

5030/7

Confidential

JICPOA
File

RECEIVED

(8)

AUG 23 1944

District Intelligence

THE O. N. I. WEEKLY

For the Officers of the United States Navy

VOL. III, NO. 33

AUGUST 16, 1944



CONTENTS

PROGRESS OF THE WAR

WESTERN EUROPE..2540; MEDITERRANEAN..2551; EASTERN EUROPE..2563;
ASIA... 2570; PACIFIC... 2578; ATLANTIC... 2587; THE AMERICAS... 2588.

SPECIAL ARTICLES

E-BOAT DATA	2593
JAPANESE AIRCRAFT CARRIERS.....	2597
THE POSITION OF MANCHURIA IN JAPAN'S WAR ECONOMY.....	2601
PROPAGANDA BY SHELL.....	2607
DENMARK'S MERCHANT MARINE	2610

Confidential

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON, D. C.

The O. N. I. WEEKLY is issued for the confidential information of the officers of the United States Navy. The security of this publication should be guarded by (1) care in the circulation and custody of the WEEKLY itself and (2) care in avoiding discussion of its contents in the hearing of others than commissioned or warrant officers. When not in use, it should be kept under lock and key. It is not intended, however, that security measures should be enforced to the extent of defeating the purpose of the WEEKLY. Occasionally, in addition to material of a confidential character, there will be included articles which are restricted or nonclassified and may therefore be removed from the WEEKLY for appropriate circulation.

Several copies of the WEEKLY are furnished the larger ships for convenience in circulation. When each subsequent issue is received copies of the prior issue may be destroyed. It is suggested that one copy be retained in the confidential files, if desired. The WEEKLY is not to be removed from the ships or shore stations to which it is addressed.

R. E. Schweigman

REAR ADMIRAL, U. S. N.,
Director of Naval Intelligence.

Vol. III. No. 33

August 16, 1944

Confidential

THE O. N. I. WEEKLY

PROGRESS OF THE WAR

Another phase of the grand strategy to defeat Germany was opened on August 15th when Allied airborne and seaborne forces landed on the coast of southern France after an intensive 4-day air bombardment. Preliminary reports indicated that American, French, and British troops, supported by more than 800 ships of several Allied nations, went ashore at points between Toulon and Cannes and established firm beachheads. The islands of Levant and Port Gros, south of Cap Negre, were also occupied. Gen. Sir Henry Maitland Wilson, Allied Mediterranean commander, said the objective of the landings was "to drive out the Germans and join up with the Allied armies advancing from Normandy."

This new development in the battle for France came two days after the Allied forces in Normandy and Brittany were told by their Supreme Commander, Gen. Dwight D. Eisenhower, that they had created a "fleeting but definite opportunity for a major Allied victory" in France and that this week could be "a brilliant and fruitful week for us, a fateful one" for the Nazis. After a series of swift maneuvers, our forces have effectively trapped a substantial part of the German Seventh Army west of Falaise. The southern jaw of this trap was formed by American and French troops who in a rapid advance reached the town of Argentan thereby cutting the major lateral road through which the Germans could retire to the eastward. Its northern jaw was formed by Canadian forces who advanced against much stronger opposition down from Caen to within one mile of Falaise, through which pass the last two roads out of the trap. The threat to these enemy troops was intensified by the overwhelming might of the Allied air force, which was poised to interdict the movement of troops and vehicles.

Although elements of the Seventh Army apparently succeeded in escaping eastward through the closing Allied pincers, these forces as well as the remaining Germans west of the Seine were in imminent

danger of being outflanked. This threat came from troops of the American Third Army who swiftly pushed eastward from Argentan toward the road junction of Dreux and northeastward from Le Mans toward Chartres. These American forces are at the same time in position to move in on Paris.

Meanwhile, American troops who had fanned out into the Brittany peninsula crossed the Loire at Nantes and also surrounded the German garrisons at the ports of Lorient, Brest and St. Malo.

☆☆☆

There were no spectacular developments on the Eastern Front this week, but the Russians exerted steady pressure and made gains at several points along the line. Southeast of Warsaw, they maintained and slightly expanded their bridgehead across the Vistula, while northeast of the Polish capital, they drove close to the Bialystok-Warsaw railroad. On the southern approaches to East Prussia, despite strong German resistance, they occupied a town only 16 miles from the border of the "holy soil."

The greatest Soviet penetration this week was scored in the north below Lake Pskov, where the Third Baltic Army, advancing as much as 50 miles on a 40-mile front, threatened to cut through to the sea. Farther south, one corridor has already been driven to the sea west of Riga.

☆☆☆

In Italy, the Germans have evacuated most of Florence, withdrawing their main forces to the northern part of the city. There was little change in the general line during the week other than the clearing of some enemy pockets along the southern banks of the Arno and a Polish advance across the Cesano River near the Adriatic coast to within 15 miles of Pesaro.

☆☆☆

The outstanding developments in the Pacific this week were in the air. On August 10th, B-29 Superfortresses struck at two widely separated centers of Japanese industrial strength. One medium-sized force flew from China bases to attack targets at the major port and industrial center of Nagasaki on Kyushu, southernmost of the Japanese home islands; another medium-sized force operating from Southeast Asia Command bases bombed strategic oil installations at Palembang, southern Sumatra, in the longest bombing mission ever undertaken. In the Central Pacific, Army heavy bombers inaugurated large-scale attacks on the Bonin and Volcano Islands by land-based

Confidential

aircraft. A series of small air attacks was carried out against airfields and shipping at southern Mindanao, the first since the fall of Corregidor. In the Southwest Pacific, heavy attacks were again directed against airfields and shipping in the Halmaheras. According to a communique from General MacArthur's headquarters, these continued blows have destroyed the "flexibility of this great base," a key point in the Japanese main line of defense for their conquered empire in the Southwest Pacific, "from which previously their forces of all categories could be rapidly distributed."

In land operations, American forces on the 10th cleaned up all organized Japanese resistance on Guam. In New Guinea, Japanese resistance in the Driniumor River sector has completely collapsed and the remaining enemy forces in that area appear to be fleeing southward into the mountains.

☆☆☆

It was disclosed this week that President Roosevelt visited Pearl Harbor late in July on an inspection trip and conferred with Admiral Nimitz, General MacArthur and other Pacific commanders. In a speech to the nation on his return, the President declared that the "word and honor" of Japan cannot be trusted until "years of proof" have passed and that we will require bases nearer to Japan than Pearl Harbor to ensure peace in the Pacific.

Admiral Nimitz told the press on the 13th that we will be prepared to launch an invasion against the Japanese home islands of Honshu and Hokkaido when the time comes, but that no one can now say whether such an operation will be necessary to bring about the surrender of Japan.

Confidential

WESTERN EUROPE

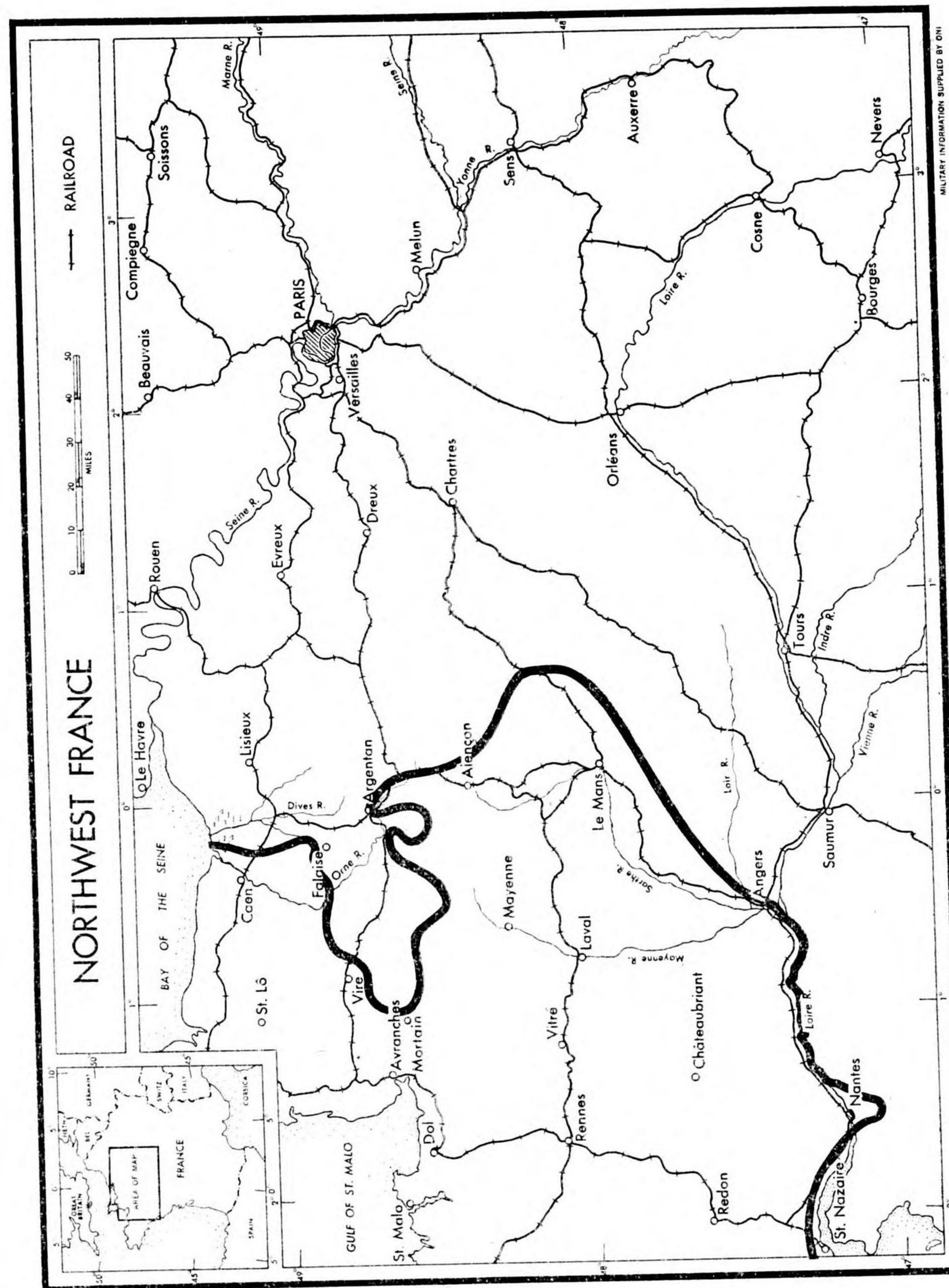
Ground Operations¹

As a result of a spectacular outflanking movement by American armored forces, large elements of the German Seventh Army are trapped west of Falaise. The remainder of the Seventh is threatened with encirclement by other U. S. armored columns moving rapidly eastward toward Paris and the Seine.

On the 9th our armor, striking eastward from the base of the Brittany peninsula, by-passed Le Mans to the south, the infantry following up to occupy the city. Our armor then turned north toward Alencon. By 1200 on the 12th the main body of this column was only 3 miles south of Alencon, while leading elements had by-passed the town and were continuing northward. On the following day the vicinity of Argentan was reached by this column, and by a second column which, also starting from Le Mans, had advanced northward by a more circuitous route. Argentan is an extremely important point, since the main lateral road along which the whole German left and center would normally expect to retire passes through the town. The Germans were compelled, therefore, to resort to much poorer roads running northeast, all of which converge on Falaise.

These drives did not exhaust the capacities of the right wing of the U. S. Army, for other powerful units, some of which had been brought rapidly across country from Brittany, were being moved into the area east of Le Mans. On the 14th some of these had been concentrated approximately 38 miles northeast of Le Mans, about half way between that town and Chartres. By 1200 on the 15th they had reached a point within 20 miles of Chartres. Farther south another column was advancing from the Le Mans area toward Chateaudun, but the most remarkable movement was made by one of the two columns which had reached the Argentan area on the 12th. This column had set out from Le Mans in a northeasterly direction at about 1200 on the 9th. In twenty-four hours it had moved about 18 miles and then turned sharply northwest toward Argentan. After making slow progress during the next 24-hour period, it speeded up and covered 31 miles in 24 hours to reach the Argentan area on the 12th. On the 15th it began to move again and was well on the way toward Dreux, an extremely important highway junction less than 25 miles from the Seine at Nantes and lying on the principal road to Paris from the Seventh Army's area. Thus, in addition to imperiling the German

¹ The landings in southern France are described in the review of operations in the Mediterranean theatre.



left and center by our drive to Argentan, the U. S. Third Army's advance to the east threatened to cut off the whole Seventh Army from Paris, where there are still bridges across the Seine, and force it back on the lower courses of the river.

While these great operations were in progress, the Canadians were advancing down the Caen-Falaise-Argentan road, to close a pincers on the Germans to the west. This northern arm of the pincers movement met much stiffer opposition than the U. S. advance on Argentan. The Canadian attack, which was launched on the night of the 7th, reached Bretteville, 12 miles north of Falaise, the following night. Armor then passed through the infantry and on the 9th drove southward, reaching Hill 195 about $2\frac{3}{4}$ miles farther south. Here the Canadians ran into a screen of anti-tank guns and heavily defended positions, and it was not until the afternoon of the 14th that they made any substantial progress below this point. During the afternoon they advanced about 3 miles, crossed the Laison River, a tributary of the Dives, and reached a point within 4 miles of Falaise.

Slightly to the east of the Caen-Falaise road better progress was made. The Canadians took the village of Epancy overlooking the road out of Falaise to the northeast and then advanced down this road to within 1 mile of Falaise. At this point they are only about 10 miles from the Americans at Argentan. When Falaise is taken, the German divisions to the west will be denied their last exit, except for a few country lanes, from the pocket in which they are caught. Even now, while they hold Falaise, there are only two poor roads open to them. One runs southeast dangerously near to our positions at Argentan; the other is a small secondary road winding northeastward which could not begin to carry the traffic required. In any case, both of these roads are within artillery range as they issue from Falaise, and our control of the air has already enabled us to exact a heavy toll of enemy vehicles moving along them.

While this trap was being rapidly closed behind him, the enemy was still attacking fiercely in the Mortain area at the extreme western end of the pocket, where the week before he had been frustrated in an attempt to break through to the sea. The launching of this attempt on the 7th is now seen to have been a costly error, since it delayed the withdrawal of the German left and center and accomplished nothing in the way of checking our own advance. But the Germans' refusal to abandon this struggle and their repeated assaults on Mortain, which changed hands several times during the week in stiff fighting, are even more remarkable. It appears that the enemy either miscalculated American intentions to the south, or seriously underestimated our strength, supposing that our forces were largely occupied in the

Confidential

reduction of Brittany. Even if the enemy had been able to break through from Mortain to Avranches, it is clear that this would have been of little avail since the units at his disposal for this move were already in process of envelopment by larger forces.

In any case, the enemy continued to throw armor against our lines in the Mortain area until the 11th, when his counterattacks finally ceased. These counterattacks made small gains and we did not finally regain Mortain until the 13th. On the 15th our troops reached the northwestern outskirts of Domfront, about 14 miles east southeast of Mortain, from which our advance units had withdrawn during the German counterattacks.

Even before these counterattacks were finally broken up, the German pocket was being steadily compressed. Between Domfront and Argentan, for instance, two separate drives sliced into the bottom of the pocket. One of these drives crossed the Mayenne River north of the town of that name and, moving rapidly northeast, reached Ranès, a point only about 11 miles southwest of Argentan, where it divided, one column moving northeast toward Argentan and threatening to seal off a substantial area north and west of Alençon, the other moving northwest into the center of the pocket. Farther west a second column reached La Ferte Mace, seven miles southeast of Ranès.

North of the area of German counterattacks, the Allies also applied steady pressure to the German lines. Between Mortain and Vire, U. S. troops made slow but steady progress throughout the week in a southeasterly direction, as did the British in their sector between Vire and the Orne. On the 12th progress became more rapid as it appeared that a general enemy withdrawal had begun. East of the Orne, enemy counterattacks against the Grimbosq bridgehead, which we had thrown across the river on the 7th, ceased on the 9th. By the 11th the British had considerably expanded this bridgehead and joined forces with the Canadians advancing down the Caen-Falaise road. Thus, as the exit from the pocket was narrowing, its walls were contracting under steady pressure from all sides.

Meanwhile other U. S. troops were consolidating our hold on Brittany and the line of the Loire. By the 10th both Nantes and Angers had been fully occupied. There was slight enemy resistance at Nantes and extensive mining at both towns. On the 11th we crossed the Loire at Nantes and advanced 10 miles to the south. In Brittany, by the 10th the Germans were still fighting at Dinard but their defenses at St. Malo had been reduced to one strong point, and some 3,000 prisoners had been taken at this port. By the 15th the enemy had given up at Dinard, but the strong point at St. Malo was still

Confidential

holding out. Larger German garrisons at Lorient and Brest, where elements of 3 divisions are believed to have retired, are surrounded but are still offering resistance.

