, of which there are nine or ten, are available for submarine construction.

According to an article in the October 1939 issue of "Motorship" the number of submarines in commission at the beginning of the war was forty-three (43). That figure is too low. It is known that there are fifty-six (56) definitely in commission, and it is probable that the actual number was around sixty-five (65).

E-1-42 GERMANY - Navy Destroyers and Heavy Cruisers, 29 Mar.,1940

It is rumored that the latest German destroyers are to be equipped with 15 cm. (5.9 inch) instead of 12.7 cm (5.0 inch) guns, and that their heavy cruisers were being changed from eight 8-inch to six 10-inch guns.

There is no evidence of the latter on the "PRINZ EUGEN" or "BLUCHER", as observed by the Assistant Naval Attache on his recent visit to Kiel, and it is not believed that this rumor rests on very firm foundation, especially that much of it pertaining to the gun changes being made to the heavy cruisers. However, efforts to confirm or deny the rumor will be made as opportunity permits.

E-1-43 GERMANY - Navy - Recent Losses and Present Locations of Ships, 16 April 1940

The German official communique of 10 April admitted the loss of the "BLUCHER" (CA) and the "KARLSRUHE" (CL).

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In addition, there are persistent stories and some circumstantial evidence that the "LUTZOW" (ex-"DEUTSCHLAND") was badly damaged in the fighting in the Eastern SKAGERRAK and has been towed to KIEL. The "KOENIGSBERG" (CL) has been reported sunk. Ten (10) destroyers, names unknown, have been reported sunk off NARVIK, which checks fairly closely with the British claim of eleven (11) sunk.

The "SCHARNHORST","GNEISENAU" and "HIPPER" are reported at Wilhelmshaven. The first were variously reported damaged by "RENOWN", coastal batteries, mines and torpedoes. There is no report of damage to "HIPPER".

The "EMDEN" has been reported sunk by the Norwegian gunboat "TRYGGVASON", by shore batteries and torpedoes.

The British radio reports the R.A.F. sinking two German cruisers at Bergen.

Recapitulation of ships now in commission:

"SCHARNHORST")
"GNEISENAU") one or both damaged) at Wilhelmshaven
"HIPPER")
"BLUCHER" .....sunk off Norway
"ADMIRAL SCHEER"...no report
"LUTZOW".....badly damaged --at Kiel
"KARLSRUHE".....sunk off Norway
"KOENIGSBERG".....reported sunk off Norway
"KOELN".....reported sunk off Elbe, December 1939
"LEIPZIG".....no report) reported R.A.F. sank
"NEURNBERG".....no report) two CL at Bergen
"EMDEN".....reported sunk off Norway
"DD" (1 - 30).....2 admitted lost in first 6 months of war, 10 reported sunk off Narvik
"TORPEDOBOATS (42).. no report
SS (74).....11 admitted lost in first six months of war. No further admissions, although B.B.C. frequently reports additional sinkings.

E-1-44 GERMANY - Officer Pilot Training, 25 April, 1940

The following information was obtained from a

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reliable and well informed neutral observer closely associated with the German Air Force.

Whereas at the outbreak of war there were about nine (9) primary flight training schools for new officer pilots for the Air Force, there are now supposed to be sixteen (16), each with an assignment of 150-200 students. Two of these schools are in Austria and one is in occupied Polish territory.

The course at first extended over a period of about 6-7 months, but this is in process of being reduced to 3-4 months as more youngsters (age 16 and above) come in who have just had previous basic glider, motor glider, and even some airplane instruction in the youth organization of the National Socialist Flying Corps (NSFK).

On this basis, it is safe to assume that about 6000 new officer (or officer-candidate) pilots will have been trained in the first 12 months of the war, since the foregoing represents at present a maximum possible annual rate of about 12,000 pilots when the program becomes fully effective.

E-1-45 GERMANY - Air Force Organization, 15 May, 1940

The "Fliegerkorps" is believed to be the striking force unit drawn from available sources in the Air Force and organized for a specific task under a specially selected commander. Its size and composition are suited to the mission. Several "Fliegerkorps" may be organized, if several simultaneous missions so require. A specially large "Fliegerkorps", or more than one, may be called the Air Fleet, but it is not to be confused with the territorial Air Fleets 1, 2, 3 and 4.

To date no authentic infromation has been obtainable, but it appears advisable to present the writer's personal conclusions regarding the Air Force organization which have been reached after extensive observations and several discussions with those attaches who are in the best position to know more about the subject, chiefly the Spanish, Swedish, and Italian, and with various German air officers (who however, reveal very little except by inference and inneundo). In the meantime, also, the operations in Norway have taken place.

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The principal questions in regard to the organization are: What is an Air Corps (Fliegerkorps)? Where does it stand in relation to the Air Fleets and the Commander in Chief of the Air Forces: How is it organized? How is it employed, and in what relation to Army and Navy forces?

As it is now well known, the German Air assistance in Spain eventually resulted in the organization of the Condor Legion whose last commander was Major General von Richthofen. This, it appears now, can be regarded as the birth of the "Fliegerkorps" concept. By the end of the Spanish War, the air units embraced in the Condor Legion consisted of all necessary types (bombing, pursuit, souting, liaison, and transport) for the operations at hand. The commander of these forces operated in the closest coordination with the Army command. Soon after the Polish campaign got underway, it appears that General von Richtohofen was again assigned command of a similar mixed force of bombers, scouts, fighters, and transports, together with air signal service, and the idea of a "Fliegerkorps" was again tested in service. This corps is reported to have operated in the south of Poland, Krakow and Lemberg, and eventually up to Warsaw. Again the "Fliegerkorps" commander operated in closest coordination with the Army commander in this area and his missions, at least toward the end of the campaign, were essentially those signed to him in conformance with the general and immediate operating plans of the latter.

Questioning of the liaison officers of the Department of Defense regarding the press accounts of the activities of General Milch, the Secretary of the State for Air, in Norway and his decoration by Hitler therefor have been brought forth the following comment:

"General Milch commanded the new "Luftflotte' which he recently organized for Norway and Denmark. He did this for experience and to make first-hand observations. His rank entitled him to a high command. He bore the same relation to the commanding generals in Norway and Denmark that Field Marshal Göring bore to the commanders of army groups in the Polish campaign.

He had nothing to do with land operations beyond facilitating cooperation. Air forces assigned to land forces operated directly under army commanders. General Milch assumed the mission of attacking the English Fleet, air force, and lines of communication."

Based on the foregoing historical background and other indications an attempt can be made to deduce the probable Air Force organization. As basis for this, three fundamental phases of air activities must be kept in mind:

(a) Pure air offensive missions (striking force).
(b) Cooperation with surface forces.
(c) Defensive missions.

It is in connection with pure air offensive missions that the "Fliegerkorps" is considered to have its real application. Such missions would be attack on enemy air bases, aircraft, and establishment in the effort to achieve air supremacy, and bombing attacks on naval forces, ground establishments of naval or military importance, and industrial layouts. It is believed that for such missions the German Air Force is prepared to set up one or more "Fliegerkorps" for any situation as the situation may demand and assign them as a striking force to a single commander. If more than one "Fliegerkorps" is set up, or for prestige reasons, the force may be called an Air Fleet ("Luftflotte") as apparently was the case in Norway and Denmark, - but such an Air Fleet is not to be confused with, or considered the same as, the four territorial Air Fleets in Germany. The "Fliegerkorps" may consist of one or more Air Divisions, composition of each division is shaped to the actual needs. Wings or Groups of the Division can be drawn from any of the four territorial Air Fleets in Germany. In this sense, it is the writer's opinion that the "Fliegerkorps" and the "Fliegerkorps Commander" correspond with our naval concept of a "Task Group" and "Task Group Commander".

Cooperation with surface forces is obtained by the assignment of squadrons, groups, or wings to the Army as the needs of a campaign for joint action may

require and to a much lesser extent, almost exclusively for scouting purposes, of smaller units or individual airplanes to the Navy. Airplanes thus assigned to the Army or Navy come directly under the command and operating controlof the services for the duration of the assignment. Technical, maintenance and some administrative matters apparently remain with the Air Force. Coordinating officers of high rank from the Air Force are assigned to the Army and Navy to act as technical advisers for air operations to the high command of these services. Junior assistants may also be assigned as circumstances require to the operating staffs of principal commanders in the field.

The defensive missions of the Air Force are assigned to the territorial organization, that is, to the home Air Fleets 1, 2, 3 and 4, divided into the various air districts, and equipped with most of the pursuit strength, A.A. batteries, airplane warning service, transportation, communications, schools, reserves, etc., not directly related to the offensive operating forces. This defensive organization is headed by the Four Fleet Commanders who are responsible to the Commander in Chief of the Air Force and who are administratively assisted by the Air ministry with its various branches for all general material and personnel matters. In all major respects, save one, the organization chart submitted with the Annual Report appears still applicable and illustrates the inter-relation of the territorial defense commands with all other branches of the Air Force.

Chiefly in the matter of command of the war time tactical forces does the foregoing chart require modification. Whereas it shows these froces as Air Divisions 1 to 7 (now undoubtedly more) distributed among the four Air Fleets (which is still considered pertinent in principle for general administrative purposes and for tactical training purposes up to the point where actual offensive operations require their employment), it appears now that the real striking unit is the "Fliegerkorps". When and as it is formed it is removed from the home of the Air Fleet Command. The new commander may be drawn from any of the officers of

the officers of the Air Force without regard for seniority and based solely on individual qualifications, in keeping with the well known German characteristic of picking the man and building the organization around him, rather than erecting a theoretically ideal organization and then attempting to fill its billets.

E-1-46 GERMANY - Air Force Organization, 15 May, 1940

The information presented herein has been found in the hands of several of the foreign attaches resident in Berlin. It may accordingly have been "planted" by the Air Ministry. On the other hand the Greek Military, Naval and Air Attache, who volunteered the information to the writer, is known as one of the attaches who gets around in Germany probably more than any other in view of his capacity as inspector for numerous Greek contracts being executed in Germany. It is also known that the Swedish Air Attache has submitted this information to his government without qualification.

In view of the German propensity for organization changes, a note of caution is considered advisable. During the entire period of the writer's presence in Germany it is known that the Air Force organization has been almost continually in a state of flux. The organization had not crystallized in September at the outbreak of the war with Poland. Undoubtedly the experiences from the Polish campaign led to some organization revisions and equally certainly the present situation of warfare against the western powers indtoduces new factors different from those pertaining to the war in Poland. It has been found by personal experience that when news of Air Force organization becomes fairly common knowledge among the foreign attaches it represents, generally, a situation already several months old and possibly currently undergoing entirely new revisions. The information presented herein, however, appears plausible, coincides with some other known or assumed factors and constitutes at least an enlargement of the information thus far available to this office regarding the organization structure.

So far as is known the German Air Force is still divided into 4 major units. It appears, however, that the Air Fleet is becoming more and more of a geographical and less of an operating entity. The commanders of the Air Fleets in this respect therefore are increasingly to be regarded as comparable with our naval district commandants.

The major operating entity is the "Fliegerkorps", that is, the Air Corps or Flying Corps. It now appears that the Air Corps falls directly under the Air Fleet as to geographic-administrative relationships, but otherwise is the supreme independent mobile operating unit, directly under the Commander-in-Chief of the Air Force.