On the 15th the total number of prisoners captured in France was at least 120,000. Of these, 76,000 had been taken by the U. S. First Army and 31,500 by the U. S. Third. In addition the First Army has buried 11,642 Germans and the Third Army, 9,300. It is estimated that 35-40,000 Germans are surrounded in Brittany and that more than 50,000 remain in the pocket west of Falaise. Though the Germans managed to extricate considerable numbers of troops from the pocket, much equipment was left behind or destroyed as it was withdrawn. Moreover, the Allied pressure on the Germans and the absence of good roads has meant that the enemy has been able to withdraw only in relatively small groups and in a disorganized condition. The extraordinary confusion in the pocket is indicated by the fact that prisoners from no less than 18 divisions have been taken in the La Ferte Mace area.

General Eisenhower has moved his headquarters to France.

It was announced on the 15th that an American Army group—the Twelfth—has been set up. It is commanded by Lt. Gen. Omar N. Bradley and consists of the First and Third Armies. Lieut. Gen. Courtney H. Hodges has succeeded General Bradley as commander of the First Army. The commander of the Third Army is Lt. Gen. George S. Patton, Jr. Two additional U. S. commanders in France have been identified. They are Maj. Gen. Edward H. Brooks, commanding the 2d Armored Division, and Maj. Gen. Wade H. Haislip, commanding the 15th Corps, both under the Third Army.

General Montgomery, who remains commander of ground forces under General Eisenhower, also commands the Twenty-first Army group, composed of the Canadian First Army, commanded by Lt. Gen. H. D. G. Crerar, and the British Second Army, commanded by Lt. Gen. Miles C. Dempsey.

The Second French Armored Division is now in action in France. This division is commanded by Brig. Gen. Jacques-Phillipe Leclerc. It was formed in North Africa after the liberation of Tunisia last year; its nucleus was the Free French column which Gen. Leclerc led in that campaign. It has also been announced that the 2d Canadian Infantry Division, which took part in the Dieppe raid in 1942, is in action in Normandy and that a Polish Armored Division is fighting in the line northeast of Falaise.

Confidential

French Forces of the Interior

FFI units have been very active in Brittany in rounding up Germans in cooperation with U. S. forces. Several places in western Brittany have been occupied by the FFI. Several hundred Germans, according to a French communique, were captured in fighting at Paimpol or the northern coast of the peninsula, where 1,500 Germans are surrounded. Throughout Central and Southern France and in the Savoie resistance has quickened. Railroad sabotage has thoroughly disorganized communications over wide areas. In the north of France, FFI units have burned 400,000 gallons of gasoline.

Both General de Gaulle and Brig. General Joseph-Pierre Koenig, commander of the FFI, have broadcast to France calling on the public for an all-out effort.

Air Operations

A total of 39,100 tons was dropped by bombers based in the United Kingdom. In these operations we lost 281 aircraft of all types and claimed the destruction of 180 enemy planes.

One of the most significant trends of the week was the very heavy attack on the enemy's oil storage installations in France. More than 6,100 tons were dropped on a large number of fuel dumps scattered over a wide area from southwestern France to the Belgian frontier. In addition, some of the 925 tons which were devoted to U-boat pens at Brest, Bordeaux and La Pallice fell on oil storage depots at these ports. An additional 900 tons were dropped on block ships at Brest.

Attacks on railroad centers and bridges consumed some 6,100 tons this week. Of this total about 1,400 tons fell on junctions in eastern France near the German frontier in several U. S. daylight attacks, 2,575 tons on junctions between the Seine and the Belgian frontier, and 1,200 tons on the freight yards at Dijon and Givors—the important junctions southeast of Paris. About 3,675 tons were divided among a large number of enemy airfields including one as far south as Toulouse, but most of the week's tonnage fell on fields in the Paris area.

Some 2,325 tons were dropped on flying bomb launching and supply sites. Except for about 300 tons, all of this was dropped by the RAF. More than 13,400 tons were devoted to targets in the battle area. This included 1,280 tons dropped on the 8th by U. S. heavy bombers in support of the Canadian offensive south of Caen begun the night before; 5,450 tons dropped in this area on the nights of the 12th and the 14th by the RAF; 2,200 tons dropped by the USAAF on highways and railroads between the battle area and the Seine as the Germans were retreating; 870 tons dropped by U. S. heavy bombers on the 11th in support of our operations before Brest; and 400 tons by U. S. heavy

Confidential

bombers on gun positions around St. Malo. The rest of this tonnage was dropped by the Tactical Air Force in heavy attacks on bridges, dumps, troop and tank concentrations in the battle area and against the enemy's lines of supply. The RAF also dropped 400 tons on an ammunition dump near the Loire. Very heavy strafing attacks were carried out on the enemy's rearward areas by fighters of the Allied air forces.

During the first part of the week there were no large-scale attacks on industrial targets in the Reich. On the night of the 12th the RAF dropped more than 1,000 tons on Russelheim and more than 1,400 tons on Brunswick. On the 14th the USAAF expended 270 tons on an electrical equipment factory at Mannheim and 300 tons on a chemical factory at Ludwigshafen. There were also small raids on Berlin, Cologne, Bremen, Hannover, and Frankfurt.

This week the enemy's effort in Normandy was on a lower scale than in recent weeks. The Luftwaffe carried out some low level attacks in support of the ground troops, especially in the Mortain area and there was some bombing at night. Flying bomb activity against southern England decreased somewhat during the week. Long range reconnaissance of the Norwegian and Biscay areas was at a minimum.

There was little air opposition to our bombing missions. Of the 180 enemy planes claimed during the week 61 were destroyed in the air and on the ground in the course of operation on the 9th.

Sea Operations

There was a considerable increase in surface actions this week as Allied ships attacked enemy shipping in the Channel and the Bay of Biscay. Several actions in which British forces were engaged were reported off Le Havre. On the 9th at least 3 separate actions occurred between Cap d'Antifer and Fecamp. Torpedo hits were scored on several enemy vessels, of which one was sunk and two were damaged. At least one R-boat was also damaged. In one of these actions the enemy ships were observed firing on each other. On the 12th, in this area, 3 MTB's encountered 8 R-boats escorting an auxiliary vessel. The auxiliary vessel is believed to have received a torpedo hit. On the 13th, 6 E-boats were attacked and hit by 2 MTB's.

Farther west considerable enemy activity was noted in the Channel Islands area. On the 9th, U. S. PT's intercepted a convoy of 6 ships off Jersey and scored hits on 2 of them before the enemy succeeded in escaping. Later other PT's entered the roadstead of St. Helier on Jersey and scored numerous hits with gunfire on 2 M-class minesweepers before withdrawing. In the same area on the 12th a U. S.

Confidential

destroyer escort and several PT's attacked an 8-ship enemy convoy, damaging one vessel by gunfire. On the night of the 13th, 2 British destroyers damaged a convoy, consisting of a merchant ship and 3 minesweepers, which was sailing from Jersey to Guernsey.

Off Brest, on the 12th, a destroyer squadron led by HMCS *Qu'Appelle* engaged 3 armed trawlers and a merchant ship, all of which were sunk.

On the same day off Lorient, in the Bay of Biscay, a squadron consisting of the British light cruiser *Diadem* and 2 destroyers sank an 8,000-ton armed merchant ship. The ship was first damaged by shell fire and subsequently sunk by a torpedo fired by the Polish destroyer *Pioron*.

Off La Pallice a British naval force, led by the light cruiser *Mauritius*, on the 14th, intercepted 4 ships. In the course of a running fight which ended inside the northern entrance to La Pallice, one of the 4 ships was left sinking, one was driven ashore in flames, and one was damaged. Hits were also scored on an escorting destroyer. Shore batteries engaged the British ships. Later three more ships, escorted by 2 minesweepers, were encountered in the same area. All were driven ashore in flames.

Allied aircraft also inflicted considerable damage on enemy shipping during the week. On the 11th, British carrier-based aircraft attacked shipping and shore installations between Alesund and Kristiansund on the Norwegian coast. Three vessels were attacked, of which 2 were left on fire. Hangars and storehouses on the airfield at Gosser were set on fire and 6 Me 110's were destroyed on the ground. Radar installations and gun positions were also hit.

Coastal command planes on the 10th attacked a convoy of 5 merchant ships and 10 escort vessels off Helgoland. Two escort vessels were sunk and 2 cargo ships and 3 minesweepers were damaged. In the Biscay area, aircraft sank a minesweeper and damaged 5 escort vessels and a medium cargo vessel during the week.

On the 12th the British battleship *Rodney* shelled a 12-inch battery on Alderney in the Channel Islands.

The enemy made several ineffective attacks on our shipping during the week. On the 9th an attack on shipping in the British assault area was thrown off with heavy cost to the enemy vessels involved. On the 10th enemy batteries shelled Allied shipping in this area. On the night of the 13th, 6 E-boats which attempted to attack an Allied convoy off East Anglia were driven off by Allied light coastal units. One E-boat was set on fire and others were damaged.

Confidential

Losses.—The following losses in this theatre were announced this week: U. S.—*Osprey* (minesweeper) and *PC 1261*. Britain—*Isis* and *Quorn* (destroyers); *Magic*, *Cato* and *Pylades* (minesweepers); *Gantilly* (trawler) and *Lord Wakefield* (anti-submarine trawler).

Enemy Shipping in French Atlantic Ports

The following table presents the most recent estimates of the enemy's merchant shipping (of 1,000 GRT and over) in ports in the Channel and Bay of Biscay. It cannot be expected, however, that this shipping will be found intact as the various ports fall to us, since heretofore the enemy's demolitions have been thorough.

Port	Dry Cargo		Tankers		Total	
	No.	GRT	No.	GRT	No.	GRT
Ports already in our hands:						
Caen	1	1,912			1	* 1,912
Cherbourg			1	12,246	1	* 12,246
Channel:						
Calais	None over 1,000 GRT. ^c					
Boulogne	None over 1,000 GRT. ^c					
Dieppe	None over 1,000 GRT. ^c					
Havre	4	8,740			4	8,740
Le Trait			1	10,000	1	10,000
Rouen	1	2,012	2	19,065	3	21,077
Brittany:						
St. Malo	2	3,350			2	2,350
Brest	6	40,728	2	20,632	10	61,360
Lorient	None over 1,000 GRT. ^d					
Loire River:						
St. Nazaire	1	4,820	3	23,128	4	27,948
Donges			1	6,994	1	6,994
Nantes	9	60,680	5	53,657	14	114,337
Paimboeuf			1	8,998	1	8,998
Biscay:						
La Pallice	2	7,771			2	7,771
Bayonne	None over 1,000 GRT. ^e					
Gironde River:						
Bec d'Ambes	1	6,244			1	6,244
Bourg sur Gironde			1	3,698	1	3,698
Blaye	2	24,080			2	24,080
Furs			1	4,610	1	4,610
Bassens	2	14,080	4	16,880	6	30,960
Bordeaux	14	42,025	3	6,608	17	48,633
Paulliac	1	5,567	1	4,450	2	10,017
Verdon	1	4,356	1	3,371	2	7,727
Total	49	226,365	27	194,337	76	420,702
Whereabouts unknown ^f	9	32,373			9	32,373
Grand total	58	258,738	27	194,337	85	453,075

* Condition of this vessel unknown at present.

† Sunk at Cherbourg during German demolition of port.

‡ Based on Photo Interpretation Report of July 25, 1944.

§ Based on Photo Interpretation Report of July 27, 1944.

|| Based on Photo Interpretation Report of July 24, 1944.

¶ Vessels may be in southern area. Exact location is in question.

Confidential

The 420,000 GRT of identified enemy shipping south of Dover is registered under the following flags:

Country	Dry Cargo		Tankers		Total	
	No.	GRT	No.	GRT	No.	GRT
Belgian	1	13,761			1	13,761
Dutch	1	1,089			1	1,089
French	20	68,235	7	39,955	27	108,190
German	23	121,253	14	112,015	37	233,268
Italian	4	22,027	4	17,920	8	39,947
Norwegian			2	24,447	2	24,447
Total	49	226,365	27	194,337	76	420,702

France—Political

Commenting on President Roosevelt's August 12th address, Gen. Charles De Gaulle, speaking on the 14th, compared American concern for security in the Pacific with French concern for security on the Rhine. "President Roosevelt," he said, "has defined the region in the Pacific where American security . . . must be safeguarded. . . . We French have undergone enough suffering and disappointment to know that security is, above all, real and material.

"For two thousand years the security of Gallic and French territories has meant the Rhine and its banks. When the time comes for France to study with the United States and other States the vital problem of security, I firmly hope that we shall arrive at solid solutions which will be in the common interest of all the nations who are united against the aggressor, and not at the expense of the sovereignty of any."

Germany

Naval Dispositions.—The location of the light cruiser *Nürnberg*, which was last at Gdynia, is unknown. On August 10th, however, a 6,000-ton cruiser was reported at Nekso on Bornholm Island in the western Baltic. The light cruiser *Emden's* location was reported to be Gdynia on August 3d.

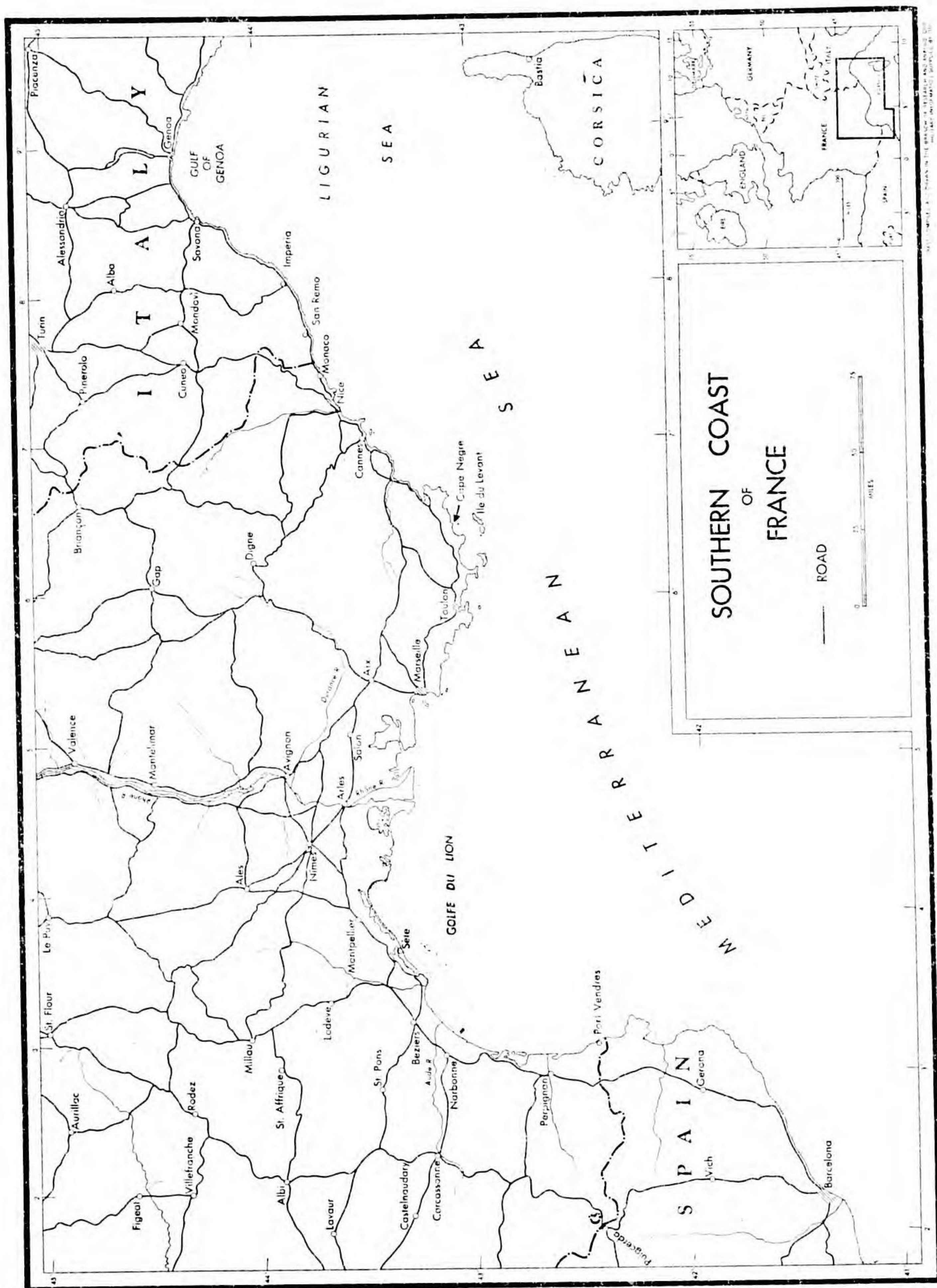
Air Strength.—British estimates of the disposition of the German Air Force at the beginning of August are as follows:

Western Front (excluding Germany)	1,450
Germany and Central Europe	985
Mediterranean	440
Russian Front	1,840

Total 4,715

These figures represent actual strength rather than table-of-organization strength.

Confidential



Confidential

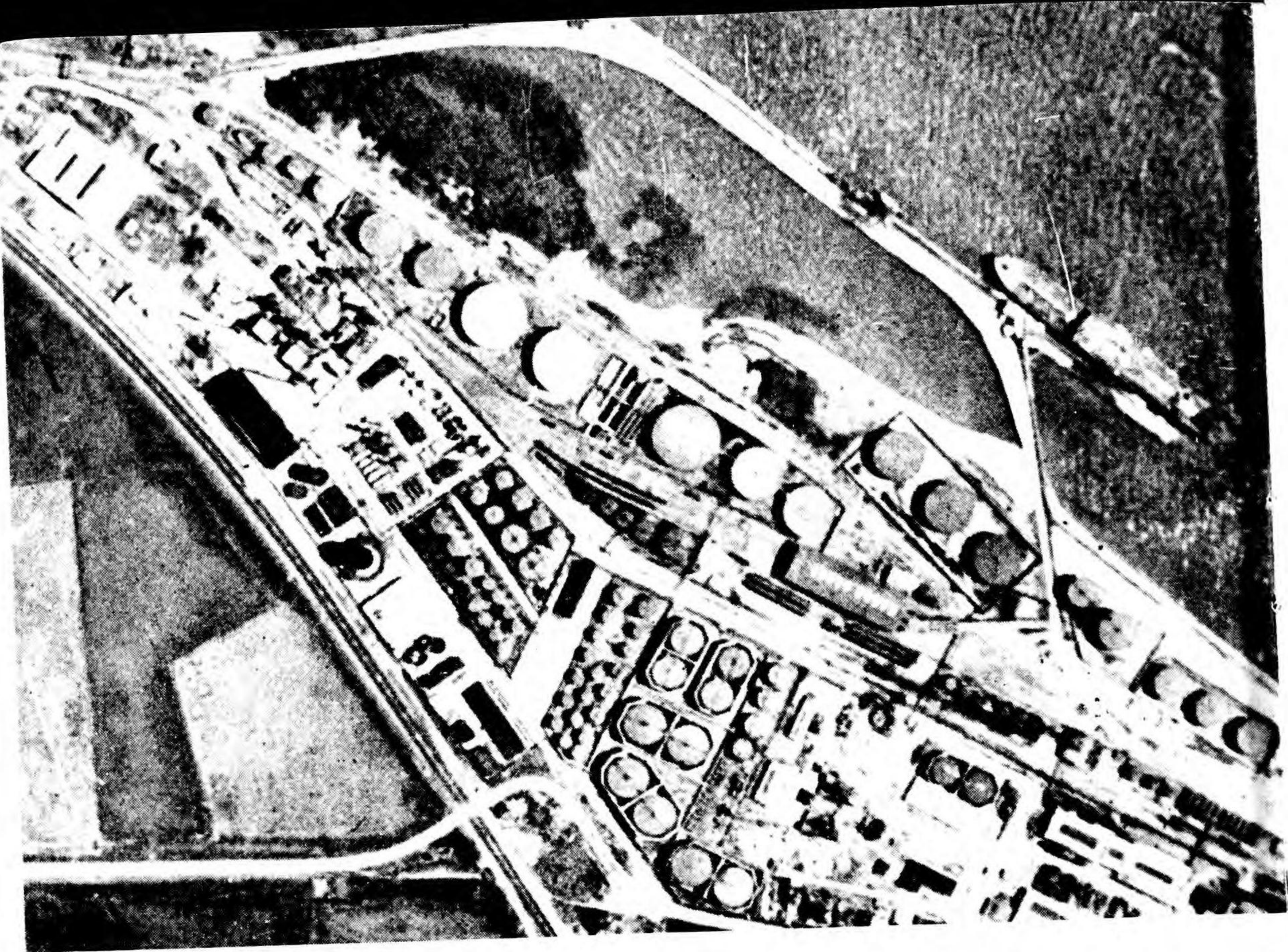


Allied forces in France are now emerging from the "bocage" country of Normandy, a land of small fields bounded by thick hedgerows, into more open areas favorable to a war of movement. The upper photograph shows British armored vehicles moving through typical Normandy terrain in the Caumont sector.

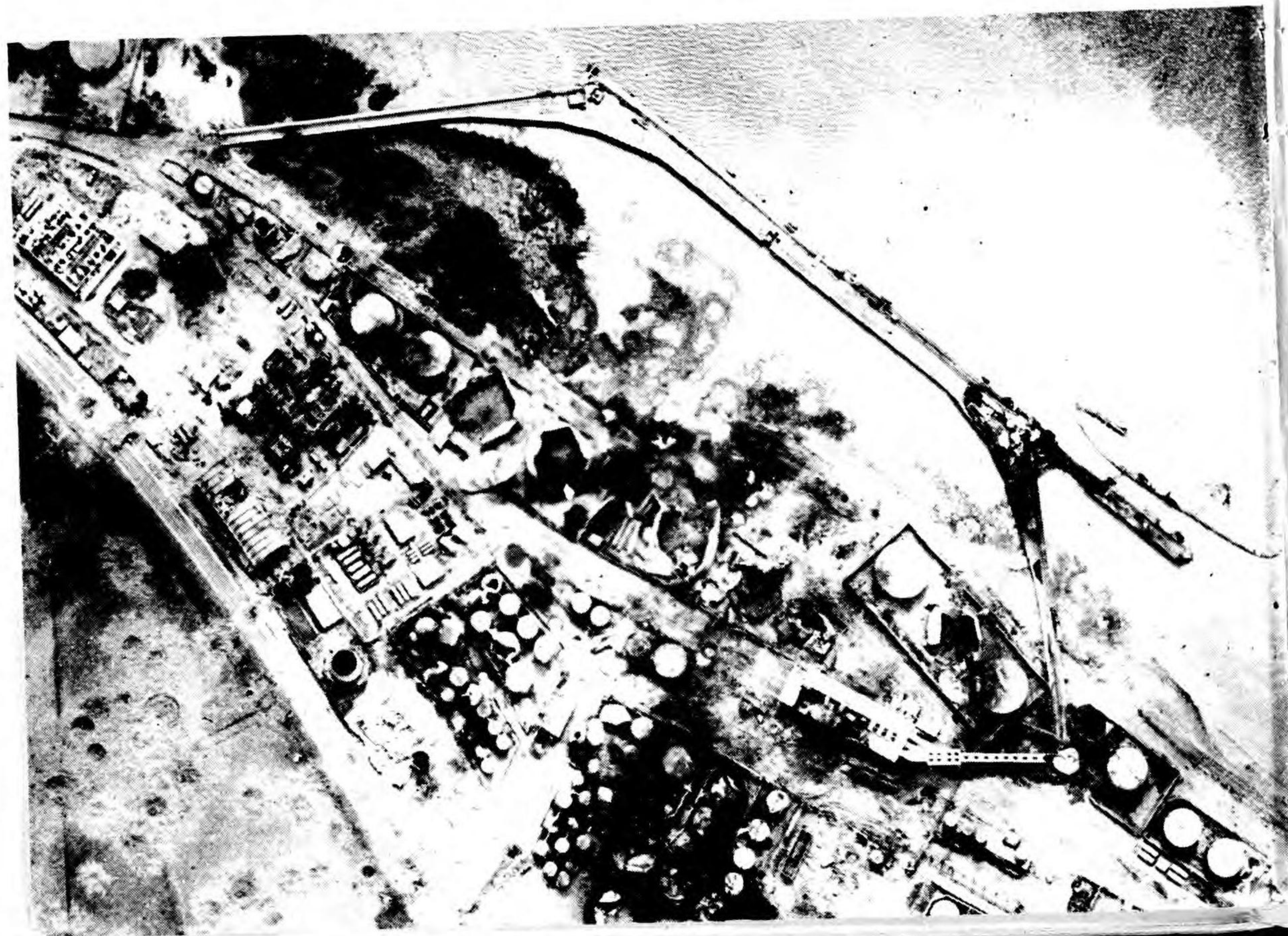


A U. S. light tank fitted out as a hedgerow plow; the cutting edge is provided by metal taken from German beach obstacles. The lower photograph shows a tank going through a hedgerow gap cleared by a bulldozer. (Confidential.)





Before-and-after views of the oil refinery at Donges, at the mouth of the Loire River, which was hit by British bombers on the nights of July 23d and July 24th.



Following their landing in the Bougnon Bay area, northeast of Ste. Maxime, our forces drove to the west, southwest and northeast, seizing a 10-mile stretch of coast, capturing the town of Ste. Maxime, and penetrating inland a distance of 5 miles. To the northeast our forces landed at Agay Harbor and sent units west to attack Frejus and St. Raphael while other elements pushed northeast up the coast toward Cannes. In the meantime, an airborne task force, which landed before daylight near Le Mitin and Le Muy, inland from St. Raphael, met only slight opposition and by night made contact with forces driving inland from the beaches.

Under the general direction of General Wilson, three American officers are commanding the ground, air and sea components of the invasion forces. Maj. Gen. Alexander M. Patch, once in command of Army forces on Guadalcanal, now commands the American Seventh Army, which carried out the landing operations. Vice Admiral Henry K. Hewitt commanded all Allied naval forces, and Brig. Gen. Gordon P. Saville, commanding the Twelfth Tactical Air Force, was in charge of all air forces engaged in the operation. A French ground force, part of the Seventh Army, was commanded by Maj. Gen. Jean de Lattre de Tassigny.

The Vichy radio on D minus-1 Day said that the German Army commander at Marseille had ordered evacuation from that port of all persons whose presence "is not of direct or indirect interest" to the German Army. Marseille, located on the Golfe du Lion, 20 miles east of the mouth of the Rhone River, is the second largest city of France, with a population of 914,000, and is one of the nation's largest ports.

The coastline between Toulon and Cannes is marked by a series of rocky promontories sheltering semi-circular bays. The largest of these is Garonne Bay, outside Toulon Harbor. East of the low swampy Giens Peninsula is Hyeres Bay, protected by four rocky islands from 400 to 600 feet high of which two, Porquerolles to the west and Levant to the east, are four miles long. In addition there are the Bay of Bormes enclosed by Cap Benat and Cap Negre, the narrow Gulf of St. Tropez, and the Gulf of La Napoule south of Cannes, off which lie the low wooded isles of St. Honorat and Ste. Marguerite. There are beaches in the bays and coves, the largest being at Hyeres where the beach is five miles long and 150 yards wide, and other large beaches at the former resorts of St. Tropez, St. Raphael and Cannes.

Inland is rugged, hilly country with the Maures range rising between Toulon and St. Raphael and the Esterels rising steeply from the water to the east as far as Cannes.

A railroad and a two-lane macadamized highway capable of bearing heavy traffic run along the entire coast, swinging inland between Toulon and St. Raphael where there is a depression several miles wide. Minor roads lead inland through steep, narrow valleys.

Enemy Merchant Shipping in the Western Mediterranean

It was ascertained by reconnaissance flights during the last week of July that there were more than 366,000 tons of merchant shipping, 1000 G. T. and over, in enemy ports of the French Riviera and north-west Italy. The largest concentration of merchant shipping was at Marseille, where nearly 154,000 tons of ocean-going tonnage was afloat. Of this amount, 76,000 tons had been inactive since April 1st. Although there were 61,500 tons of merchant ships at Genoa, more than 44,000 tons of this amount had been inactive since June 1st and another 13,000 tons was still in the process of fitting out. The disposition of the enemy shipping along this coast was as follows:

	<i>Gross tons</i>
French Mediterranean Ports:	
Port Vendres.....	1, 250
Sete.....	3, 000
Port de Bouc.....	55, 800
Etang de Berre.....	11, 900
St. Louis du Rhone.....	7, 000
Marseille.....	153, 900
La Ciotat.....	7, 900
Toulon.....	19, 800
Nice.....	7, 000
TOTAL.....	267, 550
Northwest Italian Ports:	
Genoa.....	61, 500
Spezia.....	6, 500
Savona.....	25, 700
Imperia.....	5, 000
TOTAL.....	98, 700
GRAND TOTAL.....	366, 250

The advance of Allied troops in Italy has prohibited the use by the enemy of merchant ships for either military or economic purposes in the western Mediterranean for some time and a sizable number of ships have been laid up in this area. Recently there has been an increasing tendency to use these vessels as blockships. At Marseille it was reported early in the month that 8 vessels were used to block the entrance to the harbor. At Toulon three ships have been scuttled, including 1 hospital ship and 2 tankers. It is believed that other

Confidential

vessels have been held in readiness to block harbor entrances on the occasion of the Allied invasion. Very little serviceable tonnage may be found when these ports are finally taken.

Italy

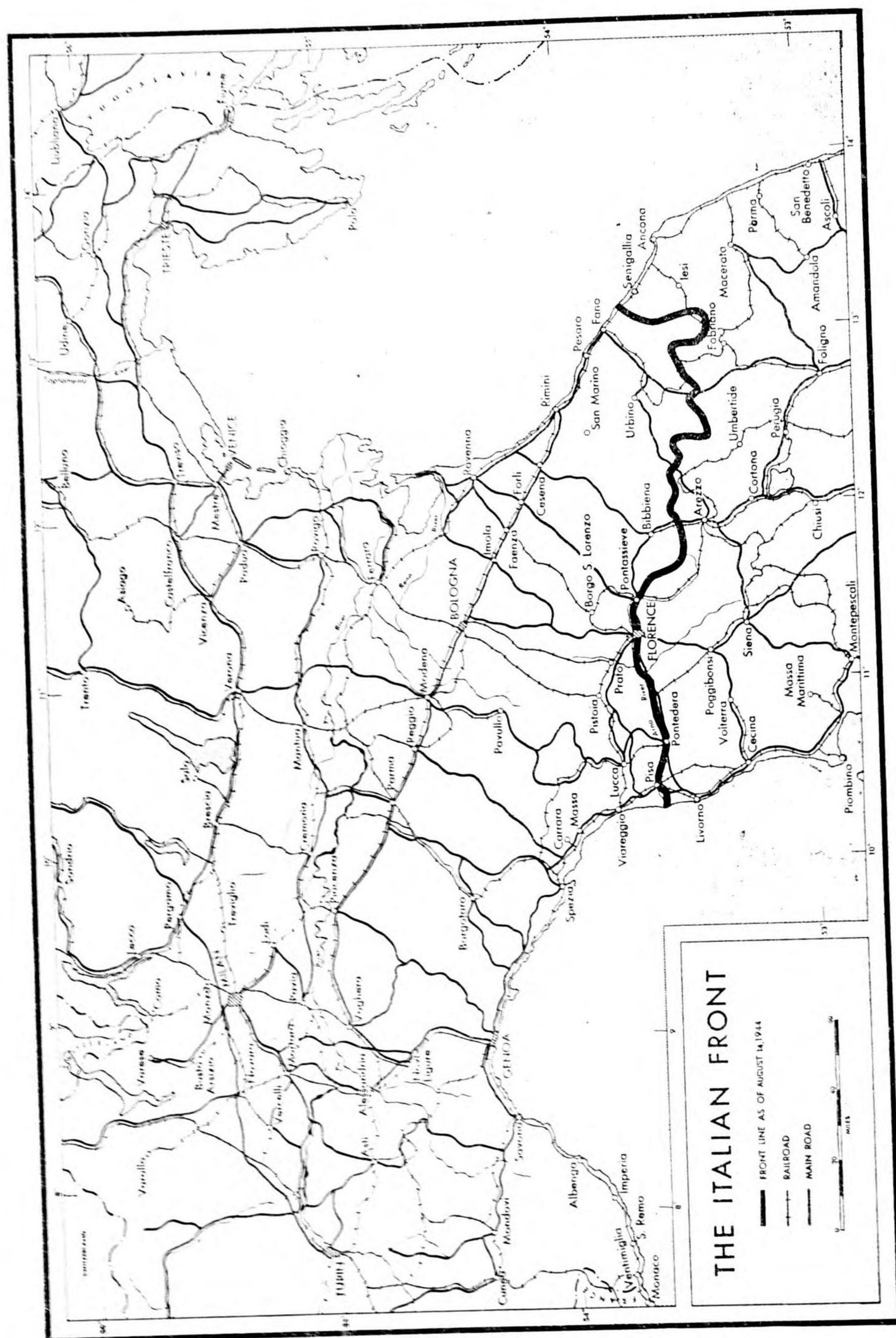
British forces have not yet completed the occupation of Florence, although Allied Military Government officials have crossed the Arno to bring supplies and give assistance to the civilian population. The Germans have withdrawn to the north of the Mugone Canal, which follows the northern outskirts of the city. On the 12th, however, the enemy recrossed the Canal with troops and tanks to attack partisan strongpoints, but withdrew after advancing a few hundred yards. All bridges over the Mugone Canal are now reported to have been destroyed. Yet the enemy was still holding parts of the northern section of the city and sending in snipers.

Italian Fascist snipers remained active in Florence throughout the week. A partisan "Garibaldi Brigade" is reported to have lost 100 killed and 300 wounded in mopping-up activity against the Fascists. A strip of the old part of the city some 800 yards wide and 2 miles long north of the river is fairly well cleared of snipers. On the night of the 13th a number of civilian casualties were caused by enemy mortar fire directed on the city.