There are supposed to be 6 Air Corps, of which one is a naval unit. Each Air Corps is understood to comprise at least two Air Divisions. There may be an occasional exception comprising 3 Divisions. Accordingly, the combined total of operating Air Divisions is at least 12. In addition to these there are supposed to be two Parachute or Air Infantry Divisions and one Expert (so-called "Lehr") Division, the experimental and instructional functions of which have been previously described in the Annual and other reports.

Of the 6 Air Corps, 4 are supposed to be assigned in the northwest with headquarters at Kassel and two in the Southeast. Over and above the foregoing there are supposed to be two complete Fighter or Pursuit Divisions, the assignment of which is not known.

There are reputed to be three categories of Air Divisions:

(a) the "Kampfdivision", that is, a bomber or so-called "combat" division;
(b) the "Schwerkampfdivision", or a heavier bomber division;
(c) the Pursuit or Fighter Division.

The composition of an ordinary bomber division is approximately the following:

(a) At least two bomber wings, each composed of three bomber groups. In some instances a third bomber wing is included.

[redacted]

[redacted]

(b) One dive bomber wing, comprising three groups.
(c) One scouting wing consisting of one large-range scouting group and one battle reconnaissance or observation group.

(d) One fighter, or heavy fighter (so-called "destroyer"), unit. It is not known whether this unit is the size of a wing or a group and its organization is likewise not given.
(e) One anti-aircraft regiment comprising three battalions.
(f) One transport section, combining both air transport units and the ground supply train.

In the foregoing every air group consists of three squadrons and each squadron numbers nine operating airplanes and three spares.

There are reputed to be two Air Infantry Divisions or Landing Force Divisions.

The total airplane strength of an Air Division falls between 650 and 850 airplanes. Accordingly the total operating Air Force strength for six Air Corps and two Fighter Divisions, that is a total of 14 Divisions, using an average strength of 700 planes per division, would be 9800 airplanes.

Diary p.116

EUROPE - War Diary-Continuation of, 10 May, 1940

In discussing separate Air Forces, Captain Mirow said that their Air Force had vexed them often in peacetime, but that they are all firmly convinced that the air arm could never have accomplished what it has had it not been for its unity under Goering. There seems to be no jealousy or friction, only the closest cooperation between the arms of the services in Germany. This has been demonstrated time and again throughout the war.

E-1-47

EUROPE - Conduct of the War - Norwegian Campaign - Official German losses sustained in the Norwegian operations, 9 April to 10 June 1940, 14 June, 1940

[redacted]

German personnel losses believed greatly minimized; German naval losses considered fairly accurate; enemy losses, especially those inflicted by air force, believed exaggerated.

Official German figures on the Norwegian operations. Allied Losses:

(a) Sunk by German Navy - 1 aircraft carrier, 1 cruiser, 10 destroyers, 1 sub-chaser, 19 submarines, 1 transport and 1 tanker.

Norwegian Losses:

(b) Sunk by German Navy - 11 Norwegian warships, 2 coastal gunboats, 3 destroyers, 7 minelayers, 2 minesweepers, 14 torpedoboats, and several submarines, also numerous smaller fishery vessels.

(c) Destroyed by German Air Force: 1 English battleship, 28 warships and auxiliaries of some 90,000 tons, 71 merchantships of about 280,000 tons, 87 enemy aircraft, exclusive of those aboard two aircraft carriers sunk on 25 May and 8 June.

German Losses:

(d) 1317 killed, 1604 wounded, 2375 missing.

(e) Navy losses: 3 cruisers, 10 destroyers, 1 torpedoboat, 6 submarines, and about 15 smaller warships and auxiliary vessels.

(f) Air Force Losses: 90 aircraft as result of enemy action and forced landings in the sea; 27 aircraft damaged.

Regarding the three (3) German cruisers now admitted lost, they are the "BLUCHER" and "KARLSRUHE", previously admitted sunk by official German communiques, and, most likely, the "KONIGSBERG", reported sunk by R.A.F. bombing attack on 10 April.

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It is also strongly suspected that the German pocket battleship "LUTZOW" was sunk during the Norwegian campaign, about which no mention is contained in the German final report.

Information as to the names of the German destroyers sunk during the campaign is not yet available to this office.

The German torpedoboat sunk in the "JAGUAR" - she was bombed by R.A.F. at BERGEN - or "ALBATROS", sunk at Oslo, 9 April.

DIS (S) GERMANY - Zeppelin, July, 1940

There is no reason to believe that the "ZEPPELIN" has been used since the outbreak of hostilities. Certain rumors existed six months ago but were not believed.

Diary p.140 EUROPE - War Diary - Continuation of, 27 June, 1940

It is also rumored that the battleship BISMARCK was commissioned in the latter part of June and trials are now being held.

E-1-48 GERMANY - Supplies, 3 July, 1940

From a generally well informed and reliable source the following notes on the present situation of available stocks of certain important materials have been gathered:

Iron and Steel: It is asserted that large stocks are available even before the commencement of the war. These have since been appreciably increased and no danger of a shortage exists.

Motor Fuel: The situation with respect to motor fuels has appreciably improved through the occupation of the various countries, especially Holland. Large stocks were also taken over in Belgium and France. It is asserted that the available stocks are now sufficient for one year of intensive motorized warfare. In the meantime the production of synthetic fuels has greatly increased. It was stated that the requirements of the Army, but not of the Air Force, could be covered entirely

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by synthetic production. Synthetic diesel oil for submarines is also being produced in quantity.

Rubber: There have been some setbacks in the rubber situation, but these were rescued by the occupation of the Western States. Buna has not proved entirely satisfactory or reliable. Large tire stocks have been accumulated by salvage from captured and abandoned motorized equipment of the Allies.

Food Fats: The situation here is entirely secure. Twenty-five percent of total requirements is now covered by synthetic production. Large stocks of fats were acquired in Holland.

E-1-49 GERMANY - Air Force Pilot Training, 6 July, 1940

A high officer of the Air Force in commenting on B.B.C. propaganda that German pilots are sent to the front with as little as eight hours of flight training stated emphatically that the waiting lists of volunteers for flight training are so large as to be troublesome to the officials and a discouragement to the candidates concerned. As illustration, he stated that a waiting list of 5,000 applicants exists for the Air District 3 (Berlin district) alone, and that between 3,000 and 4,000 students were constantly in training in the schools of this one district. Further, he asserted that no appreciable reduction in total training time had been applied because of war demands, that the basic flight training still comprised 150 hours of flying, and that the time required for this plus the subsequent advanced training in pursuit, bombing, or scouting schools took a total of eight to nine months before a candidate was ready for entry into a service unit.

E-1-50 GERMANY - Air Force Organization, 3 Aug., 1940

The Air Force brackets are Air Fleets, Air Corps, Air Divisions, Wings, Groups and Squadrons. Three Air Fleets are now available and employed in operations against England from bases in occupied territories bordering the Channel and North Sea.

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Two Air Fleets are attending to home defense and problems in the East. Flexibility of organization structure - task forces constituted for, and according to needs of, special missions - and unhesitating use of individuals, according to qualifications as higher commanders, regardless of seniority, are outstanding characteristics of the German Air Force. Parachutist and Air Infantry troops are also said to have been formed in Corps, on which some additional details have become available. Reliable confirmation has been obtained on use of gliders by such units.

Further information, rumors, and press accounts, (especially the Air Force promotions announced by Hitler on 19 July 1940) tend to shed additional light on the Air Force organization and the apparent principles on which it is based.

The first immediate indication of the existence of a 5th Air Fleet, over and above the 4 Air Fleets in Germany, has been officially confirmed by the promotion list announced on 19 July 1940. This contains the promotion of General of Aviators Stumpff to Colonel General and mentions his present post as "Commanding General of Air Fleet 5 and Commander, North". The writer has been able to determine since this announcement that General Stumpff was relieved of this former command (Air Fleet 1, Headquarters Berlin) by General Wimmer and has been at his new post in Norway for about a couple of months.

Two other Air Fleet Commanders were mentioned in the promotion list with naming of their posts:

General Field Marshal Sperrle, Commanding General of Air Fleet 3 and Commander, West; and
General Field Marshal Kesselring, Commanding General of Air Fleet 2 and Commander, North West.

It is according safe to assume the existence of 5 Air Fleets, as follows:

Fleet No.	Territorial Assignment	Commander
1	Germany, East	General of Aviators Wimmer

[redacted]

[redacted]

Fleet No.	Territorial Assignment	Commander
2	Germany, Northwest (plus Holland and Belgium)	General Field Marshal Kesselring
3	Germany, West (plus France)	General Field Marshal Sperrle
4	Germany, South	General of Aviators Löhr.*
5	North (Denmark & Norway)	Col. General Stumpff

* The continuance of General Löhr in this position is assumed in the absence of information regarding his relief.

For the first time official mention was made of the Air Corps (Fliegerkorps) and Anti-Aircraft Corps (Flakkorps) in the promotion list of 19 July 1940. The following units and commanders (with new ranks) were included therein:

Unit	Commander
I Air Corps	Col. General Grauert
II Air Corps	General of Aviators Loerzer
IV Air Corps	Col. General Keller
V Air Corps	General of Aviators Ritter von Greim
VIII Air Corps	General of Aviators von Richthofen
X Air Corps	General of Aviators Geisler
I A.A. Corps	Col. General Weise
II. A.A. Corps	Lieut. General Dessloch

In connection with the foregoing, it is interesting to note that the X Air Corps was previously listed as one of the units operating in Norway, and, as is known from the press accounts of the last few months, General of Aviators Geisler (formerly Lieut. General) has commanded Air Force units in Norway, first under General Milch and then under General Stumpff.

The promotion list contains mention of only one

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[redacted]

Air Division - Lieut. General Coeler, Commanding the IX Air division -. but the existence of Air Divisions as an organizational bracket has been so long established as to need no further confirmation.

It is now clear that the operating brackets of the Air Force organization, in order of seniority, are:

Air Fleet	(Luftflotte)
Air Corps, or AA Corps	(Fliegerkorps or Flakkorps)
Air Division	(Fliegerdivision)
Wing	(Geschwader)
Group	(Gruppe)
Squadron	(Staffel)

In conversation with Air Force officers, the writer has occasionally heard the term Air Brigade (Gliegerbrigade) used. The reference thereto have left the impression that the Air Brigade is hardly yet a fixed concept, but rather a temporary task force of a size intermediate between the wing and the Air Division.

As regards the Air Fleets, present information (partially confirmed by the new fleet titles listed above) indicates that 3 Air Fleets, namely 2, 3 and 5, are now so organized and emplaced that they are to be regarded as the offensive operating force for use against England. One rumor current in Berlin had it that 1 Air Fleet (No. 1) had taken over all for the home defense, including the East, thereby releasing the other 3 Air Fleets for offensive missions against England. This rumor however took no cognizance of the existence of a 5th Air Fleet, consequently the writer is inclined to believe the assignment is rather as given above with Air Fleets 1 and 4 possibly taking over the home defense temporarily so as to permit Fleets 2, 3, and 5 to base in the occupied countries and concentrate from there on offensive operations against England.

Unconfirmed information indicated that the 3 Air Fleets for use against England have at their disposition the following <u>combined</u> forces:

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(a) 5 Air Corps, together consisting of
5 Air Divisions, Heavy Combat (Schwerer Kampf)
5 Air Divisions, Medium Combat (Mittelerer Kampf)
The Divisions designated as "heavy" consist of the Heinkel He 111, Dornier Do 17 (Do215), etc. Those designated as "medium" comprise the Junkers Ju 87, Ju 88, and the latest models of dive bombers (Heinkel? and Henschel?)
(b) 1 Air Corps Light Pursuit
(c) 1 Air Corps Heavy Pursuit
The total of (b) and (c) together is supposed to be at least 4 divisions.
(d) 1 Parachutist Corps
(e) 1 Air Infantry Corps

The rumor mentioned above had it that the Air Fleet for home defense comprised, among others:

1 Air Corps, Heavy Combat
1 Air Division, Light Pursuit, and
8 light units of the various local Air Defense District Commands.

For some time now there have been various rumors that a Naval Aviation Corps exists as an outgrowth of the previous Seefliegerstreitkräfte (Naval Aviation Combat Forces) and more recently, the Luftwaffenverbände in Operationsgebiet der Nordseeküste (Air Force Units in the Operating Areas on the North Sea Coast). This Naval Aviation Corps is supposed to comprise 2 seaplane Air Divisions.

Although previous reports indicate a rumored total of 6 Air Corps, the foregoing paragraphs plus other recent information indicate that the total number of Air Corps is more like 10. The promotion list of 19 July 1940 identifies 6 of them, I, II, IV, V, VIII and X.

In view of the foregoing, the estimates and rumors as to numbers of "Fliegerkorps" could be set up, it is believed, rather than as representing what has existed to date. Briefly, the estimates in question gave 6 Air Corps of about 14 Divisions, making a total of about 9800 combatant airplanes on

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the basis on an average strength of about 700 airplanes per Division. On the basis of unconfirmed information, it might be estimated that this strength, roughly 10,000 airplanes, is available in the 3 Air Fleets facing England, alone, and the total combatant strength of the 5 Air Fleets would be appreciably greater - by 30-40%.

From its origin as a task group, of more of less temporary nature, the Air Corps is now to be regarded as an accepted component of the organization structure, but its employment and composition is by no means invariable. In these characteristics it is still a task group whose composition may vary from time to time in accordance with the demands of the mission assigned to it. These characteristic of organizational flexibility is still regarded by the writer in common with many other observers in Berlin as the outstanding feature of the structure of the operative German Air Force. It appears now especially to have been applied to all three of the higher organization brackets, the Air Fleet, the Air Corps, and the Air Division, for current and prospective employments against England. The permutations in size and nature to which it is susceptible, and the consequent variations obtainable in the superior formation of the Air Corps and the Air Fleet, are apparent. The predominant principle is the shaping of these operating forces to suit the tasks to be performed and the assignment of commanders and equipment in accordance with their already demonstrated capabilities for the missions at hand.

It is said that in the attacks on Holland and Belgium the air landing troops consisted in all of only 2 divisions. Since then the units have been expanded to corps, as herein listed. Reinforcement has been effected through the recruiting of volunteers. Each corps (Parachutist and Air Infantry) consists of 2 divisions, together with special transport equipment placed at their disposition. Each such division numbers 6000 -7000 men, i.e. the 4 divisions together comprise 25,000 - 30,000 men. Each division includes 3 regiments. Each parachutist regiment has assigned to it, in addition tothe ordinary troops, one shock troop unit and one pioneer unit. A parachute company consists of 114 men and each platoon numbers 36 men, for which 3 airplanes of the Ju 52 type are assigned.

Many rumors in the past have alleged that "transport" gliders have been used in connection with Parachutist and the Air Infantry troops. The writer's skepticism has recently been removed by reliable confirmation of the existence of large-capacity gliders, capable of carrying 12-14 men. These gliders were already built and in use for training under very secret circumstances about a year ago. Three such gliders are said to be towable behind a Ju 52-3-engine transport plane. Further use of gliders in connection with Air Infantry and Parachutist troops is therefore to be reckoned with.

In this connection it should be mentioned that an air transport fleet of 800 Junkers airplanes, Ju 52, is said to have been organized. This transport fleet has as mission, among others, the transport by air of 8 divisions, not over 10,000 men. Further rumor has it that one unit with especially secret mission (Ireland? - Spain?) has been formed under the old name "Condor Legion."

Diary p.164

EUROPE - War Diary - Continuation of, 22 Aug., 1940

There exist persistent rumors that the battleship "TIRPITZ" is in commission. The "EUROPA" and "BREMEN" are reported at Hamburg. To give the illusion of foreshortening black and white stripes are painted on the after end, the balance of these two ships are painted a dull gray.

E-1-51

GERMANY - Navy - Miscellaneous Notes, 28 Aug., 1940

The light cruiser "EMDEN" is at Gotenhafen (Gdynia), presumably just finishing overhaul. Captain Mirow, until recently head of the Attache Group, left Berlin Sunday last to assume command.

A reliable source reports that Kolberg, Danzig, and Koenigsberg, were being used as submarine overhaul yards, getting as far away as possible from British air raids.

The heavy cruiser "Prinz Eugen", the armored ship "LUTZOW", and the battleship "SCHARNHORST" are reported by the same source to be at Kiel, badly damaged by British bombs. The "PRINZ EUGEN" is said to have her stern blown off.

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Eight hundred coastal yawls have been built at Stettin, Hamburg and Bremen, no iron having been used in their construction. All yachts and motorboats have been commandeered and sent to the West, confirming previously heard and reported accounts.

Every Army Company is required to produce seven volunteers for the Navy or Parachutists.

E-1-52 GERMANY - Navy - Miscellaneous Ship Notes, 30 Aug., 1940

Information received from reliable sources state that the "SCHARNHORST" and "GNEISENAU" were not badly damaged and that the damages to "PRINZ EUGEN" are practically completely repaired after over two months under repair.

Work on the aircraft carrier "GRAF ZEPPELIN" is going on at Gotenhafen. An unconfirmed report has it that the second aircraft carrier is called the "HINDENBURG", and work thereon is proceeding rapidly.

The Russian Naval Attache confirmed the transfer of the heavy cruiser ex-"LUTZOW" to the U.S.S.R.

E-1-53 GERMANY - Navy - Submarines Ordered, 30 Aug., 1940

It has been learned in conversation with a reliable source that the German Navy has ordered:

100 750-ton submarines,
200 500-ton submarines,
4 submarine cruisers, and
100 Telefunken radio sets for use on submarines (this item confirmed by another source).

E-1-54 GERMANY - Navy - Submarines and Motor Torpedoboats in Commission, 30 Aug., 1940

Conversations with three reliable sources at different times recently have set the number of submarines at 120 and motor torpedoboats at 150, in commission at present.

E-1-55 GERMANY - Political Forces - International Relations, 22 Oct., 1940

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[redacted]

At the time of the recent visit by the Assistant Naval Attache to Switzerland (mid-September), he inquired as to the condition and location of the French fleet. The following memo was obtained in connection therewith from a Free French Secret Agent in Switzerland, via the Military Attache:

According to secret clauses of armistice, the totality of French Navy and Air Fleet is to be held at the disposal of "high German authorities". All these forces stand under permanent control and commanding of special German Staff Commissions, and the French Navy and Air Fleet officers can at any time be requested to execute orders coming from these Commissions. This happened twice during last week:

1st - When French ships passed Gibraltar to Dakar.
2nd - When French planes attacked Gibraltar.

Both enterprises were ordered through Germans who have settled in all main places of Metropolitan France and the colonies.

All French submarines are still in French and colonial harbours. But the possibility exists for the Germans to use them against other powers according to armistice treaty. Most of the submarines are in Toulon and Bizerte.

Also: Alle franz. Schiffs und Flug einheiten stehen unter deutschem Kommando. Dies ist absolut sicher. (Translation: "Therefore all French ships and aircraft units are under German command. This is absolutely positive").

E-1-56 GERMANY - Navy Ships - Submarines, 31 Oct., 1940

In conversation with a foreign naval attache, it was learned that Germany has eighteen (18) submarines under construction at Bremerhaven, eighteen (18) at Wilhelmshaven, twenty-one (21) at Hamburg, forty-three (43) at other places, a total of one hundred (100). The building time is four to five months, and twenty (20) new submarines are delivered monthly.

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E-1-57 GERMANY - General Summary, 18 Dec., 1940

Since being in Germany as military attaches representing the United States, we are sure we have been subject to much propaganda with the purpose of impressing us with the strength of the German Government and the power of the German Armed Forces. This is being done with the idea we will transmit this information to the United States. It is a trait of German character to show you power with the idea that you will be afraid of it. They think this applies to all nations.

Discounting fully, the effect that this propaganda may have had on us, if any, we desire tomake the following report.

We have travelled over a great part of Germany; have seen troops in the training areas, inspected their army shcools, seen some of the operations at the front; have seen some of the work in the factories and industrial areas; and we can definitely state this is a nation at arms. The government is so organized that when anyone does not carry out implicity the wishes of the Party he is immediately eliminated. We do not see how it is possible for any internal trouble to arise in Germany any time in the near future. The only way Germany can be put under control is by a great deal of military power and economic pressure operating against it. No passive means will ever work against these people.

The object of this report is to definitely express our opinion that Germany as a fighting nation is tremendously powerful. Under no conditions should she be underestimated.

DIS (S) GERMANY - Bismarck and Tirpitz, Jan., 1941

From a reliable source the following information obtained: "Early in November the battleship "BISMARCK" joined the fleet. Early in January 'Tirpitz" due to be commissioned and is expected to join the Fleet February 1. The Nazis are building 740 and 500 tons submarines. Not more than 10 of 1050 tons".

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E-1-58 GERMANY - Navy - Personnel - Numbers, 21 Jan., 1941

Estimates of German Navy personnel strength as of 1 January 1941 places figure at 75,000, not including the Coast Artillery which is part of the German Navy, and which accounts for another 50 to 75,000 men.

There are no reliable figures available as the personnel strength of the German Navy. The following approximation is made of their present strength:

Crews for	2 BISMARCKS @ 2,000 each	4,000
" "	2 SCHARNHORSTS @ 1,500 each..	3,000
" "	5 heavy cruisers (including "pocket battleships") @ 1,000 each.....	5,000
" "	4 light cruisers @ 650 each..	2,600
" "	40 destroyers @ 300 each.....	12,000
" "	30 torpedoboats @ 125 each....	3,750
" "	200 submarines @ 40 each.....	8,000
" "	100 minesweepers, tugs, patrol boats, etc. @100 each.....	10,000
" "	250 PT, light minesweepers, harbor craft @20 each.....	5,000
" "	Replacements, shore establishments, sick, miscellaneous.....	11,650
" "	Various schoolships and vessels of the train.....	10,000
	T O T A L.....	75,000

Coast Artillery, which is part of the German Navy, and which is stationed along the entire occupied coast from northern Norway to the Bay of Biscay, accounts for another 50 to 75,000 men.

The crews for each type of ship are, in round numbers, the same as given in Jane's Fighting Ships and Weyer's Taschenbuch. The rest is pure estimate, checked with the Russian Naval Attache.

DIS (C) GERMANY - Aircraft Detectors, Feb., 1941

It is thus strongly suspected that the Nazi airforce is now equipped with aircraft detectors of the radiation type.

[redacted]

[redacted]

DIS (S) GERMANY - Possible Transfer of Danish Torpedo Boats, -Feb., 1941

It is believed that the Germans are pressing the Danes for the transfer to Germany of 12 torpedo boats. The Germans urgently require these boats. The Danes acquiesce after having at first refused the receipt of an ultimatum. They have agreed to transfer 8 boats minus guns, torpedoes and tubes and ammunition. The transfer has not as yet taken place because the Danish waters are frozen. It is believed that the Germans intend to utilize these boats as target ships for submarines and crews that are now in training in the Baltic. Training has been delayed by adverse weather conditions. This training is in preparation for a mass submarine attack on England. The attack will occur as soon as weather permits.