Clashes between partisans and Fascists as well as German artillery fire upon supply routes have prevented the relief of approximately 100,000 civilians. Despite difficulties, the AMG reported that 450 tons of food have been delivered to the Italian Liberation Committee, which handles distribution. The Germans removed all food, destroyed water and electrical facilities, and removed all motor transport in their withdrawal. The greater part of Florence, lying between Allied and German lines, was without food, water and lights for several days, and the condition of much of its population is still desperate. Services are slowly being restored and the health of the population has been found to be good, despite a few cases of typhoid. Anti-typhus serum and other medical supplies have been made available. Partisans were difficult to handle for a period, but are now in hand, and a high degree of public order is maintained.

Empoli, 15 miles west of Florence, has been occupied by the Eighth Army, as well as Montelupo, 5 miles nearer the city. East of the city, the strong pocket of enemy resistance south of the loop of the Arno has been cleared out after sharp fighting. On the eastern outskirts of Florence British patrols crossed the Arno and established positions for about a mile to the east without encountering enemy resistance. British armored units also pushed up the eastern bank of the river southeast of Pontassieve to within a mile of that town.

Confidential



Confidential

On the Adriatic front Polish troops moved forward to establish positions across the Cesano River, within about 15 miles of Pesaro and the eastern outposts of the German Gothic Line. These gains were made in spite of 5 enemy counterattacks. Activity on the western flank, in the Fifth Army's sector of the line, was confined to patrols and artillery exchanges.

A German press agency reports that Benito Mussolini has established headquarters with his Italian Fascist troops "at the front." The front was identified as behind the main line, presumably in one of the regions where patriots are fighting German and Fascist troops.

Field Marshal Albert Kesselring is reported to have issued a pamphlet declaring that shooting will be the penalty for aiding patriot forces attacking German supply and communication lines.

Italian Naval Dispositions

"The battleship *Impero*, reported inactive at Trieste on July 15, 1944, the auxiliary aircraft carrier *Aquila* (ex-liner *Roma*), reported damaged at Genoa on July 16, 1944 and the old light cruiser *Taranto*, dismantling at La Spezia on July 16, 1944, are now considered unfit for future service and have been dropped from the fleet disposition list. An ex-Yugoslav destroyer, dismantling at Trieste, and a destroyer escort dismantling at La Spezia, have also been classified as unfit for future service and dropped from the list.

The heavy cruiser *Gorizia* is believed to have been damaged in the underwater attack on shipping in La Spezia on July 22d and is now considered almost certainly to be aground in the harbor.

A new destroyer escort is believed to have been commissioned at Genoa; the damaged torpedo boat *San Martino* has arrived in dockyard at Salamis from Leros; the damaged torpedo boat *Calatafimi* completed repairs at Salamis and was sunk by submarine off Samos Island on August 9th. There have been numerous other changes in the disposition of ships of smaller categories.

Italy—Political

Prime Minister Winston Churchill arrived in Italy this week. After publication of the communique on the Allied invasion of southern France, it was announced that the principal purpose of Mr. Churchill's visit was to inspect the final preparations for these landings. The Prime Minister also conferred in Italy with Premier Ivan Subasich of the Yugoslav Government-in-exile and Marshal Tito, who was accompanied to Italy by 20 members of his staff.

Other prominent visitors in Italy this week were United States Under-Secretary of War Robert Patterson, and Lieut. Gen. Brehon B. Somervell, chief of the U. S. Army Service Forces.

Confidential

After several days' sessions among the executives of the Italian Socialist and Communist parties, including 4 cabinet members and several under-secretaries, a formal alliance between the two parties was announced this week. The alliance would create the largest single party in Italy, surpassing the now dominant Christian Democrats in numbers and political power.

Premier Bonomi, in a statement on the eve of the transfer of the government of the provinces of Rome, Frosinone and Littoria from the AMG to Italian hands, said that the Allied authorities in purging Fascists "acted on their own principles and had recourse to informers who were not always fit for their task."

Air Operations

For four consecutive days preceding the invasion of southern France heavy and medium bombers of the MAAF hammered at communications, gun positions, radar stations, and fuel dumps in southern France and northern Italy. Remaining targets of the week were of the type previously bombed—oil installations and airdromes in Hungary and Yugoslavia.

On the 11th, 75 Marauders attacked gun positions on the southern coast of France with excellent results. The following day 630 Fortresses and Liberators, heavily escorted by Lightnings and Thunderbolts, dropped nearly 1,400 tons of bombs on targets in northern Italy and southern France. Gun positions in the Savona and Genoa areas were the target for more than one-third of this tonnage. In France, 16 gun positions in the Sete area and 8 in the Marseille which received more than 800 tons. Some 15 radar stations in southern France were attacked the same day. Seventeen of our heavy bombers and 4 fighters were missing.

On the 13th, 840 U. S. aircraft, nearly 700 of which were heavy bombers, returned to the same general areas in France and Italy with more than 1,600 tons. Excellent results were obtained on bridges, upon two of which direct hits were scored. Good results were obtained on gun positions. Our forces encountered no enemy aircraft and only scant to moderate flak. Eight heavy bombers are missing.

On the 14th, or D-minus-one, nearly 700 U. S. heavy bombers and fighters distributed 875 tons of bombs among gun positions in the Savona-Genoa areas, and other gun positions in the Toulon area. Lightnings and Thunderbolts strafed radar stations in southern France. On the previous night 50 heavy bombers dropped 112 tons of bombs on the port of Genoa, and on the following night about the same number of bombers attacked shipping and docks facilities at

Confidential

Marseille. On the 15th 540 heavy bombers escorted by 140 fighters, attacked beaches between Cap Camarat and Frejus, and also bridges at Valence, Bourg-Saint-Andeol, Donzere, and other places in southern France.

Early in the week about 700 heavy bombers and fighters were assigned a mission over Hungary and Yugoslavia. Their targets were assembly shops and wagon works at Gyor, west of Budapest, railroad yards at Brod in Yugoslavia, the Almasfuzito oil refinery (with excellent results), and the Vesces and Tokol airdromes in Budapest. In all more than 1,000 tons of bombs were dropped. Our forces destroyed 5 enemy aircraft and damaged 3 on the ground. Only one of our bombers and one fighter were missing.

On the night of August 9th a force of 80 RAF heavy bombers dropped 120 tons on the Romano Americano oil refinery at Ploesti. The following day nearly 500 heavy bombers with 350 fighters were over Ploesti oil targets again with nearly 1,000 tons of bombs. They also attacked the Romano Americano refinery, in addition to the Concordia Vega, Unirea Speranz, Standard Oil, Xenia and Astra Romano refineries. Fortresses of the Eighth Air Force that returned to their home base from Italy on the 12th attacked a German airdrome 5 miles southwest of Toulouse en route.

On the night of the 10th, more than 50 RAF bombers effectively attacked railroad yards at Kraljevo, Yugoslavia.

The most significant assignments of the Tactical Air Force were against targets along the invasion coast of southern France. Motor transport between Genoa and Nice, coastal gun positions along the Riviera, the harbor and radar installations at Marseille and Toulon and airdromes at Montelimar were among these targets. Also attacked were harbors of northwest Italy, especially Genoa and Imperia. In the latter harbor a merchant vessel was sunk by fighters. Airdromes, railroads, and ammunition dumps in northern Italy, along with the usual enemy communications targets in the battle area, were also hit.

On the morning of D-Day missions of 140 marauders included attacks on gun positions in the landing area, and the beaches north of Cavalaire. Thirty Mitchells attacked guns near Agay. Bombing was restricted because overcast conditions constituted a hazard to Allied troops. Fighter bombers attacked railroad and road communications in northern Italy.

The Coastal Air Force reported 1 schooner probably sunk and 1 damaged in the Adriatic by fighters using rocket projectiles. Spitfires, on an offensive sweep along the Yugoslav coast on the 15th, sank a schooner and damaged four others while a cargo was left in sinking condition.

Confidential

Yugoslavia

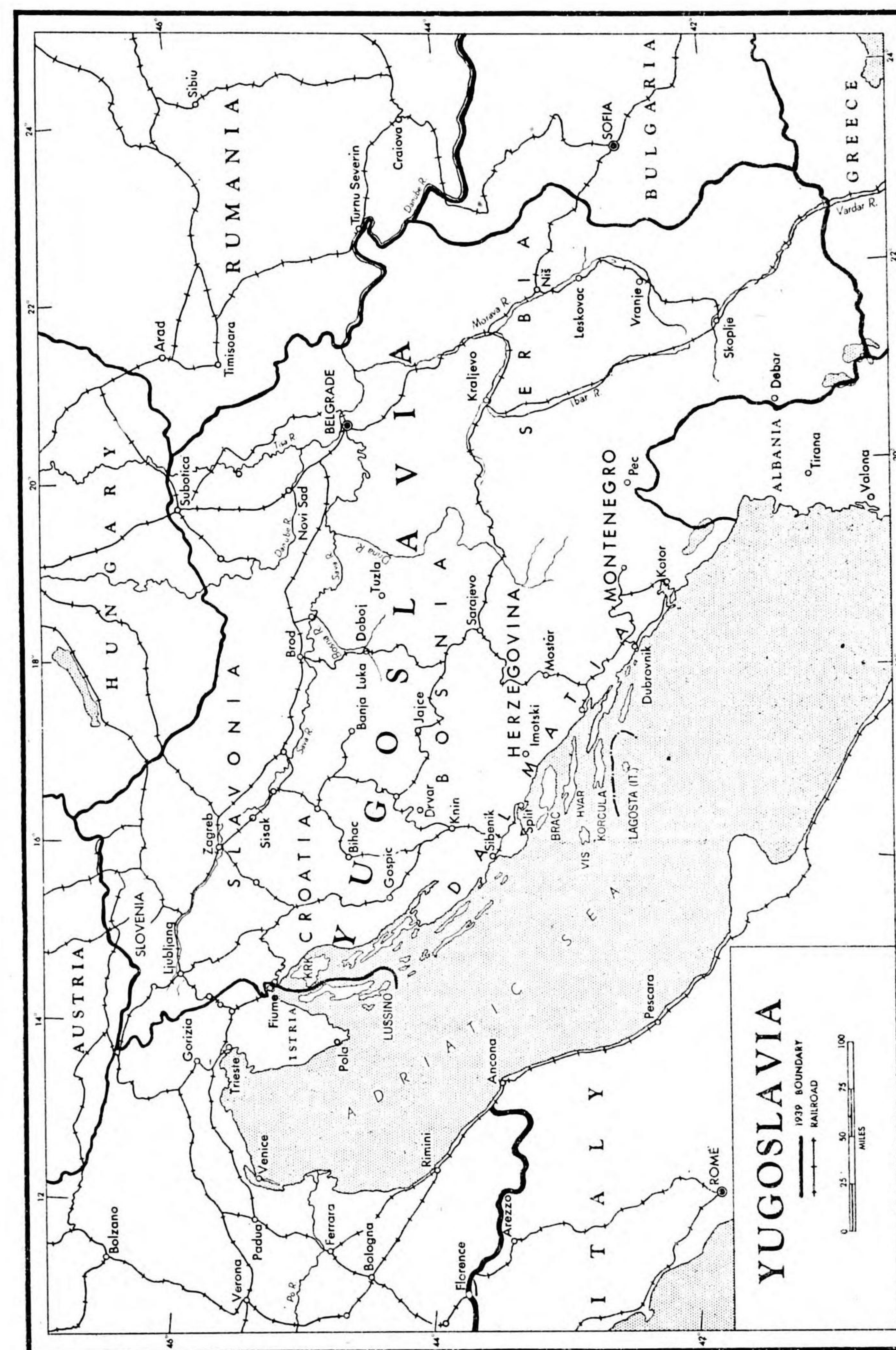
Railroad sabotage, which has been one of the major activities of the Partisans in recent months, continued this week on an increasing scale. The Salonika-Belgrade line—main artery to German garrisons in Greece and the Aegean—was successfully attacked on several occasions. German transportation in southern and central Serbia is said to be virtually at a standstill because of sabotage of both the Skoplje-Nis and the Skoplje-Kraljevo rail routes. The Ljubljana-Belgrade railroad has also been attacked, as have electric power lines and rail communications on the Istrian peninsula. An important tunnel south of Ljubljana, the Partisans reported this week, has been blocked, thus restricting enemy rail communications to the northern Adriatic.

In Serbia, west of Leskovac and Vranje, the Partisans were said to have broken up enemy offensive operations. German activity was also reported along the Slovenian coast in northern Yugoslavia. Partisan reaction has been strong. Marshal Tito claimed that heavy damage had been inflicted on the First German Mountain Division, in Serbia, and on the 13th SS Division, in eastern Bosnia, and that a successful drive had been launched against enemy garrisons in Slovenia.

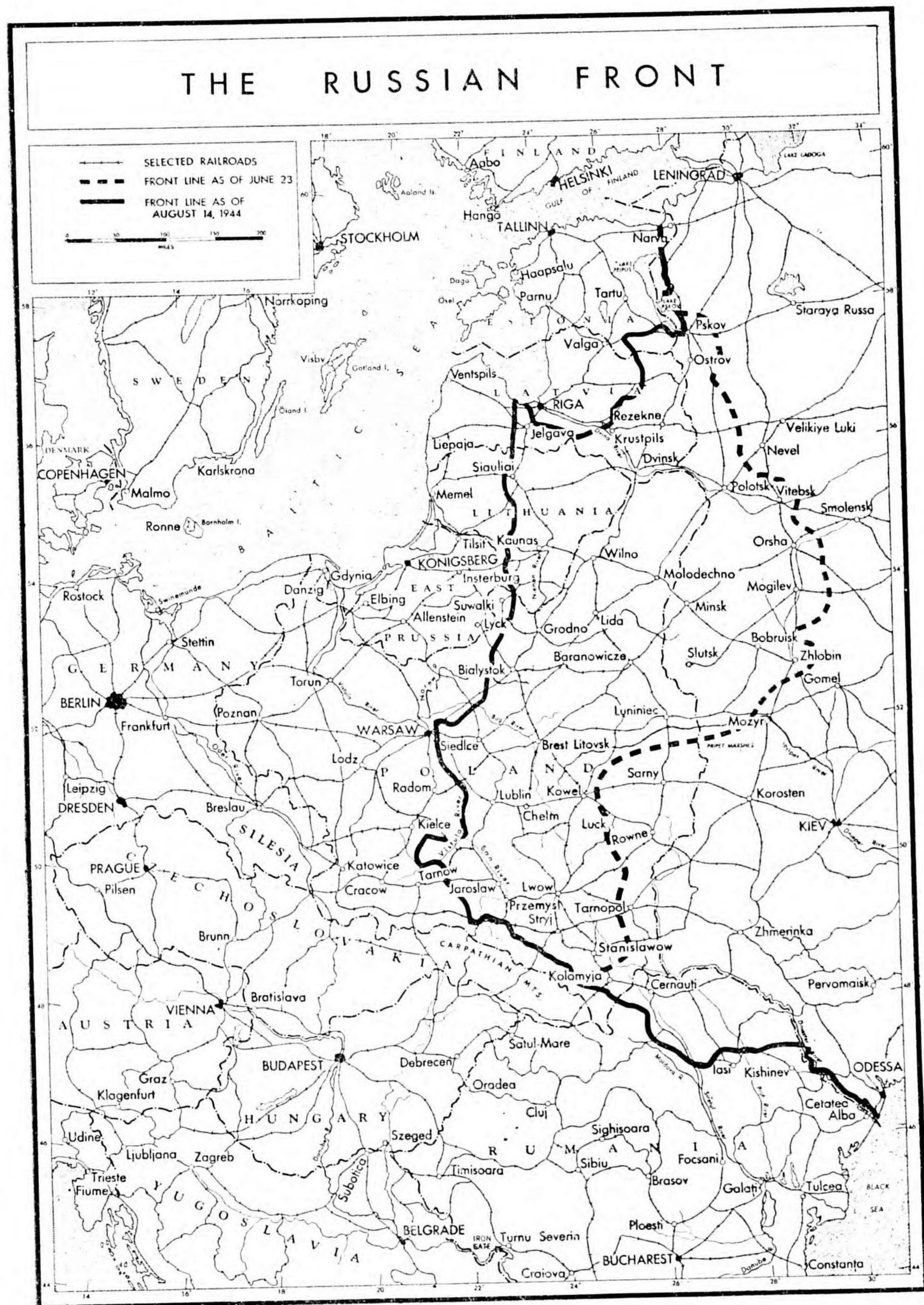
Allied Supporting Operations.—A new Allied commando force—the Land Forces of the Adriatic (LFA)—has recently been formed, it was announced in London on the 12th, to intensify the war in the Balkans by striking constantly at vulnerable enemy points in the Adriatic area. The first major operation was said to have been made on July 29th, when combined land, naval and air units destroyed a German coastal garrison two miles south of Spilje, in southern Albania.