DIS (S) GERMANY - New Type Motor Boat, Feb., 1941

In regard to 50-ton submarines, this is believed to be a new type motor boat with sub profile which has been reported to be building at DESCHIMAG. Characteristics: Speed, 50; tonnage, 50 - 100; horsepower, 800; twin screw; 6 or 8 Maybrrh engines; beam, 3 - 4 meters; length, 22 meters. After first trials on 1 March expect mass production.

E-1-59 GERMANY - Navy - Destroyers - Torpedoboats - New Construction, 4 March, 1941

In conversation with the Soviet Naval Attache, he stated that Germany last year had nine (9) destroyers under construction, of which five (5) were completed during the year. The five and probably one other, constituted the "Narvik Flotilla" which name was assigned to a flotilla of destroyers in commemoration of the destroyers lost in action at Narvik in April 1940.

He further stated that a few 600 ton torpedoboats were being built at Elbing.

DIS (S) GERMANY - Operation of Italian Submarines, March, 1941

It is reliably reported that Italian submarines are operating from the port of Bordeaux. These

[redacted]

[redacted]

Italian submarines go as far as the border of the United States neutrality zone boundary. These Italian submarines are capable of remaining at sea for a period of 40 days.

The last joint estimate prepared by the combined Naval and Military Attaches appears to have been too low. According to very reliable information, by the end of 1940 the total plane strength was in excess of 40,000. The present monthly airplane production is 3,000.

The next two weeks are critical for the big offensive. The occupation troops which were formerly established along the Channel coast have been replaced by special troops which have undergone invasion training in central and Eastern Germany. The troops which were formerly stationed along the English Channel are being moved to the Eastern border.

DIS (S) GERMANY - Repairs CA Hipper, March, 1941

The following information is reliable. At Bremen the CA HIPPER is awaiting docking to make repairs of damage. SEYDLITZ eighth type is recently finished. Diversion of labor to U-Boats caused delay in building.

DIS (S) GERMANY - German Submarine Strength, 4 April, 1941

Information reliable as follows: 320 subs in commission, 1 April. 69 now being built in Hamburg as follows: Blohm and Voss, 38 on ways, 3 in water; Deutschwerf, 19 on ways, 2 in water; Howard, 6 on ways, 2 in water; Stulken, 4 on ways, 0 in water; Nordwerft, 4 on ways, 0 in water.

E-1-60 GERMANY - Organization of Armed Forces, 28 April, 1941

1. INTRODUCTION.

The modern military operations of the present year are much wider in scope, both geographically and in the employment of means, than any other in recent history with the possible exception of the last year of the World War. Germany is probably the foremost military power in the world at the present time, and it is believed that much can be learned from the methods used here to obtain coordination of effort.

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Germany can be regarded as a powerful nation organized in every respect, to the smallest detail, for one purpose: the prosecution of war. It is a great machine of many parts and sections all under coordinated control, headed up under one central authority - Hitler.

The organization of Germany can be considered under two general headings: the military front, the home front. Coordination of the command and effort of the military forces will be discussed in detail in the report. For the home front, suffice it is to say that it is as well organized and controlled as the military front, largely through the several agencies of the Nazi party. There are many dissatisfied elements in Germany, particularly in the occupied territories but the German Nazi control is so strong that they are helpless and will remain so until superior force from other sources can neutralize the national control.

II. ORGANIZATION OF GERMAN ARMED FORCES.

The German Armed Forces are composed of an Army, a Navy, and an Air Force. Each branch of the armed forces has its own characteristic uniforms and insignias.

The German Armed Forces are commanded personally by the Commander-in-Chief, Hitler. General Field Marshal Keitel, is his Chief of Staff. General Jdoel is Keitel's executive, and deals directly with Hitler on some details.

The main purpose of the highest echelon of command and organziation is to coordinate the operations of the three branches of the military service and to coordinate the effort of the Armed Forces as a whole with the other branches of the Government in conformance with the national aims.

The outstanding characteristic of the German military operations has been the remarkable coordination of effort of the three sister services: Army, Navy and Air Force. This coordination is internal, as well, within each of the services and extends down to all units. Coordination is an

inherent and indispensible requisite to the functioning of the German military machine.

Hitler, himself, has some background as a soldier, but he does not usually personally command the active operations. Nor does his own General Staff, which, incidentally, is quite small, exercise direct control of any operations. Hitler's principal function is to allocate the authority to insure unity of command and the purpose of the Armed Forces General Staff is to insure that the three services function smoothly together, according to the adopted plan.

In accordance with usual General Staff procedure, The German General Staff has prepared plans for every possible campaign, to cover every conceivable, capability and eventuality. These plans are prepared under directions issued or, at least, approved by the Commander-in-Chief. The joint General Staff, headed by Keital, coordinates the planning assigned to, and executed by, the Staffs of the three services. The procedure can best be illustrated by taking a hypothetical example.

Hitler, after considering the political, international, and domestic phases of a problem, assigns a mission to Keitel, his Chief of Staff. Keitel, collaborating with Hitler, prepares a directive and calls a meeting of the commanders of the three services for preliminary consultations with Hitler. Available plans, resources, and personnel are revised with reference to the situation and the opposition.

This phase is especially interesting in that it brings out a principle which has produced exceptionally good results. It is expressed by the following quotation taken from a German publication:

> "The secret of the success of the German Armed Forces depends on the fact that everywhere and always, the right man is put in the right place."

At these conferences between Hitler, Keitel, and the three service commanders, after the directive is announced, one of the first items of business is to select the superior commander to accomplish the mission.

Depending on the scope, some of the principal subordinate commanders may be picked and the "team", in its major brackets, is formed. Whether these commanders will come from the Army, Navy or Air Force depends on the natures of the mission. Because most of the campaigns where all three services have closely associated have been land campaigns, most of the commanders have been from the Army. The commander is selected with only one consideration: to select the man who is most likely to succeed. It is emphasized by the examples which can now be historically cited that seniority, composed with ability and experiences, has little or no influence on the final decision.

When the commander is selected he then becomes directly responsible to Keitel and the Commander-in-Chief for the successful execution of the mission. This is probably the most important step in the entire German command and control procedure.

Another principle brought out from the German General Staff School is to assign a mission to the commander, give him the means to accomplish the mission, and then allow him the widest exercise of initiative, subject only to full utilization and coordination of all branches to insure the most effective operation. This principle is repeatedly applied to the course of development of the plans for a new cmapaign.

The new commander is ordered to report to Keitel who informs him of his selection and issued the directive. The new commander is then permitted to select his personal staff. Depending on the nature of the mission, the staff will usually be composed of members of the General Staffs of the Army, Navy and Air Force.

The new commander then calls his own staff together for the first time. The first instruction is in regard to secrecy. Sometimes these staffs are completely isolated for several weeks so that no inkling of the contemplated plan of action will slip out.

In conformance with the directive, which is usually based on a previously prepared General Staff plan, the staff studies the problem from all angles and works out a general plan, taking into consideration all of the latest developments. Based on this revised plan, a list of means is prepared. The means are the units to be used by the commander to execute the mission.

The commander then confers with Keitel who usually makes available the means required. In this respect the new commander is given the greatest latitudes in selecting the actual units which are to take part in the operation. The commanders of these selected units are usually personally acquited with the new commander and control during the preparation phase and the operation is enhanced thereby.

The units which are assigned to the command of the new commander constiture a task force. Here again the composition of this task force depends entirely on the mission and the planned method of accomplishing it.

For an explanation of the use of task forces see Army Report No. 17,825 of 20 December 1940, Subject: "German Command and Tactical Employment".

The task force having been formed, the staff of the commander then prepares a training directive. The nature of the training directive to the various elements of the task force depends on the part they are to play in the execution of the mission. The training directive is then issued by the missions, through regular channels to the various units. Meanwhile, these units are usually entiely unaware of the role they are to play in future operations. For example, motorized and mechanized units for Rommel's command, now fighting in North Africa, were transferred to East Prussia where they could be trained extensively in sandy terrain. There was reported to have been some dissatisfaction because they could not understand why these were being required to undergo what considerable unnecessary difficulties.

Having prepared and transmitted the training directive, the staff then works out the detailed plans for the

operations. This is the most laborious work of all because every small detail is meticulously planned. In this respect, the German General Staff is much more detailed than our own. As a result, the carefully detailed planning, many difficulties which might have been otherwise overlooked are foreseen and the execution of the plan is thereby facilitated. Also, one of the most important principles of war from the German standpoint is that of surprise. Surprise is accomplished by speed of execution. Delays in execution are eliminated by careful detailed planning.

The plan for the execution of the mission having been completed, the next step is to obtain a decision as to when the preparations are to be concluded. This decision is made by Hitler in conference with Keitel and the three service commanders. That having been made the task force commander prepares a time schedule of conferences with the commanders and the staffs of the units which comprise the task force.

The conferences between the task force commander and the staff and the commanders and staffs of the subordinate units from all three branches of the Service are extremely important. Not only is every detail of the operation fully explained, but here is the place where branch rivalry disappears. Hitler himself has been known to have appeared at some of these earlier conferences. It is in these conferences that the elements of the task force are welded into a united team, a team which is thoroughly and indoctrinated with one idea; the execution of the assigned and planned mission. Branch jealousy over weapons is unknown. Any weapon is used that can best do the job. To illustrate: The use of antiaircraft and antitank weapons against land fortifications, the use of antiaircraft against tanks; the use of pioneers in assault roles, the use of aviation, both independently and in conjunction with artillery on the battlefield, and the use of the navy to support all land operations.

The rest of the procedure is comparatively simple. The actual date of the execution of plan is set, march orders are issued, movements to assembly areas are made, detailed attack orders to lowest units are issued, and at the appointed hour, the attack jumps off.

In the manner outlined above, a German military plan of action is conceived, ordered, planned and executed. The description was, of course, for only one line of action. Meanwhile, similar plans are in process of formation to cover all other reasonable lines of action. For instance, in 1940, while von Falkenhorst was planning and executing the Scandinavian Campaign, von Brauchitsch was working on the plans and orders fo the Western Campaign. The timing of these two operations was under Hitler's direct control. Another example: List is, at the time of writing completing the Balkan Campaign, Rommel at the time is conducting operations in North Africa, and von Brauchitsch is probably completing the details for the next major German military effort. At the same time Goring and Raeder are occupied with their separate undertakings, especially their joint effort in the "Battle of the Atlantic", in which it is understood that one or the others, or their selected representative has complete command. It is our impression that Raeder has direct command of the naval and air forces operating in the Atlantic.

There may be some variation in the procedure presented in this section to suit special conditions. For instance, units which have particularly difficult assignments are sometimes drilled under the identical conditions of this task. This was followed by Lt. Colonel Mikosch whose small task force captured Fort Eben Emael, May 10 and 11, 1940, in record time. Time of attack is issued later. In this way, advantage can be taken of favorable weather and other transient conditions.

In particular, the idea should not be gained that the German system is stereotyped and rigid. On the contrary, it has never been alike in any two instances. The composition of the task force itself provides a great degree of flexibility. If any organization pattern does not land itself to a particular type of mission, the organization is changed. As an example, note the organization of the small panzer division as being used in Africa and the smaller light air infantry division.

III. SELECTION OF LEADERS.

Probably the most important phase of the German system of coordination of command is the selection of

able military leaders. Germany is fortunate in having a wealth of qualified military leaders. This is because such a large percentage of the male military population has combat experience. It is also a result of an extensive system of military education combined with a strict method of selection at every point and in every category.