The newly formed Balkan Air Force continued their attacks this week on enemy airfields, rail junctions, rolling stock and military installations, both inland and along the coast. In addition to this week's heavy bomber attacks on railroad yards at Brod and Kraljevo, reported under air operations in the Mediterranean theatre, enemy barracks at Debar in southern Yugoslavia were attacked on the night of the 10th, while workshops at Sisak in Slavonia were hit with rocket projectiles. Railroad yards at Pec were hit on the 10th by about 30 Allied fighters; troop concentrations near Pec were attacked by Fortresses on the 13th. Over Vis Island on the 10th an Allied plane destroyed one Me-109 and probably destroyed another. The yards at Imotski were hit on the 13th; Doboï in Bosnia and Lopatnica in Serbia were also attacked the same day. On the 15th fighter-bombers on armed reconnaissance bombed the railroad station at Tuzla.

Confidential



Confidential



nate the revolt with the Soviet High Command" before the uprising began. The Government-in exile was said to have ordered the revolt and to have issued false reports that the underground was in contact with the Soviet forces but was unable to obtain any help from them. The newly appointed President-designate of Poland, Tomasz Arciszewski, gave as the reason for the timing of the uprising that the Polish home army takes up arms behind the German lines "everywhere the Soviet offensive approaches," and that several Polish towns had been captured by the same sort of cooperation as the underground attempted to contribute in Warsaw. Mr. Arciszewski arrived in London from Warsaw only three weeks ago, and was named as successor to President Wladislaw Raczkiewicz on August 10th. The previous President-designate was Gen. Kasimierz Sosnkowski, commander in chief of the Polish armed forces; he was relieved of all political positions last June.

Although the Russians have not developed a frontal attack upon Warsaw, they have increased their threat to the city by two drives, one across the Vistula River to the south and the other northeast of the capital. To contain or perhaps even to eliminate the former threat, strong German tank and infantry forces this week attacked the Soviet bridgehead across the Vistula 115 miles south of Warsaw, where the Russians not only are in position for an eventual encircling movement on the Polish capital, but also threaten the German strongholds of Tarnow, Kielce and Cracow in southern Poland. To meet this challenge, the enemy was said to have brought up a fresh tank division early in the week, and on the 12th Moscow reported that two German tank divisions had been committed in a vain effort to split the Soviet bridgehead. Despite such fierce defensive reaction, the Russians announced gains of six miles on one day and by the end of the week were within 20 miles of Kielce, a junction on the main railroad south from Warsaw.

South of this region, in the foothills of the Carpathian mountains, only local fighting was reported; the enemy no longer holds towns of any significance here. Hungarian troops fighting in southeastern Poland have been "heavily defeated," Moscow reported this week, and "numerous groups" are said to have gone over to the Red Army. Except for limited operations of the Fourth Ukraine Army, the whole area south of Kielce down to the borders of Rumania is under Marshal Jvan S. Konev, commander of the First Ukraine Army. His forces were said to have killed 140,000 Germans in the month ending August 12th and to have captured an additional 32,360.

The upper half of a possible pincers movement against Warsaw developed this week northeast of the city, where Marshal Konstantin K. Rokossovsky's troops reduced the German salient between the

Confidential

Confidential

war prisoners in the Soviet Union. Von Paulus said Stalingrad was a futile sacrifice ordered by Hitler and that subsequent events proved that continuation of the war has become "a senseless bloodletting" for Germany. In the east the Red Army has reached the borders of East Prussia, while in the west British and American forces have broken German defenses and are advancing through "open spaces" in France. "Neither in the east nor the west," von Paulus continued, "have the Germans sufficient reserves which could re-establish the situation. Supremacy of the enemy in the air and on the sea is so overwhelming as to make the situation even more hopeless. For Germany the war is lost." The reason for Germany's present predicament, he went on, is the political and military leadership of Hitler, while the methods of some of his colleagues in their handling of the populations of occupied regions is "a matter of disgust for every true soldier and every true German." In order to disown such methods, to bring the war to an end, and to restore "peaceful, friendly relations with our enemies of today," Marshal von Paulus declared in conclusion, "Germany must get rid of Adolf Hitler and establish a new state leadership. . . ."

German Atrocities.—Thousands of Polish victims were reported in the Soviet press this week to have been discovered near Lublin, at the site of a Nazi extermination camp. Photographs taken at the Maidanek camp show piles of shoes, bodies of victims and crematories full of bones.

Poland

Following talks in Moscow with Premier Joseph Stalin and with leaders of the rival Polish Committee of National Liberation, Premier Stanislaw Mikolajczyk of the Government-in-exile returned to London this week. The Polish Cabinet met on the 14th to receive and consider Mr. Mikolajczyk's report, and the Premier also conferred with British Foreign Secretary Anthony Eden. No definite agreements appears to have been reached either with the Soviet Government, which does not recognize the Government-in-exile, nor with the Committee, but press reports indicate that an understanding is not impossible.

Czechoslovakia

The Slovak puppet government proclaimed martial law throughout Slovakia on the 12th, according to a broadcast by the German news agency Transocean, and the death penalty will be invoked for "revolutionary activities, murder, robbery or sabotage of communications and health facilities." Slovakia, that part of Czechoslovakia remaining after Germany established the Protectorate of Bohemia-Moravia,

Confidential

and Hungary seized the eastern tip of the country, was in March 1939 declared an independent state under German "protection." Soviet forces are less than 20 miles from Slovakia's borders at the nearest point.

Bulgaria

Rumors persist that the Germans are beginning to evacuate Bulgaria, starting with the coastal area. Telephone cables connecting German headquarters at Sofia with other parts of the country are said to have been removed. Another report states that the Greek island of Thasos in the northern Aegean has been evacuated by the Bulgarians, who have withdrawn to fortifications behind the prewar border of Greece and Bulgaria. According to a press dispatch from London, the Russians have requested the government of Premier Ivan Bagrianov to facilitate the departure of German troops, and an Ankara press account asserts that Bulgaria has complied with a Russian request that Bulgarian occupation troops in Yugoslavia cease fighting the Partisans. It is reported that a number of pro-Nazis in the Bagrianov cabinet have been replaced by men of more moderate views. Premier Bagrianov is also said to have stopped all exports to Germany. Although most of these reports lack confirmation, it is not unlikely that Germany may be preparing to reduce her commitments in southeastern Europe. Turkey's severance of diplomatic and economic relations with Germany on August 2d might well have brought about a change of policy both by Germany and by her increasingly restless satellites.

ASIA

Burma-India Front

Manipur.—British troops advancing down the Imphal-Tiddim road, after overcoming several road blocks against light enemy resistance, have reached a point just north of the Burma frontier. Meanwhile, patrols operating across the border continue to harass the retreating Japanese with raids along the Tiddim road supply line.

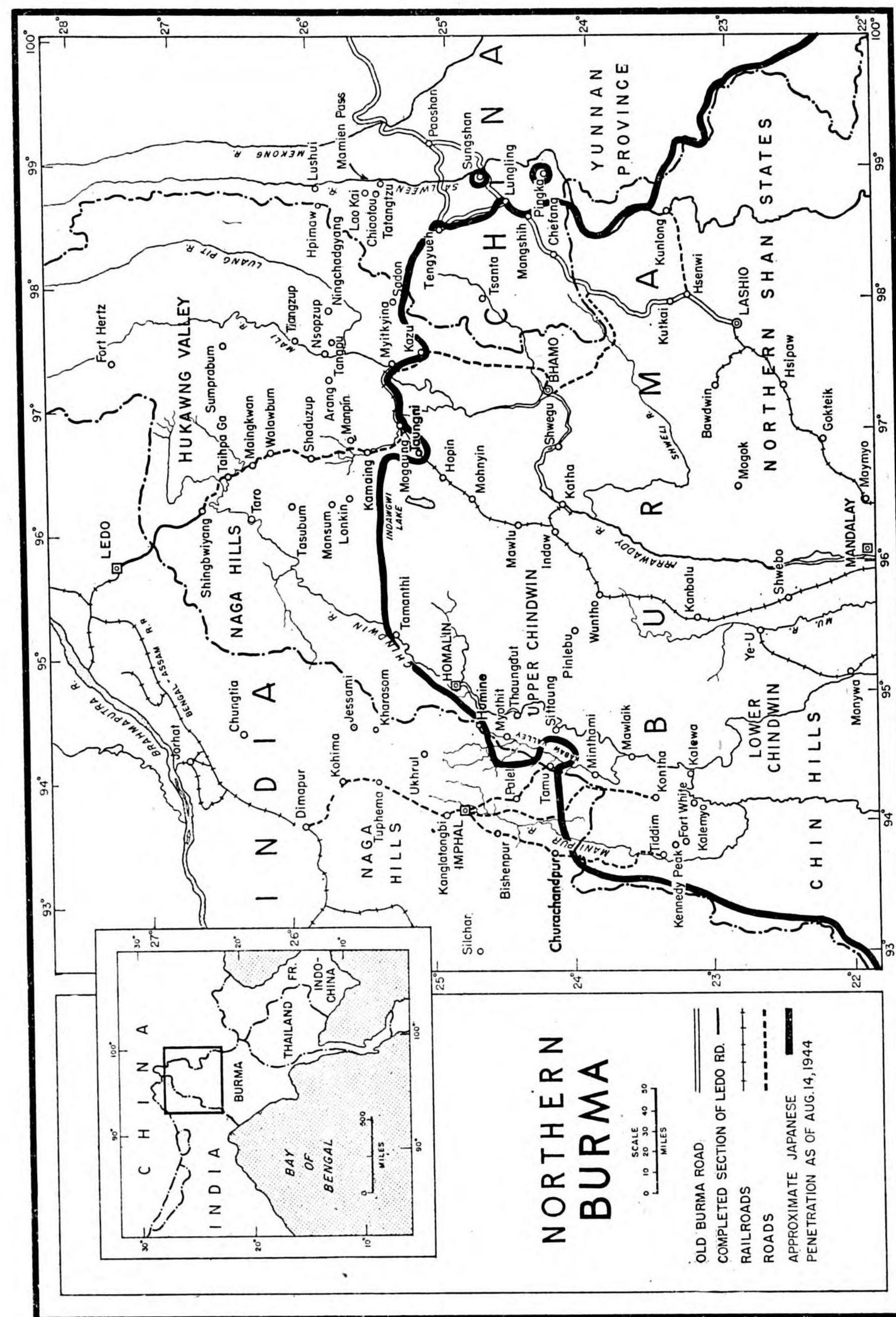
To the east, Allied forces which chased the Japanese out of India through the border town of Tamu are moving eastward toward the Chindwin along the Tamu-Sittaung track. In their progress through the Kabaw valley they were unable to establish contact with the enemy until they reached a point about 14 miles east of Tamu, where some light resistance was encountered at the end of the week.

Farther north, the area above a line extending from Homalin to about 30 miles south of Ukhrul is now reported clear of the enemy. British patrols in this sector also entered Humine and found it had been evacuated by the Japanese.

The Japanese this week presented their version of their unsuccessful invasion of India. A communique on the 12th stated: "Our forces that have been operating in the vicinity of Kohima and Imphal adjusted the fighting line near the India-Burma border in the early part of the month of August and are making preparations for their next operation."

North Burma.—Mopping up operations northeast and southeast of the recently captured base of Myitkyina continued this week. Meanwhile, Chinese troops and Kachin levies moved southward along the road to Bhamo and by the 12th had advanced 20 miles to occupy Kazu. Bhamo, about 80 miles below Myitkyina, is a possible link for the Ledo and Burma roads.

Other Allied troops advancing along the Mogaung-Mandalay railroad have overcome stubborn Japanese resistance to capture Taungni, about 17 miles southwest of Mogaung, and patrols have pushed forward 5 more miles. Enemy positions east and west of the line were also cleared out in the advance. Allied progress in this area has been delayed by the demolition of bridges and difficult weather conditions; most of the countryside around Taungni is reported flooded, with the water 3 to 4 feet deep in many places. Evidences of Japanese disorganization were found, including much abandoned equipment and several unburied dead.



Salween Front.—Supported by fighters and fighter-bombers of the Fourteenth Air Force, Chinese troops are continuing their assault on the walls of Tengyueh. Early in the week they captured enemy strong points atop the western wall and overran a pillbox on the southwest wall. Wall positions have also been captured in the northeast suburbs of the city, and further slight gains have been scored in the southeastern sector.

The Japanese are still holding out at Sungshan in three hill positions on the perimeter of the town. The Chinese artillery bombardments of this stronghold were supported this week by an AA battery of the U. S. Army "Y" force. Sungshan, about 25 miles northeast of Lungling, denies the Chinese use of the Burma Road west of the Salween.

After a period of relative inactivity around Lungling, Chinese troops on the 14th attacked fortified positions on the southern and eastern approaches to the town, which they had captured and subsequently lost last June. The attack, preceded by a strong artillery barrage and supported by planes of the Fourteenth Air Force, made initial gains which were held against Japanese counterattacks.

Between Lungling and Mangshih, both held by the enemy, the Chinese have further strengthened their road block by destroying a bridge about 5 miles north of Mangshih. Local fighting east and west of Mangshih was also reported.

Air Operations.—Bad weather restricted Allied air operations this week, but when conditions permitted RAF fighters continued their attacks on enemy positions in the Kabaw valley and river traffic along the Chindwin, while RAF and USAAF bombers hit targets in the Tiddim and Kalewa areas. USAAF planes also operated along the railway southwest of Mogaung, from Taungni to Hopin and from Indaw to Mandalay, and RAF long range fighters were again active against river craft and road and rail traffic in central Burma. As the enemy's forward supplies are being reduced, the Allied air effort is being extended into the Japanese rear and rail targets as far south as Pegu, near Rangoon, were successfully bombed this week.

In addition to the Fourteenth Air Force's support of the operations near Tengyueh and Lungling, B-25's on the 15th bombed the storage and barracks area at Kutkai, on the Burma Road north of Lashio.

Sumatra

In the longest bombing mission ever undertaken, a "medium force" of B-29 Superfortresses operating from bases of the Southeast Asia Command on the 10th attacked the Pladjoe Refinery at Palembang,

Confidential

in southern Sumatra. The round trip covered at least 3,600 miles. Observed bombing results were reported to be good; several crews noted large fires and explosions at the target. Visibility varied, with some cloud formations encountered. Anti-aircraft opposition was meager to moderate, and enemy fighter opposition was weak to moderate.

Pladjoe, which is much the largest oil refinery in the Far East, produces a considerable amount of high-octane motor fuels. While Japan has not been able to restore all of the East Indies refinery capacity, Pladjoe is believed to have been operating at, or very close to, its pre-war capacity in processing approximately 18,000,000 barrels of crude oil per year. It is estimated to furnish about 78 per cent of the aviation gasoline required by the Japanese air force and about 22 per cent of the fuel oil for her merchant fleet.

Light attacks were also carried out by the B-29's against Pangkalanbrandan, on the northeast coast of Sumatra, and Siberut Island, off the west coast of Sumatra.

Three B-29's were lost in the course of these operations and the attack against the Japanese home island of Kyushu on the same day.