The value of leadership has long been recognized, but not always appreciated, Jealousy and rivalry have done much harm. In the German Armed Forces, the application of the principles of leadership is given full play in the correct interpretation of the meaning of the work. Select the man who is most able to do the job, give him the means to do it, and let him do it his own way.

An illustration is the case of Lt. General Rommel, the Commander of the German Expeditionary Forces in Africa. Rommel is a man of great energy for his age, well prepared to meet and overcome new conditions of warfare, a tried and proven commander of mechanized and motorized forces. He speaks Italian fluently and has many Italina friends. He has lived in Italy and understands the Italian people and their psychology. Although there were many officers senior to him in the German Armed Forces, he was selected to command the important North African Expedition.

V. CONCLUSIONS.

From our observations of the German military command and control system, we may deduce the following conclusions:

1. The German Armed Forces follow the principle of absolute unity of command for any particular command for any particular command of operation. This includes elements of all the services assigned to the task force.

2. The commander is responsible to only one authority - the Commander-in-Chief

3. The secret of successful leadership, from the German standpoint, is based on the selection

of a leader for a particular mission who is the most qualified and the most likely to carry out the assignment to a successful conclusion.

4. The widest altitude is given the commander in the selection of his staff officers, units, and subordinate commanders.

5. The means, when available, are always granted.

6. The commander of a task force is permitted to use his own initiative and methods in accomplishing his mission.

7. The task force, a unit of all arms and services, in the base force in the German Armed Forces. Its composition depends on the mission, the commander, and the method he and his staff devise in executing the plan. The task force will only coincidentally be the same in any two instances. The task force principle is applied to all echelons of command from the squad to any army group.

8. Greater detail in General Staff planning eliminates confusion and facilitates speed and surprise.

9. The records of German commanders should be carefully studied to determine their qualifications. A knowledge of a German commander's specialties may enable our military intelligence to deduce the enemy's line of action.

10. German commanders often operate in teams.

11. There is remarkably little service or branch rivalry in the German Armed Forces.

12. The propaganda is carefully regulated to as not to give individual commanders, or any particular arm or branch of the service too much and therefore detrimental publicity.

13. A unified command system facilitates the making of joint war plans and general staff planning work, in general.

DIS (S) GERMANY - Commandeering of Danish Vessels, June, 1941

The Germans are commandeering all Danish vessels of small tonnage. The "LUETZOW" is undergoing overhaul and repairs at Burmeister, Copenhagen.

DIS (S) GERMANY - Utilization of Danish Bases by German Fleet, June, 1941

It is very reliably reported that the German Fleet is utilizing Danish bases against theprotest of the Danish Government. The "NURNBERG" is now at Copenhagen; the "SCHLESWIG HOLSTEIN" is now at Copenhagen Roads; the "SCHLESIEN" is at the Great Belt; the "TIRPITZ" is practicing gunnery off Lange Island. A new mine field is being laid in the Great Belt. There is a concentration of submarines at the submarine base Aarnus. The Germans are planning on stationing 200,000 men in northern Denmark.

E-1-61 GERMANY - Navy - Personnel - Procurement, 10 July, 1941

An announcement is in the local morning's press publishes an appeal for condidates for officers' careers in the German Navy as line officers, engineer officers, ordnance officers and supply officers, for enrollment in October 1941. While the mere fact that the German Navy has issued another call for officer candidates is interesting in the added press comment that following Germany's victorious conclusion of the war the Navy will afford a profession to all candidates inasmuch as Germany will be represented on every sea, which fact will impose large tasks on the Navy and excellent men to man the ships. To the Naval Attache these remarks also have an added significance in that they tend to support the U.S. theory so often expounded by leading U. S. statesmen that the present German Government entertains cherished hopes of dominating world trade should a German victory in the present war ensue. As far as the writer can judge, the Germans are making and will continue to make every effort to build up a powerful navy for the future, under the assumption that it will be required once a victorious peace has been concluded. From a German source, considered reliable, it has been heard that all German shipyards have been taken over by the Government and that for the next five years, only naval ships will be built within. The personnel for this future Navy is being trained now to man the ships which are later to be available.

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E-1-62 GERMANY - Navy - Coast Defenses, 29 Aug., 1941

On 1 October 1941 a new officer corps will be inaugurated in the German Navy to be called the Naval Artillery Officers Corps. Special Order published 15 August 1941 places this corps in effect on 1 October 1941.

Conclusions drawn: At the present time it is estimated that 60% of German naval personnel is occupied in manning the coastal defenses of Germany and the occupied territorial waters held by Germany. Advertisements in local newspapers have recently stated that officers and men were imperatively needed by the German Navy. It is logical to assume that the formation of this new artillery corps in the Navy is to release experienced sea officers for shipboard duties and to build up this new officer corps from officers of the army and air force, and from naval officers not physically fit or experienced enough for duty aboard ship. This action may be taken with a view to manning more naval vessels under the control of the German Navy. This may mean that German personnel may operate all or part of the French fleet or even elements of the Italian Navy.

E-1-63 GERMANY - Army - Casualties on Eastern Front, 7 Oct., 1941

In conversation with a member of the General Staff of a neutral country on a recent visit to Switzerland, he estimated that German losses on the Eastern Front at 20,000 daily, 5,000 of which are dead, and that German casualties to date number 2,100,000. He further stated that up to 15 September the following German units had suffered losses of 30 per cent killed; 5th and 33rd Divisions, 162nd Infantry, 17th and 20th Motorized Divisions; also, that the following units had suffered losses of 50 per cent killed; 1st Mountain Division, 2nd and 4th Panzer Divisions.

It was also learned that the German General Staff has stated that after the Russian Front is fixed for the winter, they will be able to release fifty divisions.

Regarding the German losses officially admitted, the Swiss General Staff use a factor of four (4).

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SUMMARY

of

ESTIMATE of POTENTIAL

MILITARY STRENGTH

F

NAVAL ATTACHE, MOSCOW

[redacted]

DIS (S) Observation of Russian Military Equipment, October 1941

On flatcars at Vologda, Russian tanks were seen; also noticed at this city were some freight cars which have been bombed. About 100 kilometers below Yaroslav near the river there was observed a camouflaged airfield on which there were some 18 planes. At Gorki there was an armed gunboat with 3 and 1 pounders and 6 two-motored flying boats.

DIS (C) Disposition of U.S.S.R. fleet, November 1941

Northern Fleet: DD's 5 new, 4 old, 3 small; SS 7 King Class; 2 Love, 7 Dog, 6 Mike, 2 Sail, SS Tender; 1 Minelayer, 4 Sweepers, 16 Netlayers, 1 Survey, PG 3, Trawlers 8, Patrol Vessels 15, Icebreakers 12.

Baltic Fleet: BB's 2, CA's 2, DL's 4, DD's 20 new, 2 old, 7 small, Minelayer 1, SS Tender 5; SS Tujhosrep (?) Class 3, King 13, Oil 3, Love 1, Dog 29, "SHCH" Class 30, 3 Mike, 2 Ex Esthonian, Sweepers 23, MTB's 30.

Black Sea Fleet: BB's 1, CA's 5, Icebreaker question 2, DL's 2, DD's 11 new, 7 old, 9 small, SS Tender 1. SS: 3 Sail Class, 5 Love, 4 Dog, 15 SHCH, 12 Mike MTB's 50, Layer 1, Sweepers 18, PG's 2.

Pacific Fleet: DL's, DD's 3 new, 5 old, 6 small, SS 3 Prep Class, 12 Love, 35 SHCH 43 Mike, TB's 100, Sweepers 18, Layers 5, Breakers 2 Para.

Confirmed Losses:
Baltic: 4 old DD's.
Black Sea: 1 DL, 2 new DD's badly damaged; 1 old DD sunk.

Detailed NIS position list being forwarded.

F-1-1 Disposition of Soviet Fleet, 25 October 1941
Northern Fleet:

The main base of the Northern Fleet is at Polyarnoe. The Northern Fleet consists of 5 modern destroyers, 2 of which have been identified at Archangel; and 4 overage destroyers 3 of which have been identified at Archangel; 3 small destroyers, 2 of which have been identified at Archangel; 24 to 29 submarines, one of which has been identified at Archangel; 1 submarine tender; 4 minelayers, 3 of which have been identified at Archangel; 12

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minesweepers; 4 motor minesweepers; 1 netlayer, identified at Archangel; 3 surveying ships and 8 trawlers all at Archangel; 12 icebreakers, 2 of which may possibly be at Vladivostok. The majority of these icebreakers are probably based at Archangel, so far the existence of only 3 in the Northern Fleet have been confirmed. To date no detailed information has yet been received of minesweeping craft, motor torpedo boats, patrol vessels, etc., at Murmansk and Polyarnoe. 2 overage battleships; 3 cruisers, 1 of which is a training ship with no fighting value; 4 destroyer leaders; 9 destroyers of the one-funnel class; 8 destroyers of the two-funnel class; and 4 other destroyers of either one or two-funnel class; 6 overage destroyers, 4 of which were sunk during the evacuation of Tallinn but which one they are not known; 7 small destroyers, the confirmation of which is required as some of them may be in the Northern Fleet; 1 minelayer; 5 submarine tenders; 89 submarines; 19 to 26 minesweepers which are also fitted for minelaying; about 60 motor torpedo boats and various icebreakers, minesweeping trawlers and auxiliary vessels including training ships and dispatch vessels.

Black Sea Fleet:

1 overage battleship 1 aircraft tender, although the existence of this vessel has never been fully confirmed but many reports during the past two years state that she is in existence; 2 heavy cruisers; 1 overage heavy cruiser and 3 overage light cruisers; 1 special icebreaker; 2 destroyer leaders; 1 destroyer leader was sunk by a mine in July; 6 modern destroyers of the one-funnel class and 4 of the 2-funnel class as well as 1 of an unknown class; 7 overage destroyers, 1 overage destroyer was sunk by enemy aircraft. At present only 5 are believed to remain but this is not clearly confirmed as yet and it is possible that all of the 7 are still afloat; probably 9 small destroyers although confirmation is required on all of them; 1 submarine tender; 39 submarines not including overage submarines being used for training purposes; about 50 motor torpedo boats; 1 minelayer; about 6 fast minesweepers and 12 of a slower class; various transports, icebreakers, tenders, and "some" gunboats, 2 of which are named. One gunboat was sunk by enemy aircraft.

Pacific Fleet:

2 destroyer leaders; 3 destroyers; 5 overage destroyers; 6 small destroyers, but the existence of these required

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confirmation however; 93 submarines are reported but this number must be well over 100; about 18 minesweepers of which 8 or more belong to the modern "T" class; about 100 motor torpedo boats and about 5 minelayers; a number of icebreakers; tenders, etc. (1-5)

DIS (S) Russian Morale at Sevastopol, December 1941

British observer with Soviet Black Sea Fleet reports that morale of Soviet defenders of Sevastopol very High, and expects the city to hold out.

DIS (C) Possible Polish Troop Movements into Iran, February 1942

A Polish General is trying to persuade Stalin to aid in getting 25,000 Polish troops into Iran. 6 Divisions of Polish infantry are now in the Tashkent-Alma Ata area with a nucleus tank division at Krasnoyarsk. All units now out of Saratov and Buzuluk. Beginning today, the Russians are giving the Poles 2 weeks to transfer 30,000 troops to Persia.

DIS (S) Radar: Murmansk Area, April 1942

It is believed that the Soviets do not have radar in this region.