Twentieth Bomber Command

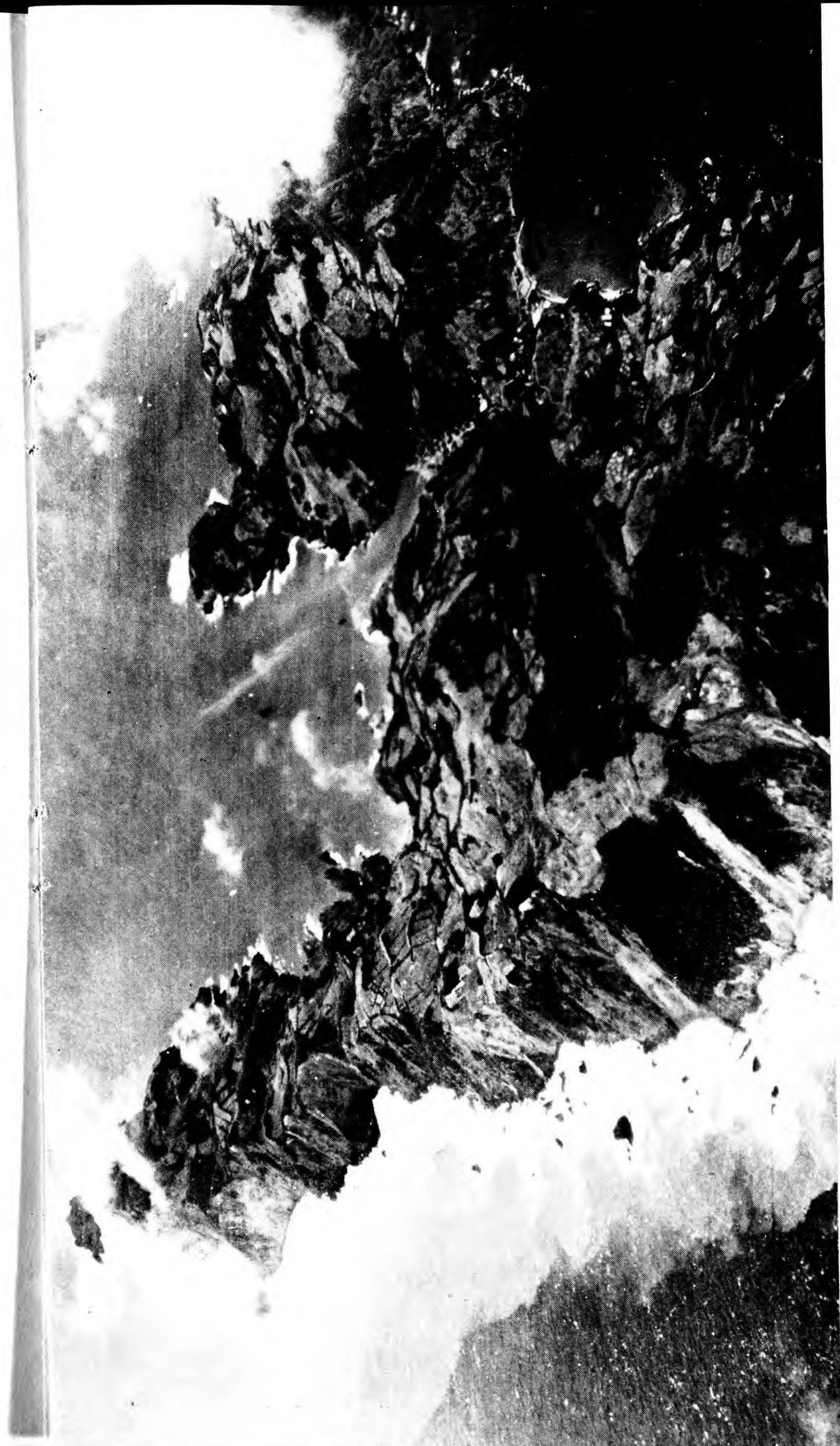
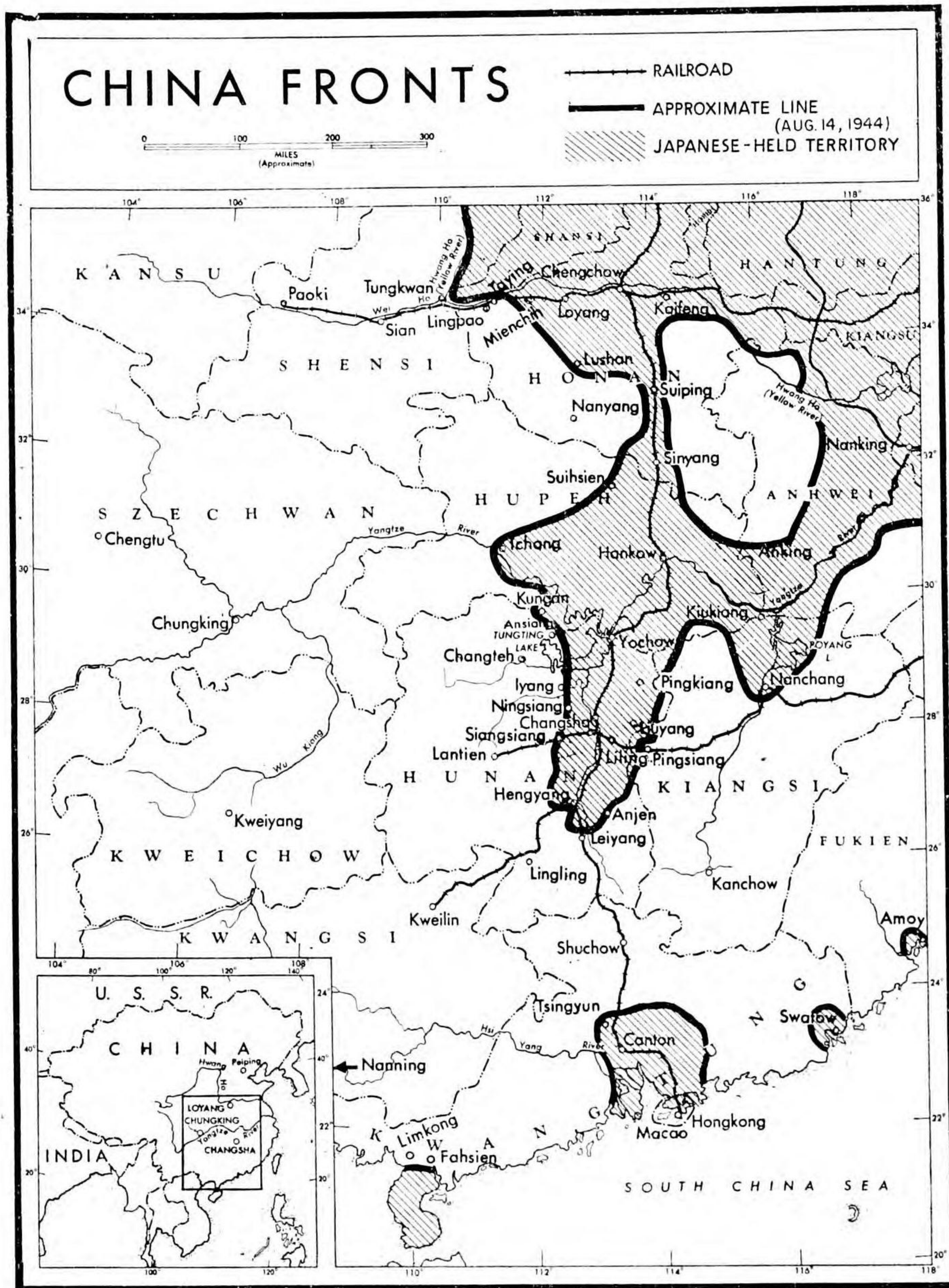
Maj. Gen. Curtis E. LeMay has been named Commanding General of the Twentieth Bomber Command, which operates the fleet of Superfortresses based in the China-Burma-India theatre. General LeMay, 37 years old, succeeds Brig. Gen. Kenneth B. Wolfe, who has been appointed commanding general of the Air Forces' matériel section at Wright Field, Ohio. Until recently General LeMay commanded a heavy bombardment division of the Eighth Air Force in England.

China

Hunan-Kiangsi-Kwangtung Front.—The capture by the Japanese of the strategic Hunan Province rail junction city of Hengyang has been acknowledged by Chungking. Chinese troops under command of Gen. Hsueh Yueh, however, are reported to be launching attacks against the outer ring of Hengyang at points some 3 to 6 miles from the city. All strategic approaches to Hengyang appear still to be controlled by the enemy. At the southern extremity of the enemy's drive down the Hankow-Canton railway, the Japanese are again reported to have recaptured Leiyang, about 30 miles south of Hengyang.

Confused fighting continues, meanwhile, on both sides of the railroad. The Chinese claim to have pushed the enemy westward about 30 miles from Pingsiang, recaptured last week. West of the railroad, the Japanese are reported attacking Chinese positions around Sing-siang and in the Iyang area farther north.

Confidential



The rugged terrain of the Bonin Islands, which lie about midway between the Marianas and Japan, is shown in this photograph of Haha Jima Island, taken during the carrier aircraft attack of June 15th. The Bonins have since been shelled by our surface forces and raided by land-based bombers. (Restricted.)

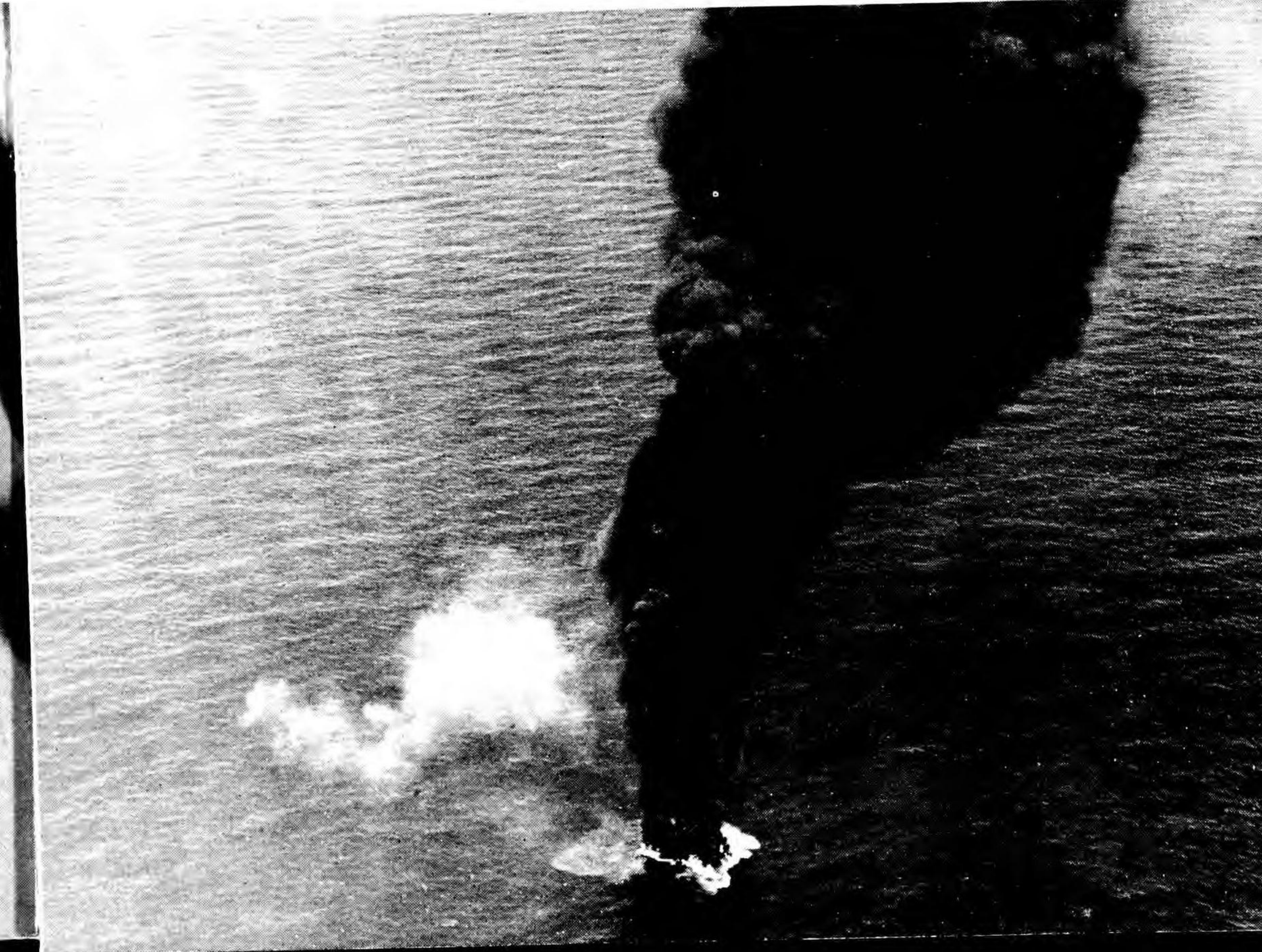
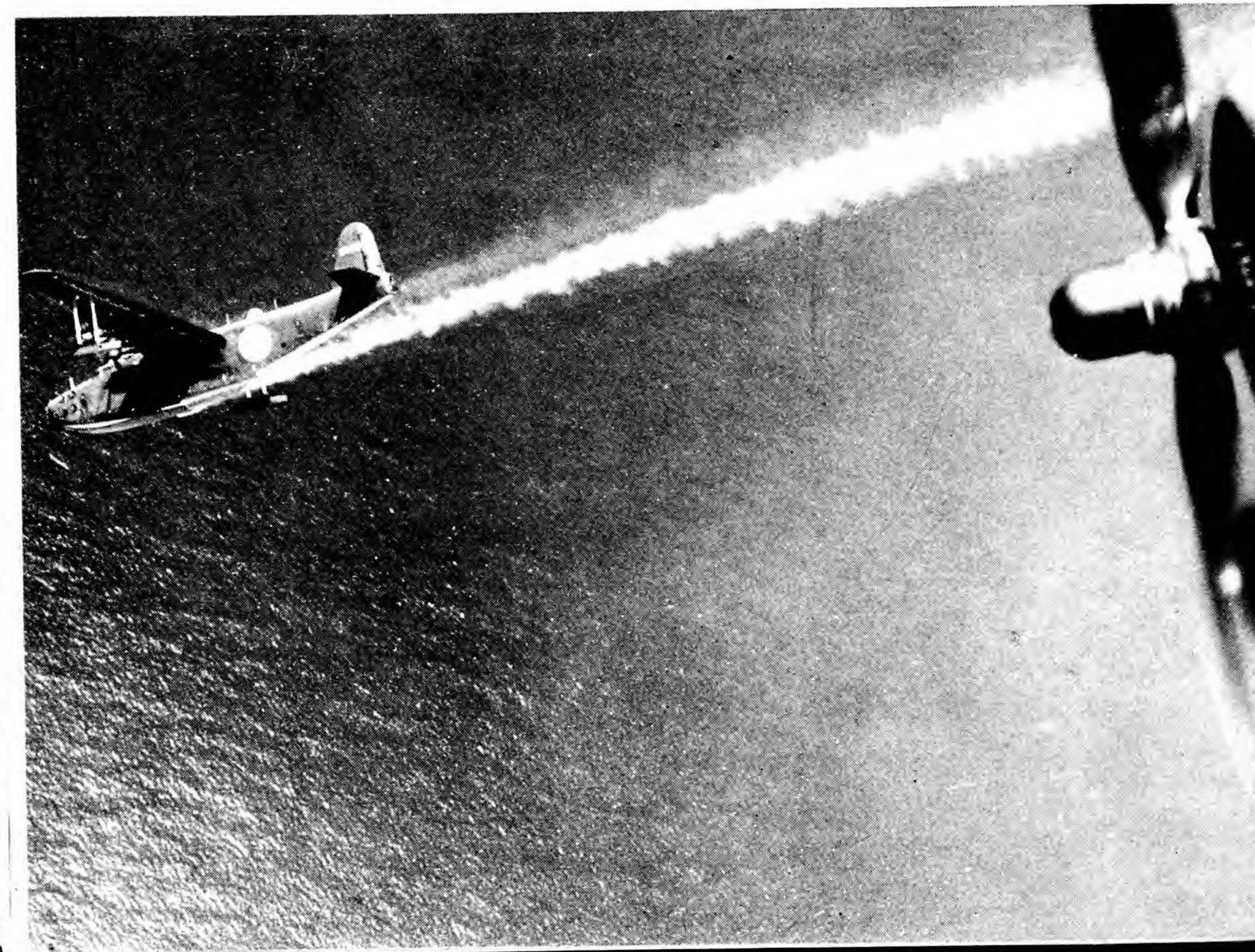
Confidential



A Japanese patrol bomber ("Emily"), hit by one of our planes in the Western Carolines.
(Confidential.)

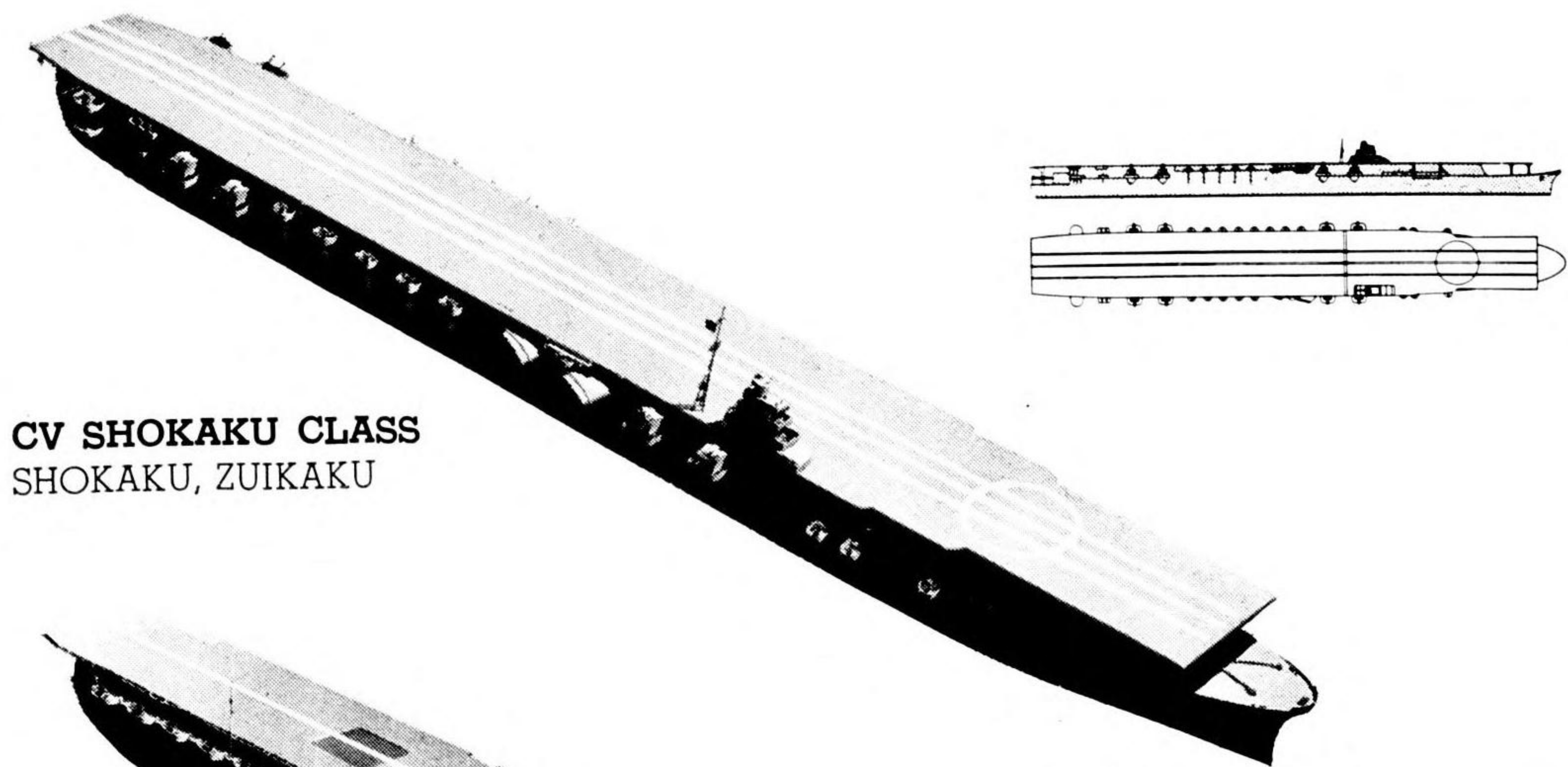


Emily goes down.