DIS (S) British minesweepers transferred to Soviets, April 1942

British NA reports that British have provided Soviets with 9 minesweepers, 2 of which have been lost.

DIS (C) Small Destroyers at Baku, June 1942

A British officer who passed through Baku recently and who was forced to remain in that city for several days reports having seen four small destroyers of about 700 tons each there.
Other British observers have reported that in addition to the above, the Caspian Sea Flotilla includes 12 sloops, about 3 gunboats and at least 1 submarine.

DIS (S) Enemy Airfields and Equipment in Norway and Finland, June 1942

Astalusna, Murmansk, received from Soviet Naval authori-

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[redacted]

ties location of enemy airfields in northern Norway and Finland with information on the types and numbers of airplanes located on these fields.

DIS (S) Movements of Soviet Military Airplanes, July 1942

British NA Moscow reports that Soviets have sent additional bombers and fighters to Murmansk.

DIS (S) Soviet Shipbuilding, Archangel-Murmansk Area, July 1942

Soviet Naval Liaison Officer states that after investigation he was not able to find any prospected or actual shipbuilding underway in the Archangel-Murmansk area. Through U.S. and British representatives in this area, it is found that the Soviets laid down 2 destroyers at Molotovsk before the outbreak of the war but no work has been done on them since the war began.

DIS (C) Russian Icebreakers, August 1942

Russian icebreakers are departing from Archangel for Port Dickson at the mouth of the Yenissei River where they will aid one Soviet destroyer leader and 3 Soviet destroyers enroute from the Far East.

DIS (C) Russian Icebreakers, August 1942

The Russian icebreakers KRASSIN, STALIN, LITKE, LENIN and MONTCALM plus British Tanker HOPEMOUNT on way to Port Dickson at mouth of Yenissei River at which point tanker will fuel three Soviet destroyers and one leader enroute from East. Soviet officials also informed that a convoy of several Russian vessels will leave shortly for U.S. via Northern Passage.

DIS (S) Air Strength, August 1942

Advance units for a number of Hamptden torpedo-bombers are now at Kola Inlet. These planes are scheduled to be used against German ships.

DIS (S) Disposition of Naval Strength, September 1942

The Soviets have given to the Astalusna, Moscow, the following dispositions of their naval forces of the Northern Fleet:

[redacted]

16 submarines, 6 destroyers, 5 motor torpedo boats, 64 minesweepers, 20 small patrol vessels, 2 minelayers, 24 auxiliary patrol vessels, (200 to 400 tons)

For the Pacific Fleet as follows:

6 minelayers, 9 destroyers, 2 net layers, 63 submarines, 12 patrol vessels (about 400 tons each), 40 minesweepers, 99 coastal motorboats and 61 motor torpedo boats.

For the Amur River Flotilla as follows:

18 river gunboats, 7 monitors, 10 minesweepers, 32 armored motor boats. Alusna was told by the Soviets that the above data was given to no other nation. Alusna asked that this information be kept in strict secrecy.

DIS (C) Russian Conditions, December 1942

It appears probable now that the German threat in the south is diminishing with the drain on German air strength and other branches to meet new Mediterranean requirements. The Reds no doubt feel competent to handle the situation there without outside military assistance which might put them under direct military and/or political obligations. In addition, an Allied air force in the south would weaken the Red position in respect to Iran during the latter and closing phases of the war.

DIS (C) Disposition of Icebreakers, February 1943

During the winter of 1942-43, the following icebreakers were stationed in the White Sea: MIKOYAN, KAGANOVICH, LENIN, KRASSIN, LITKE, SEDOV.

F-1-2 Soviet Northern Fleet, 5 April 1943

A complete list of all seagoing surface vessels which comprise the Soviet Northern Fleet was given enumerating 10 destroyers, 25 patrol vessels, 35 trawlers, 5 river trawlers, and 5 minelayers. (2)

DIS (C) Activity of Submarines, April 1943

Vice Admiral Golovko, Commander of Soviet Northern Fleet, stated that he had 20 submarines operating out of Polyarnoe and that an average of 8 were always on Station.

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DIS (S) Air Defense at Murmansk, etc., April 1943

Air defense of Murmansk Port and Kola Inlet merchant shipping is administered by Soviet Navy at Vaenga which is the main airfield. Two small auxiliary winter fields are located 10 and 20 kilometers south of Vaenga. There were observed operating from those fields the following types of fighters: Hurricanes, P40's, P39's, Soviet twin-engined fighters--some 65 fighters in all. Besides these, there were 12 Hamptden torpedo bombers which have been carrying on against the German transports and also there were an undetermined amount of Soviet medium bombers and 6 obsolete scout biplanes. At Grasnaya were stationed 2 seaplanes of the type MBR 2. There were also facilities there for Catalinas. Soviets stated that on Novaya Zemyla, there were two airfields which could operate as bases for long range fighter aircraft. There is also an army airfield at Murmashei which plays a small part in the defense of Murmansk. The C-in-C, Murmansk has been recently transferred to Vladivostok. This is significant in view of the fact that his reputation during active experience in contact with enemy air forces in the area of Murmansk is excellent.

DIS (C) Airfields, Moscow, Murmansk, and Archangel, April 1943

Moscow airfield had parked 15 transports, 15 single-engined fighters, 30 twin-engined attack-bombers and 30 miscellaneous. These were massed in the pattern indicating no fear of air raids. At Archangel there was one field with 50 planes practically all single-engined fighters. Another field had 15 single-engined fighters and Murmansk Vaenga there were about 20 planes, mixed one and two-engined fighters with several Airacobras. Planes in Archangel and Murmansk were nearly all enclosed in earth revetments. There was no evidence of German bombing of the airfields.

DIS (C) Units in Russian, Baltic, and Black Seas Fleets, April 1943

Photographs in the files of TASS indicate that several units were intact in the Baltic and Black Seas in March, 1943, and that a cruiser was apparently in full commission in 1942 in the Black Sea; these units were enumerated.

F-1-3 Report of Travel from Seattle, Washington, to Moscow, USSR, via Alaska & Siberia, 19 May 1943

During meals in conversation I heard that the Germans

[redacted]

[redacted]

were concentrating many tanks, 5 to 6,000, in the neighborhood of Orel where a drive is expected this spring. I also heard that the newest and best Soviet fighter plane is about as good as our airacobra. This is interesting in view of the fact that in answer to a point blank question about the quality of our equipment the answer is usually, "Oh, it's all right." (5)

DIS (C) Silhouettes of Russian Far Eastern Fleet, May 1943

This dispatch states that a secret Recognition Book containing silhouettes of Soviet naval units attached to the Pacific Fleet was received; these silhouettes included one type of light cruiser, one type of destroyer leader, one type of destroyer, one type of torpedo boat, one type of minelayer, one type of trawler, three types of patrol vessels, one type of plane tender, one type of icebreaker, 9 types of submarines and one type of motor torpedo boat, and stated that in addition to the above there were miscellaneous types of small minesweepers and patrol vessels converted from fishing vessels. See photostat "Silhouettes of Ships".

F-1-4

DIS (C) Units of Russian Northern Fleet, May 1943

This dispatch gave a list of surface units attached to the Soviet Northern Fleet stating that it was believed that the information was reliable and enumerated them.

F-1-5 U.S.S.R. Vessels, Organization, 28 May 1943

This report corrected the descriptions of several Soviet naval units as described in Janes Fighting Ships. (1)

DIS (C) Passage of Soviet Warships Through Northern Sea Route, May 1943

Soviets intend according to reliable information send units as yet unknown of their Far Eastern Fleet through the northern passage to augment the northern fleet.

DIS (S) Facilities at Soviet Gavan, etc., June 1943

It has been learned from a fairly reliable conversation with Soviet shipbuilder from SovGavan that concentration is being made of Red Navy there with harbor facilities

[redacted]

being rapidly improved but no rail line or motor road leads from the port and apparently no plans being made for building any. All ex U.S. Liberty ships are forced to anchor in LaPerouse for Japanese inspection since increasing suspicion that they are being operated by U.S.A. A good surface road for motors to Nahodka is now open for military use via Artem.

DIS (C) Russian Submarine Activity of Northern Fleet, June 1943

Vice Admirals YUMASHEV Cinc Pacific and TRIBUTS Cinc Baltic promoted Admiral today. It is reported in newspaper that Capt. 3rd Rank Lev Shuskin Comdg. Sub northern fleet just sank 4 enemy transports. He commanded S-55 recently transferred via Panama, and is probably in same vessel. This dispatch also enumerated submarines which he believed were operating with the northern fleet.

DIS (C) Russian Submarine Strength of Northern Fleet, June 1943

This dispatch enumerates the total submarine strength of the Soviet Northern Fleet and also states which submarines were lost last year and this year.

F-1-6 USSR - NAVY - Base at Polyarnoe, 14 June 1943

This report gives the positions of Soviet coastal batteries to the east of Cape Teriberski and in the White Sea and approaches to it and adds that the number and caliber of guns are not known. (1)

F-1-7 USSR - NAVY - Base at Polyarnoe, 14 June 1943

Polyarnoe, in Longitude 33-28-00 East and Latitude 29-11-06 North, is the administrative headquarters and submarine base of the Soviet Northern Fleet. It was formerly known as PORT ALEXANDROVSK and was declared a prohibited zone in 1934. Here are located the Commander-in-Chief of the Northern Fleet, Vice Admiral Golovko, and his immediate staff. Of the nine destroyers, twenty-three submarines twenty-five patrol vessels, forty trawlers and five minelayers which comprise this fleet, only the submarines are normally based at Polyarnoe, the other craft being serviced, repaired, refitted and normally located at various points along the Kola Inlet such as Vaenga Bay, the shipyard at Rosta, and the government salvage agency known as

E.P.R.O.N. which has fairly complete salvage equipment and which undertakes repairs to men-of-war. (1-2)

DIS (C) Submarine Losses in Russian Northern Sea Fleet, June 1943

This dispatch states which submarines formerly attached to the Soviet Northern Fleet were lost in 1942 and which were lost in 1943.

F-1-8 Warships of Soviet Northern Fleet, 1 July 1943

8 destroyers, 20 submarines, 3 minelayers, 5 patrol vessels, 30 patrol boats, 5 motor torpedo boats.

DIS (C) Submarines in Russian Northern Sea Fleet, August 1943

This dispatch states that there are over 20 Soviet submarines operating in northern waters and describes the relative efficiency of one of these submarines.

DIS (C) Soviet Naval Units, August 1943

This dispatch quotes Soviet newspaper as mentioning several Soviet Naval units, and comments upon it.

~~F-1-9 - - Appendix - Album of submarines in the USSR Navy~~

SUMMARY

of

ESTIMATE of POTENTIAL

MILITARY STRENGTH

G

NAVAL ATTACHE, TOKYO

G-1-1 Manufacturing Production in 1936, 18 January 1937

This report quotes excerpts from "Contemporary Opinions on Current Topics" of 14 January 1937, describing increase of Japan's productive power in recent years, and concluding that "Productive power is likely to continue expanding further, particularly in war material manufacture."

G-1-2 Third Replenishment Program, 22 January 1937

This report quotes excerpts from a pamphlet issued by the Finance Ministry to members of the Diet, giving a summary of expenditures for the next five years covering warship construction, extension of naval establishments, expansion of air forces, refitting and modernization of ships and munitions.

G-1-3 Building Program, 21 January 1937

This report lists all Japanese Naval vessels built, building, or authorized as of 1 January 1937.

G-1-4 Naval Activities for 1936, 28 January 1937

This is the annual report from the Naval Attache on naval activities and organization for the operating year of 1936.

G-1-5 Navy Budget, 28 January 1937

Analysis of Navy Budget figures, including ordinary and extraordinary accounts, in light of information obtained from pamphlet issued by Finance Ministry to members of the Diet.

G-1-6 Shipbuilding Capacity, 15 February 1937

This report is a brief outline of building and docking facilities of the various Naval and private shipbuilding plants capable of constructing vessels of over 1000 tons.

G-1-7 Yokosuka Naval Station, 16 March 1937

This report is an account of N.A.'s tour of inspection of Yokosuka Naval Station on 11 March 1937.

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G-1-8 Yokosuka Naval Air Station, 17 March 1937

This report is an account of N.A.'s inspection of Yokosuka Naval Air Station on 12 March 1937. Facilities described as poor.

G-1-9 Navy Budget, 1937-1938, 12 April 1937

Summary of main items and index to Navy Budget for 1937-1938.

G-1-10 Taiwan, 21 April 1937

This report submitted to N.A. by Lt. Karrer, U.S.N., language officer, who spent month of March, 1937, in Taiwan.

G-1-11 Iron and Steel, 30 April 1937

This report quotes authorities in the Commerce Ministry to the effect that Japan's iron ore demand will continue to rise, and will by 1941 be 5,670,000 tons in excess of Japan's domestic production.

G-1-12 Industrial Expansion, 30 April 1937

Recent industrial production activities have expanded remarkably because of increase in national budget centered upon giant national defense expenditure; and that the industrial production capacity of Japan at end of 1936 made more than a 60 per cent increase over 1930, directly preceding the Manchurian incident. Rate of expansion in Japan far exceeds that in leading powers such as U.S., Great Britain, France, or Germany.

G-1-13 Naval Construction, 22 May 1937

This report quotes interview between Hugh Byas, correspondent for New York Times and London Times, and Navy Minister Yonai, with comment that "opinion is gaining ground in Tokyo that Japan does not contemplate construction of capital ships of a size greatly in excess of present types nor mounting guns larger than those now installed." N.A. considers that restrictions imposed upon his visits to Kure and Yokosuka indicate important naval construction is either under way or contemplated at those places.

[redacted]

G-1-14 Expansion of Aircraft Manufacturing Industry, 21 July 1937

This report summarizes the state of Japanese aircraft industry and its expansion, with comment that "Natural inaptitude in this field will always keep them (Japanese) somewhat behind the more progressive Occidental countries, but the difference will steadily decrease as the limits of material and performance are more closely approached." (2)

The report also reviews organization and production of the leading Japanese aircraft manufacturing companies.

G-1-15 Naval Personnel Figures, 5 August 1937

This report gives personnel figures provided by the Japanese Navy.

G-1-16 Naval Aviation Shore Establishments, 6 August 1937

This report discusses expansion of naval aviation shore establishments; gives names, locations and complements of naval establishments; and concludes with the observation that "the naval air arm will become an independent striking and defense force parallelling the development of army aviation."

G-1-17 Aviation Statistics, 30 August 1937

Combined M.I.D./O.N.I. Aviation Statistics-Forms A-G, for the year ending 1 September 1937.

G-1-18 Oil Situation, 2 September 1937

This report is a detailed tabulation of oil production and consumption statistics for the calendar year 1936.

G-1-19 Japanese-German and Japanese-Italian Interchange of Aeronautical Information, 30 November 1937

This report discusses the interchange of aeronautical information between Japan, Germany and Italy, and concludes that it should help to overcome the weakness of Japan in technical aeronautical matters.

G-1-20 Organization of Combined Fleet, 28 January 1938

This report gives the organization of the Combined Fleet according to information received from a foreign N.A.

G-1-21 Naval Budget for 1938-1939, 11 February 1938

This report contains official Navy estimate for fiscal year 1938-39, including all accounts, as derived from pamphlet, "Navy Dep't. General Account Reference Book."

G-1-22 Naval Policy and Trends, 11 February 1938

Diet Interpellations reveal a policy of strengthening and modernizing the Navy.

G-1-23 Naval Construction, 18 February 1938

This report contains information from the Italian N.A. to the effect that keels have been laid down for four Japanese battleships.

G-1-24 National Mobilization Law, 28 March 1938

This report gives the substance of the new National Mobilization Law, with comment that "This law aims to achieve mobilization of the entire power, resources and economy for future warfare."

G-1-25 Naval Budget, 13 April 1938

This report gives an account of budget expenditures not under the Navy allotment, but which are related to Naval activity and National defense. Includes appropriations for improvement of harbors and facilities in the South Seas.

G-1-26 Aircraft Industry Law, 2 May 1938

This report quotes Aircraft Industry Law with the comment that "Complete government control of the entire aircraft manufacturing industry is provided by this law." (2)

G-1-27 Naval Dockyards, 9 June 1938

This report sets forth the building capacity of Japan's three major dockyards.

G-2-28 Oil Situation, 26 August 1938

This report is a detailed tabulation of oil production and consumption statistics for the calendar year 1937.

G-2-29 The Mandated Islands, 29 August 1938

This report is a partial translation of a report submitted by Commander Robbe to the French Admiralty on the subject of the Mandated Islands.

G-2-30 Annual Naval Aviation Digest, 30 August 1938

This report is a digest containing estimates of the annual production of aircraft and aircraft engines, comments on Japanese Naval air stations, a review of naval aviation accounts under the budget, and a discussion of ship-based and shore-based aircraft. "The number of naval planes on 30 June 1938, was 42 per cent greater than last year.... A remarkable increase in Japan's aircraft production facilities."

G-2-31 Aviation Statistics, 20 September 1938

Combined M.I.D./O.N.I. Aviation Statistics Forms A-G as of 1 July 1938.

G-2-32 Far Eastern Situation, 28 November 1938

This report is an account of N.A.'s trip to Shanghai. It includes this comment on the Japanese-Chinese situation: "Left alone, it is almost certain (Japan) can conquer China from a military standpoint....It is my opinion that Chiang Kai-shek's case is practically hopeless unless outside aid is received." (3)

N.A. emphasizes that Japan's inherent strength lies in her vast physical and temperamental "hardness", the subordination of the individual to what he considers to be the Divine Will.

Regarding Japan's economic structure: "There is no question in my mind but that Japanese finance will stand up for at least two more years." (4)

Japan has gained valuable experience in the China conflict. "No other first-class Naval power has had similar war experience or anything even approaching what Japan has enjoyed..." (5) "Japan's announced building policy is to build a fleet in accordance with her national traits and characteristics, which will be able to defeat any fleet a single Power can bring against her in the Western Pacific." (6)

G-2-33 Naval Construction, 16 January 1939

This report gives N.A.'s belief that it is possible that four capital ships are under construction.

G-2-34 Aircraft Manufacturing Industry, 28 January 1939

This report states that major aircraft producers and affiliated industries have virtually become Army and Navy aircraft factories, and it discusses development and capacities of these various factories.

G-2-35 Navy, 14 February 1939

This report quotes Admiral Yonai as urging that present merchant marine tonnage be doubled, and that the present mercantile marine schools and seamen's training institutes be increased to cope with this expansion. Admiral Yonai admitted that in the China Incident the Navy had suffered the most damage in aircraft, adding that the loss of vessels had been negligible.

G-2-36 Fourth Supplementary Budget, 13 March 1939

This report lists ship construction expenses, additions and improvements to shore stations, and expansion of the air force under the Fourth Replenishment Program.

G-2-37 Shipbuilding Expansion, 15 March 1939

This report quotes press account of Communications Minister's telling Diet members that the government ship-building expansion plan aims at an increase of two million tons in national vessels.

G-2-38 Light Metal Manufacturing Industry Law, 28 March 1939

This report gives account of new light metal manufacturing industry law, with comment by N.A. that "It is a further step by the Government to secure expansion of stragetic industries and readiness for war on two fronts, China and the Soviets, if necessary."

G-2-39 Naval Budget for 1939-1940, 12 April 1939

This report gives Official Gazette figures for Navy Budget for the year 1939-40, including ordinary and extra-ordinary accounts, and First and Second Supplementary Budgets.

[redacted]

G-2-40 Capital Ship Construction, 27 April 1939

This report gives estimate of one Naval Attache that Japan is building 8 battleships, 4 large cruisers and 4 carriers.

G-2-41 Civil Aviation, 9 June 1939

This report lists budget appropriations for civil aviation, which reveal the amazing growth of the civil air transportation system in Japan.

G-2-42 Operations of Japanese Fleet, 20 June 1939

This report quotes reliable sources which reveal the operating schedule of the Japanese Fleet.

G-2-43 Shipping in Japanese Empire for April, 1939, 20 June 1939

This report gives American Consulate's general survey of shipping in the Japanese Empire for April, 1939. (This is the first of a monthly series).

G-2-44 Military Resources Secret Law, 11 July 1939

This report expresses the N.A.'s opinion that the new regulations for the enforcement of this law definitely indicate that the Japanese are facing a shortage - perhaps serious - in certain strategic materials. Foreign observers are faced with increasing difficulties in securing information regarding Japan's war machine.

G-2-45 Change in the Organization of the Japanese Fleet, 4 August 1939

This report quotes the press as saying that a new naval fleet has been organized for the following three purposes: (1) to prepare Japan for third power intervention. (2) to prepare for possible "corrective measures" in case Anglo-Japanese conference on the Tientsin question fails to achieve satisfactory settlement. (3) To keep closer watch on N. Saghalin because of Soviet threat to expropriate Japanese coal and oil concessions.

G-2-46 Annual Naval Aviation Digest, 9 August 1939

This report gives a digest of naval aviation information for fiscal year ending 30 June 1939, and includes appropriations, production, bases, organization, operations, etc.

[redacted]

[redacted]

G-2-47 Japanese Naval Personnel, 10 August 1939

This report submits an estimate of Japanese naval personnel as of 1 July.

G-2-48 Activities of Japanese Navy in China, 5 September 1939

This report is a brief resume of the activities of the Japanese Navy in China as made public by the Japanese Navy Dep't. The Navy state that they have secured command of the Western Pacific and have prevented the United States, Great Britain and Soviet Russia from intervention on behalf of China.

G-2-49 Japanese Oil Situation, 11 September 1939

This report of the oil situation in Japan for the year 1938 concludes with the statement that "all oil storage facilities in Japan are now filled to capacity."

G-2-50 General Intelligence Summary, 12 September 1939

This report is part 3 of General Intelligence Summary. It stresses the great strain of China Incident on Japan's economy, but also points out her increased military strength resulting from industrial reorganization necessitated by war.

G-2-51 Merchant Vessels, 12 September 1939

This report is an official summary of the total number and tonnage of Japanese merchant vessels registered on 30 June 1939.

G-2-52 Civil Aviation Progress, 9 October 1939

This report quotes an article from Tokyo Gazette summarizing civil aviation progress 1929-1939.

G-2-53 Capital Shipbuilding Program, 11 October 1939

This report submits information believed to be reliable in regard to Japanese capital shipbuilding program. It states that Japan now has 8 capital ships building in navy yards. These include: four 40,000 ton vessels to be completed in 1941; four 43,000 ton vessels to be completed in 1944. All of these vessels carry twelve 16 inch guns.

[redacted]

[redacted]

G-2-54 Japanese Naval Aviation, 1 December 1939

This report presents a concise, authoritative summary of Japanese Naval aviation activities, and a clear picture of her strength.