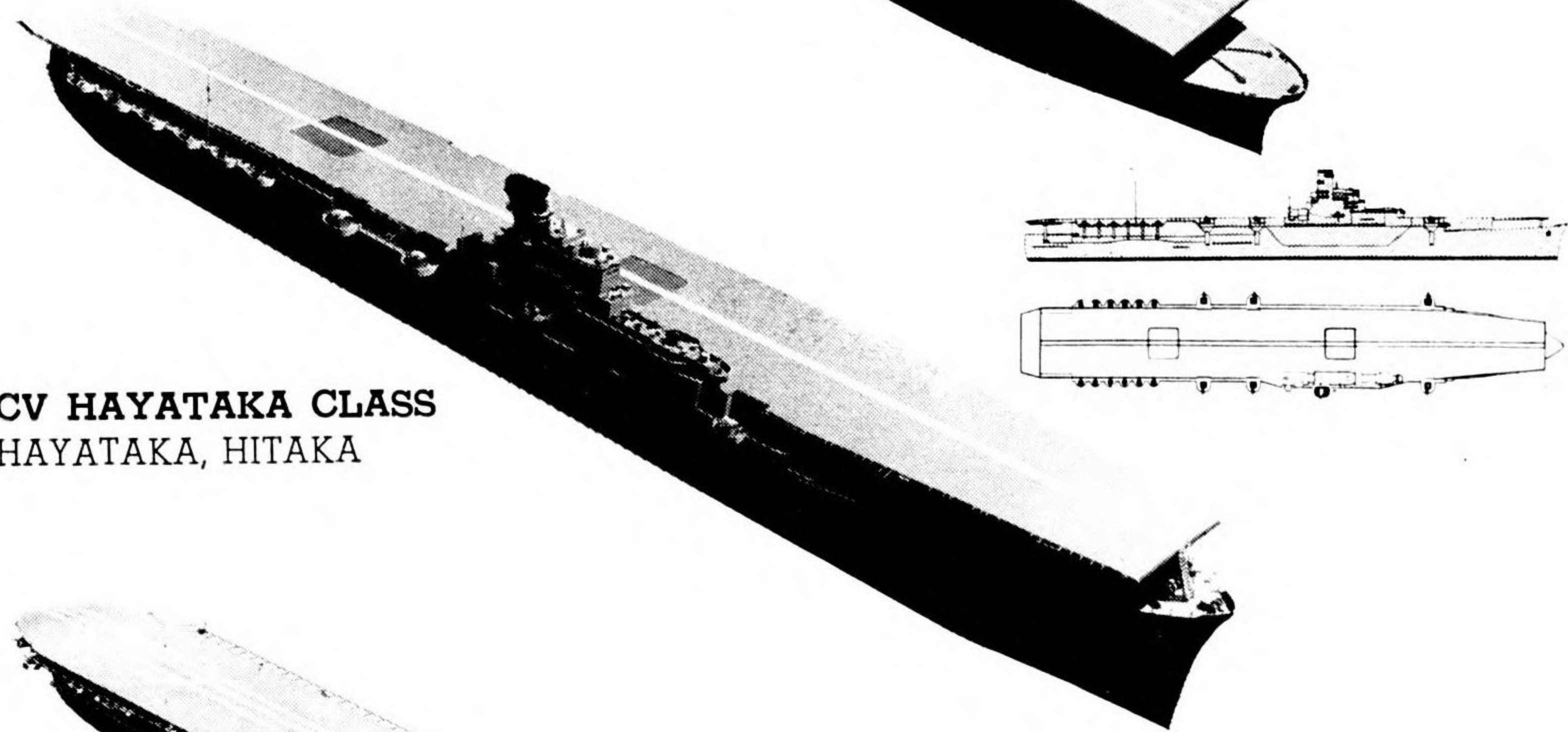


JAPANESE AIRCRAFT CARRIERS

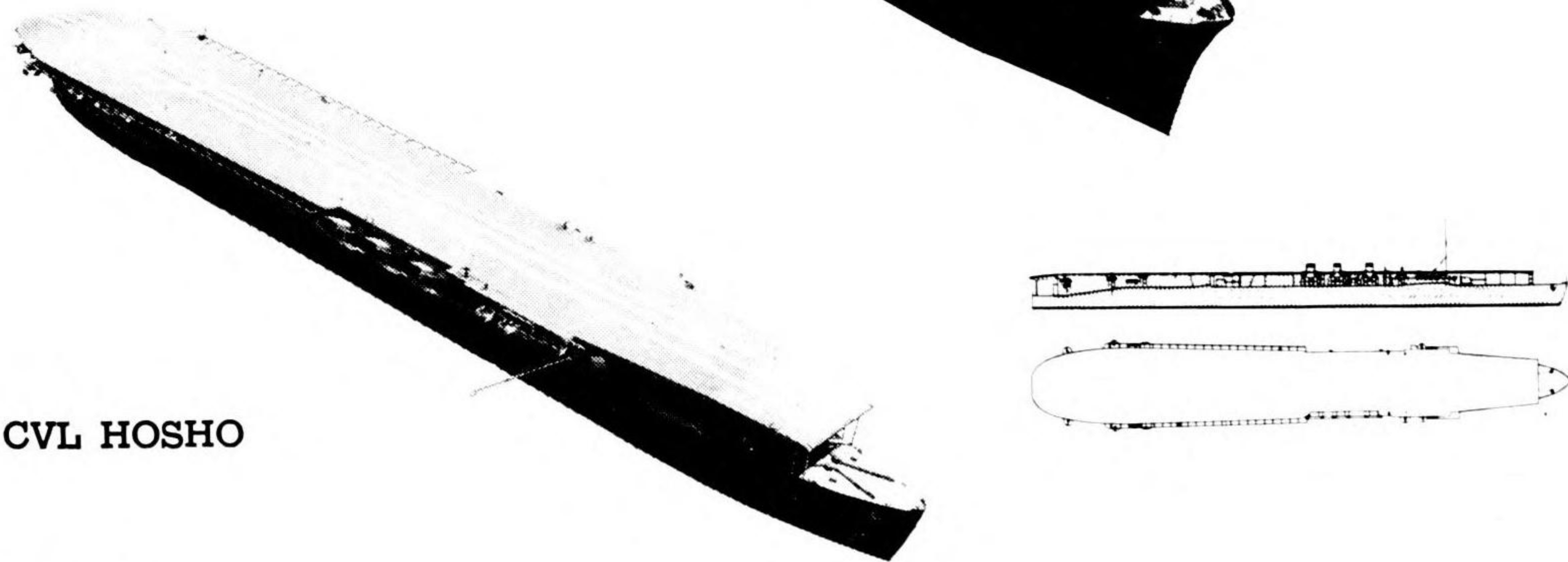
RESTRICTED



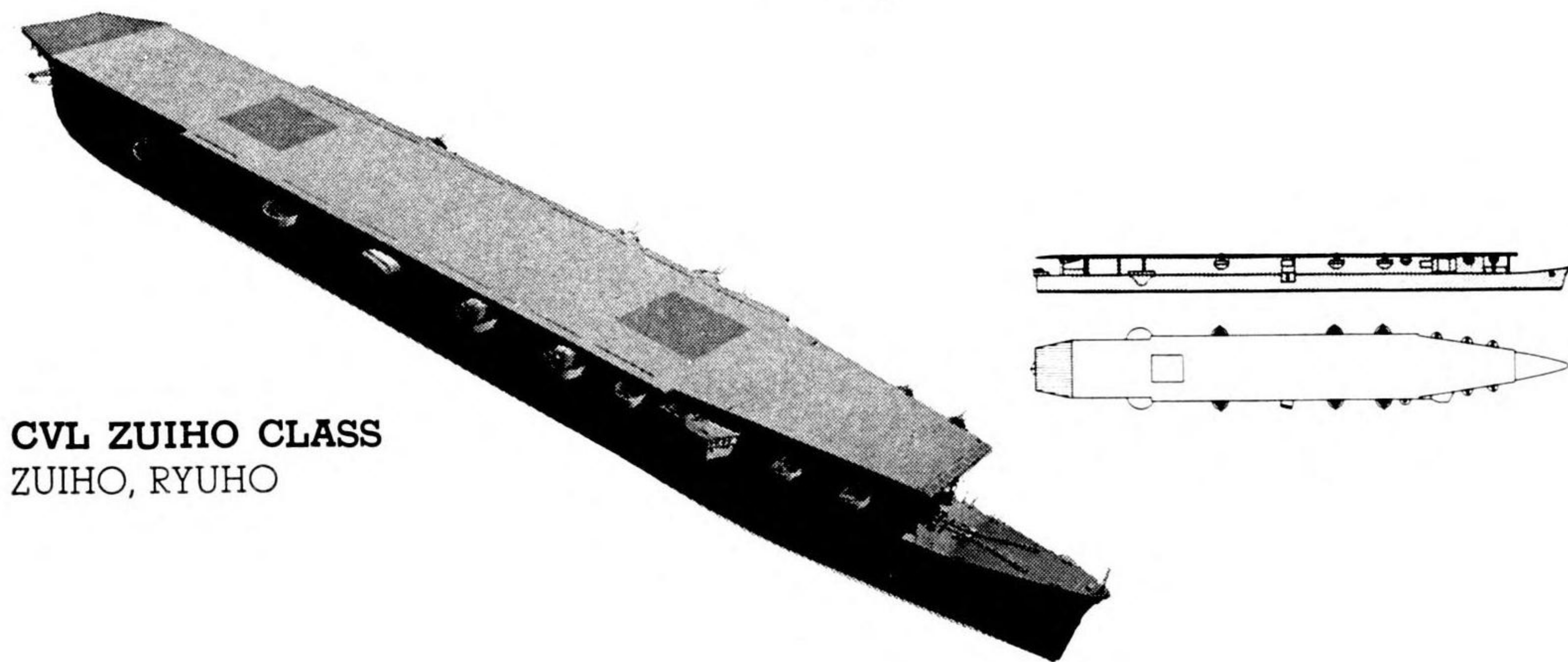
CV SHOKAKU CLASS
SHOKAKU, ZUIKAKU



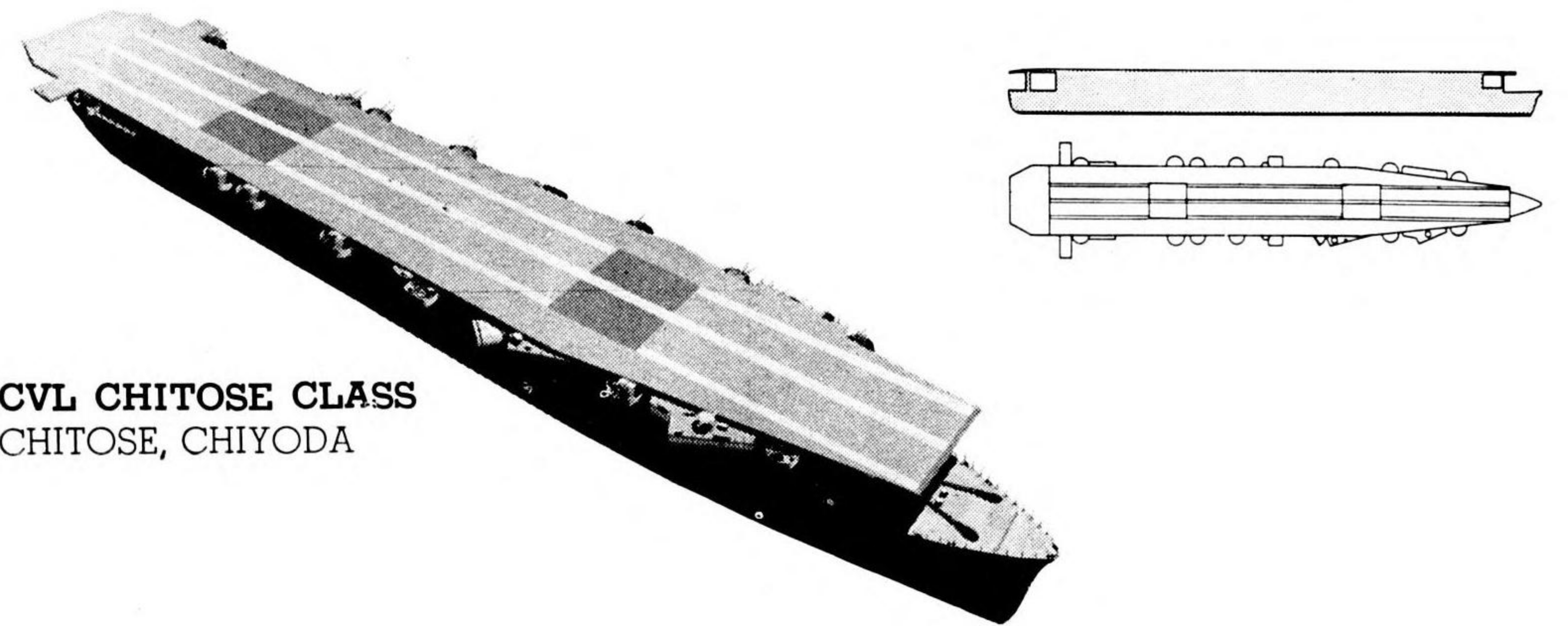
CV HAYATAKA CLASS
HAYATAKA, HITAKA



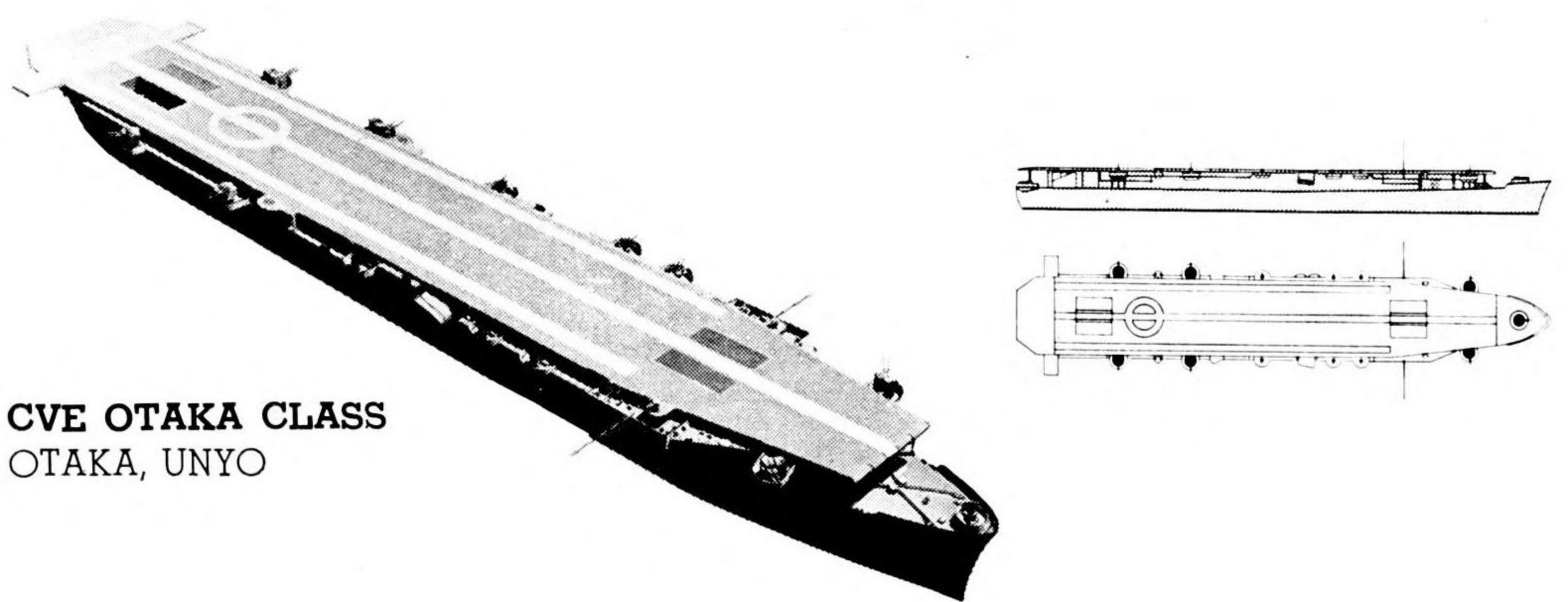
CVL HOSHO



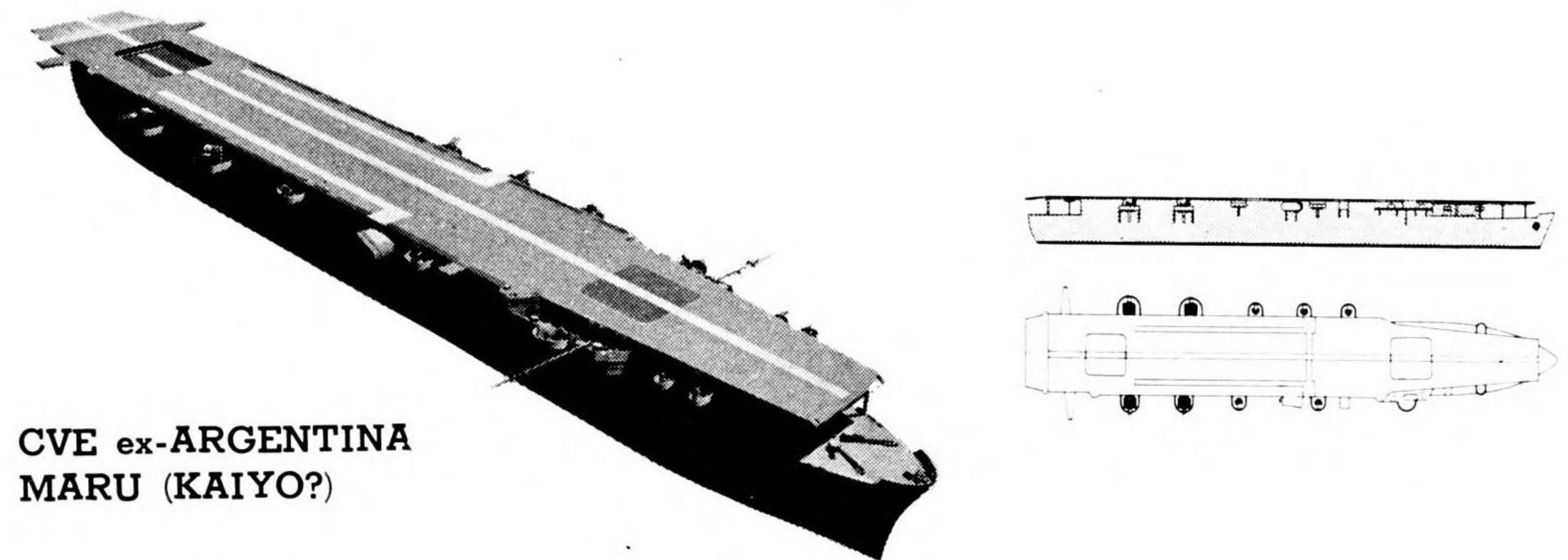
CVL ZUIHO CLASS
ZUIHO, RYUHO



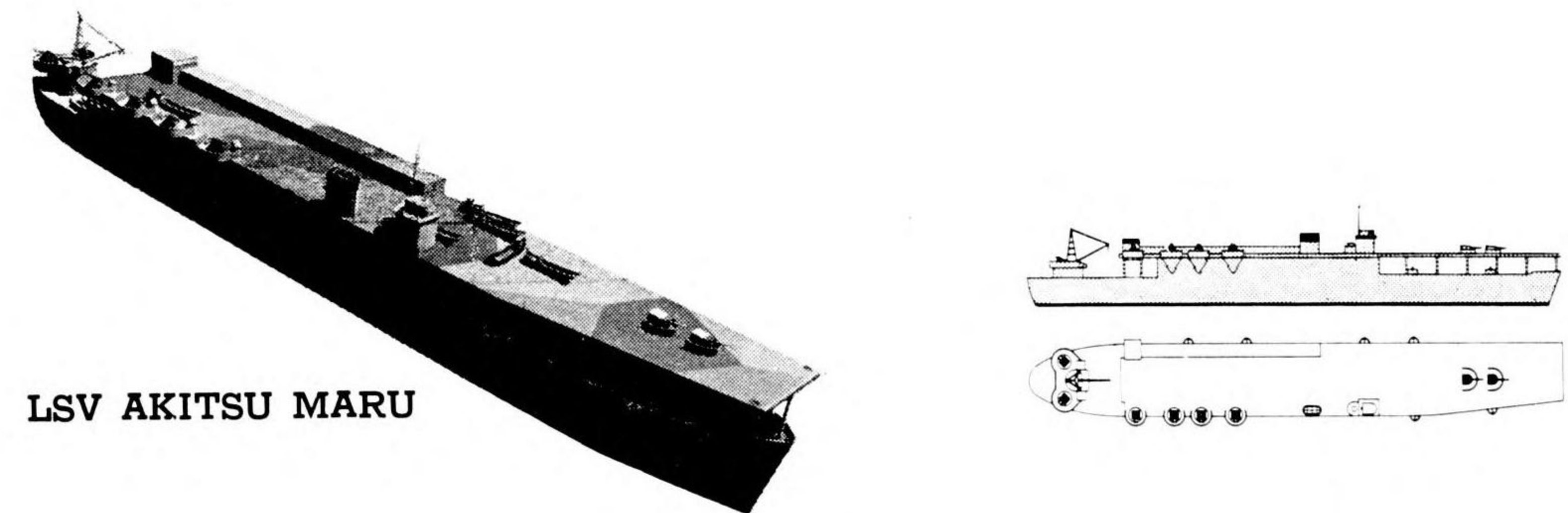
CVL CHITOSE CLASS
CHITOSE, CHIYODA



CVE OTAKA CLASS
OTAKA, UNYO



**CVE ex-ARGENTINA
MARU (KAIYO?)**



LSV AKITSU MARU

(see special article in this issue)



U. S. airstrips at Eniwetok, in the Marshalls (above), and on Los Negros Island, in the Admiralties. The lower photograph is Confidential.

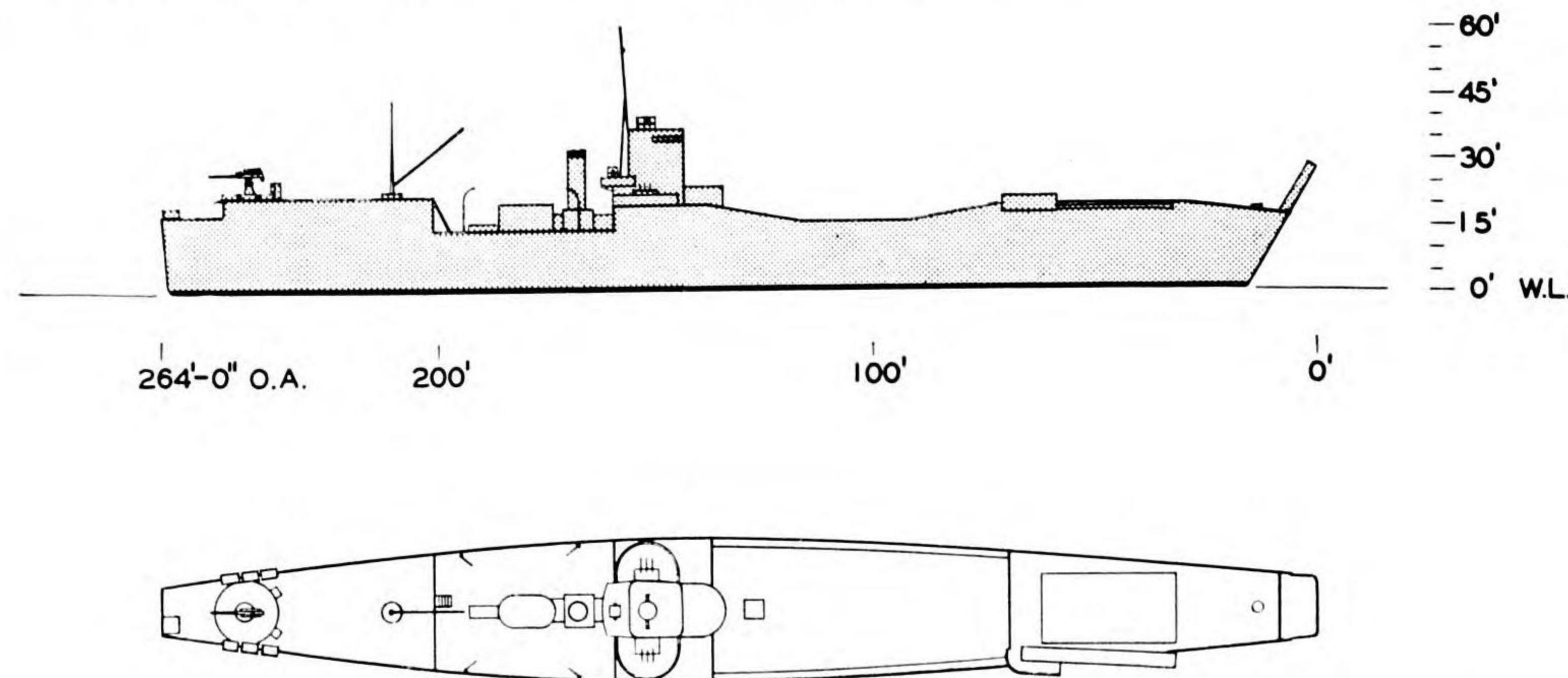


An LCM (3), one of the many types of U. S. landing craft now equipped with rockets; the rocket launchers almost fill the hold. (Confidential!)



NEW JAPANESE AUXILIARY TRANSPORT

A new type of Japanese landing ship was photographed in sorties over Palau and the Bonin Islands in July. The ship bears a slight resemblance to the British Navy's LST (1), having a bow ramp, a covered tank deck, and concentrated superstructure.



The function of this new craft appears to be the landing of vehicles and tanks, as well as transport of troops and cargo. There is a large exposed deck area forward of the bridge for cargo and vehicle stowage, and an elevator forward for moving equipment from the upper deck to the tank deck. This is similar in arrangement to the U. S. Navy's LST (2).

If it is assumed that the tank deck extends the full ship's width and from the bow to the bridge, approximately 12 medium tanks or 16 light tanks can be transported below and an additional 6 medium or 8 light tanks on the upper deck forward.

To starboard of the elevator a personnel ramp can be swung outboard and lowered. The single stack is located in the well-deck abaft the bridge. This deck area is also used for small boat stowage.

Armament consists of six 25-mm. AA guns in two triple mounts located in circular platforms on either side of the bridge. One probable 3''—40 cal. dual purpose gun is mounted on the stern.

Estimated statistics are as follows:

Length overall:	264'.
Beam:	32'.
Displacement:	1,500 tons, full load (?).
Speed:	11 knots (?).
Armament:	1 probable 3''—40 cal. DP mount. 6—25 mm. AA in triple mounts.



RESTRICTED

The enemy's drive northward along the railroad from the Canton area, aimed at a juncture with the forces moving down from Hengyang, appeared to be stalled this week, with the Japanese withdrawing from their advance positions to the area around Tsingyun.

There was likewise little development in the two-pronged enemy drive in the neck of Luichow Peninsula in southwestern Kwangtung Province, which was launched last week. Early in the week the Chinese claimed to have restored the situation by recapturing Limkong and driving the enemy out of the southwestern suburbs of Fahsien, and there were no subsequent reports on this sector.

Conflicting statements have been issued on the casualties suffered by both sides in the Hunan fighting which started late in May. A Chinese Army spokesman claims that a captured Japanese document showed that the Japanese suffered 25,000 casualties during July in the battle for Hengyang, and 50,000 casualties in the entire Hunan campaign, of which Hengyang was a part. A Japanese communique asserted that 4,100 Chinese were killed at Hengyang and 13,300 captured. In the entire Hunan campaign from May 27th to August 8th, they claimed to have killed 66,468 Chinese and taken 27,444 prisoners against a loss of 5,343 dead Japanese.

Air Operations.—In the Tungting Lake-Hengyang area, P-40's and P-51's of the Fourteenth Air Force continued their operations against enemy supply lines, troop movements, storage areas and gun positions, and attacks were also made on airfields at Hengyang and Pailuchi. On the 11th, Liberators made a successful attack on Changsha, causing several large explosions. According to our communiqes, photographic reconnaissance indicates "heavy damage" as a result of the attacks on enemy communications. Enemy supply columns, denied the use of roads during daylight, have been forced to move after dark.