G-2-55 Speed of Capital Ships, 16 January 1940

This report contains recent information that Japanese ships are from five to ten per cent faster than has been believed. Published speeds and actual speeds given.

G-3-56 General Intelligence Summary - Electric Power Shortage, 13 February 1940

This report concerns electric power shortage and its effect on reducing the output of war industries.

G-3-57 Annual Economic Review of Japan - 1939, 14 February 1940

This report, prepared by Commercial Attache, concludes that no improvements can be expected in Japan's general economic position until hostilities in China are terminated; the shortages of daily necessities will become more acute; the financial outlook is unfavorable, and inflation can be expected.

G-3-58 Relative Strengths of U.S. and Japanese Navies, 15 February 1940

This report contains full translation of articles by the best-known Japanese Naval writer, Masanori Ito, whose articles reflect to a very great extent, the views of the Japanese Navy. Mr. Ito says that: (a) the relative strengths of the American and Japanese Navies are 5 and 4; (b) Japan must increase her building if this ratio is to be maintained.

G-3-59 Japanese Naval Program, 15 February 1940

This report states that no changes in Japanese Naval programs will occur as a result of latest American program.

G-3-60 Japan's Growing Weakness, 16 February 1940

This report contains statement that "each month finds Japan becoming weaker and weaker - economically, financially, socially and militarily, - and each month finds her farther and farther from her goal in China, provided Chinese resistance does not collapse completely." (2)

[redacted]

G-3-61 General Intelligence Summary, 28 March 1940

This report mentions increase in social unrest as a result of inflation, shortages and high prices.

G-3-62 Naval Budget 1940-1941, 4 April 1940

This report gives Official Gazette figures for Naval Budget for the year 1940-1941. No details of the budget are given, but it should be noted that increased funds are appropriated for ship construction, improvements to yards, expansion of air force, and operating expenses of ships and stations.

G-3-63 Organization of Japanese Combined Fleet, 22 April 1940

This report summarizes fleet organization and concludes that this organization shows no great change from previous years, except that two additional capital ships and four additional heavy cruisers have been added to the fleet.

G-3-64 Commercial Aviation, 22 April 1940

This report says that of an appropriation of 50 million yen for civil aviation, the greater part is for the purpose of developing military aviation.

G-3-65 Japan's Naval Secrecy Policy, 26 April 1940

The Japanese have adopted a "Secrecy policy" in regard to Naval Building program. Reasons for secrecy are to keep information from foreign powers, and to keep from the Japanese public what sacrifices are being demanded of them in order to build up a huge Navy.

G-3-66 Government Budget - Fiscal Year 1940-1941, 3 May 1940

This report presents budget for 1940-1941 including general and supplementary accounts.

G-3-67 Ship Construction, 13 May 1940

This report lists Japanese Naval vessels in commission, or which have been launched.

G-3-68 Operating Schedule of Combined Fleet, 13 May 1940

The Combined Fleet is carrying out a normal operating schedule which differs very little from that of previous years.

G-3-69 Marshall Island Group, 5 June 1940

This report gives information obtained from reliable British source concerning Jaluit, capital of the Marshall group and headquarters for Japanese naval and military operations. "It is a first class advanced base for stores and air scouting."

G-3-70 Scarcity of Steel, 19 June 1940

N.A.'s opinion: "the Japanese Army and Navy are gravely concerned over the present inadequate supply of steel and special steels for production of munitions and allied materials." (1)

G-3-71 Strategic Materials Desired from N.E.I., 20 June 1940

Japan hopes at some future time to dominate the N.E.I., economically and politically, "and if a good opportunity presents itself, she will attempt to do so. The time will be carefully chosen, and the attitude of the U.S. will be ascertained beforehand." At present, Japan does not want any area if this runs risk of war with U.S.

G-3-72 Industrialization of Chosen, 17 September 1940

Chosen is rapidly being industrialized with the backing of the Japanese army.

G-3-73 Air and Naval Bases, 27 September 1940

This report is a concise compilation, with sketches, of the defences and bombing objectives within range of Philippine operations.

G-3-74 Morale, 30 September 1940

If the war is carried to Japan, homes and factories razed, the over-rated prestige of the Japanese armed forces would suffer seriously since morale is now none too high after 3 1/2 years of belt-tightening.

[redacted]

G-3-75 Ship and China-based Aircraft, 10 October 1940

This report tabulates the numbers and types of naval aircraft stationed in the Japanese fleets and at all outlying bases as of 1 September 1940.

G-3-76 Defence of Tokyo against air attacks, 29 October 1940

This report describes the land, air and sea defences of Tokyo against air attacks as being comparatively weak. Present defences could not prevent air attack on Tokyo.

G-3-77 Organization of Japanese Fleet, 29 October 1940

This report gives organization of combined fleet as of October, 1940.

G-3-78 Japanese Economic Activities in the South Saa Areas, 30 October 1940

This report is a brief of Japanese enterprises in the South Seas Area. Japan's "Southward Advance Policy" which is already well under way is designed to increase Japan's holdings in this area.

G-3-79 Japanese New Order, 31 October 1940

Detailed report on Japanese "New Order" and her attempts to set up a totalitarian state. Nation's total strength must be mobilized because of Japan's perilous international and domestic situation.

G-3-80 Greater East Asia Economic Policy - 10 Year Plan, 7 November 1940

The Cabinet has made public an ambitious 10 year "Greater East Asia Economic" plan. Japan proposes to regulate industry, labor, finance, trade and communications in the three countries concerned. (Japan, China, Manchukuo).

DIS (S) Fleet Organization, January, 1941

Combined Fleet Organization believed to be the same as last year. Indications are that Mandate Island outfit has unusual number of patrol planes, light cruisers and torpedo-carrying ships at sea. All vessels on active list are in commission and ready for duty, except Haruna and Akagi which are undergoing major repairs.

[redacted]

G-3-81 Air Defence, 5 February 1941

This report comments that the authorities, " from the Prime Minister down to the common people, are scared to death of air raids, and know that Japan is totally unprepared with AA defences."

G-3-82 Artificial Oil Industry, 7 February 1941

This report lists the artificial oil plants in operation and under construction, commenting that they are considered to be extremely disappointing to the Japanese Government.

G-3-83 Airports, Landing Fields and Seadromes, 14 February 1941

This report gives a complete and verified alphabetical list of airfields and seadromes in the Japanese Empire, (Less China). Positions of airfields accompanied by brief descriptions.

G-3-84 Main Steam, Hydro-electric Power Stations and Transmission Systems, 26 February 1941

This report, together with enclosed charts, maps, descriptions and views of the main power plants, indicates that the bombing of power stations and reservoir dams "will produce the most marked effect in Japanese war materials production."

DIS (C) Japanese Forces Available for Attack, February, 1941

This dispatch lists various Army and Navy forces available for attack on Malaya and Netherlands East Indies, which might total thirty divisions.

G-3-85 Naval Budget, 10 March 1941

This report presents the Naval section of the budget, fiscal year 1941-42, indicating the following trends:

1. Amounts for ship construction have been increased 45 per cent under the ordinary account, and 18 per cent under the extraordinary account.
2. Amounts for additions and improvements to naval stations have been increased.
3. Amounts for expanding the naval air force have increased only 5 per cent, but research expenses have increased 300 per cent.
4. The basic general budget has increased 20 per cent. To this must be added supplementary and extraordinary accounts.

[redacted]

G-3-86 National Defence Security Bill, 11 March 1941

This report contains the provisions of the National Defence Security Bill, designed to unify national opinion and to stop foreign propaganda and espionage.

G-3-87 Economic Mobilization, 12 March 1941

All economic resources of Japan, China, and Manchuria are being mobilized, production of war materials and supplies is being speeded up, labor is being regimented and re-allocated, financial resources are being conscripted, foodstuffs are being preserved and legislation enacted giving the Government sweeping powers over all matters pertaining to national defence. The greatest problem facing industry is that of finding substitutes for American scrap iron.

G-3-88 Importation of German Motors, 19 March 1941

German planes and engines checked at Harbin, enroute to Japan, including Heinkel HE 111, Junkers J.U. 88, Messerschmidt ME 109. Machine tools and technicians believed being carried to Japan aboard the "Asaka" for construction of prototypes in Japan.

G-3-89 Budget - Fiscal Year 1941-1942, 22 March 1941

This report contains the basic general budget, the supplementary budget and extraordinary accounts; it also has a summary of Army and Navy budgets.

G-3-90 Civil Aviation, 24 March 1941

This report reveals that the large appropriation for civil aviation is presumably for the purpose of training pilots and improving the aviation facilities for the military services.

G-3-91 Shipping Protection Law, 23 April 1941

This report states that the Shipping Protection Law is designed to: ".....(b) Enable the Navy Dept. to issue orders to merchant vessels in regard to navigation, anchorages, cargo, crews, passengers, etc. (c) Place merchant shipping under Naval control as regards shipping facilities, crews, etc., in time of war....."

[redacted]

G-3-92 Decline of Japanese Steel Industry, 28 May 1941

Quotes Hirao, head of the Iron and Steel Control Association, who said "the efficiency of blast furnaces and open hearths in Japan is on the decline, and the business of iron and steel manufacturing is steadily becoming more unfavorable". (3)

G-3-93 Recent Shipping Conditions in Japan, 2 June 1941

Summary by N.A. says: "Commercial shipbuilding is falling far behind schedule, with the scrap iron and materials shortages important factors, altho metals are being diverted to war industries. Building maintains a fairly sound character, with welding inferior to American. Ship repairs are being greatly skimped."

DIS (C) Importation of German Motors, June, 1941

Reliable reports state that seventy Daimler-Benz and fifty Junkers-Juno aircraft engines have reached Japan via Trans-Siberian railroad.

G-3-94 Japanese Naval Oil Storage, 27 June 1941

Indicates capacity, location and details of Japanese Naval oil storages at major bases and lists other naval oil storage sites whose capacities are unknown. Total stocks on hand in Japan are stated to be in vicinity of 10,000,000 tons with an annual consumption rate of 5,000,000 tons.

G-3-95 Military Mobilization, 29 July 1941

Eyeing European developments, Japan has mobilized 750,000 men to strike north or south when the opportunity presents itself.

G-3-96 Communications Ministry Survey, October, 1939, 6 August 1941

Lists number of ships and gross tonnages of 10 largest Japanese shipping companies.

G-3-97 Japanese Naval Building Program, 21 August 1941

Except in the cases of capital ships whose requirements for 16 inch armor plate cannot be met by depleted stores of steel ingots, naval building program is very satisfactory, according to Masanori Ito, Counsellor of Domei News Agency and highly respected writer on military affairs. (5)

[redacted]

National conference of technicians believes that Japan has reached a point where iron and steel makers in Japan will be able to carry on their business even if ore supplies are cut off from Philippines and Malaya. (7)

G-3-98 Population: 1940 Census, 5 September 1941

This report presents census figures for population of Japan, Chosen, Taiwan, Karafuto, Kwantung Leased Territory and the Japanese Mandated Islands: a total of 105,226,101, and an increase of 6,300,000 since 1935. Japanese Govt. has drawn up plans for increase of birthrate to make Japanese birth-rate highest in world.

DIS (C) Japanese Air Strength, September, 1941

This dispatch gives summary of 1 July aviation estimates.

DIS (S) Battleship Construction, November, 1941

It is reported that a 40,000 ton Battleship has been recently commissioned, and another is expected to be commissioned by the end of this year, both carrying nine 16-inch guns. Construction of 2 Pocket Battleships also is reported.

[redacted]