To the north, Allied aircraft operated against Yangtze River traffic between Tungting Lake and Hankow. On one occasion, 16 enemy fighters attempted interception; 6 were claimed destroyed and 4 more damaged. Later in the week an enemy patrol of 20 aircraft was encountered, of which 3 were destroyed and 3 damaged.

On the 10th, P-40's of the Chinese-American Combined Wing attacked the Taiyuan airdrome, a Japanese training center northeast of the Yellow River bend in Shansi Province. In the course of the attack, two enemy aircraft were destroyed in the air, 21 fighters and 3 transports were destroyed on the ground, and an additional 24 aircraft damaged on the ground. All our planes returned safely.

In operations along the South China coast, P-40's on the 8th hit docks, an airfield and a radio station in the Amoy area and bombed

Confidential

storage dumps and airfield installations near Swatow. Three enemy planes were destroyed and one damaged on the ground near Amoy. P-40's also attacked enemy barges and junks off Luichow Peninsula and the French Indochina coast.

On the 14th, Liberators of the Fourteenth Air Force sank 3 freighters in Formosa Strait and bombed the docks at Takao Harbor in southwestern Formosa. On the night of the 15th, Liberators again hit Takao Harbor and also bombed the Mako naval base in the Pescadores Islands. This was the first Allied attack on the Pescadores, which lie between China and Formosa.

The Japanese air force was reported to have carried out five attacks on Allied air bases in China this week. Increasing numbers of Japanese fighter planes are reported to be patrolling their supply lines, but enemy ground troops are not receiving active support from their aircraft.

Economic.—China has had a bumper crop, "the best in several years," Chinese Minister of Food Hsu Kan has reported. Mr. Hsu said the prospect of a record autumn yield, plus the bumper spring harvest, meant that this year's total production "will be enough for two years' consumption." The Minister declared that an abundant crop will go a long way toward provisioning a "huge army" and added that the price of rice "has shown a tendency to drop faster than other commodities."

Japan

A "medium force" of B-29 Superfortresses of the Twentieth Bomber Command operating from China bases attacked the southernmost Japanese home island of Kyushu on the 10th, for the third time in about two months. The principal objectives were industrial targets at Nagasaki, on the western coast of the island, where good results were obtained. Anti-aircraft fire was inaccurate and ranged from meager to moderate. Fighter interception was described as weak, and our crews claimed one enemy aircraft destroyed. One of our planes made an emergency landing at a forward base in China and was strafed after landing by 4 enemy fighters; at least 2 of the enemy planes were shot down by our fighters attached to that base.

Nagasaki, a major military port and one of Japan's principal ship-building and repair centers, is also important for production of naval ordnance and heavy industrial machinery. Located about 30 miles south of the Sasebo naval base, target for the second B-29 attack on Japan, it has a population of more than 250,000 and ranks about twelfth in size among Japan's cities.

Confidential

In addition to the bombing of Nagasaki industrial targets, light attacks were made on Sasebo and on Yingshan on the Chinese mainland. Yingshan is in western Anhwei Province, about 90 miles east of Hankow.

Economic.—The Japan Industrial Machinery Control Association has decided to set up a supervisory and "efficiency" office that would be empowered to order "divisional shifts and other emergency steps" in machine tool factories "to cope with the enemy air raids," according to the Tokyo radio.

Propaganda.—A new Japanese war slogan, picked from 176,000 mottoes in a contest sponsored by the Imperial Rule Assistance Association, has been announced by a Tokyo broadcast. The slogan is: "*Iki, waki, konki, sokekkii*" ("Spirit, harmony, stamina, total action.")

Kuriles

Four attacks were carried out against the northern Kuriles this week by Army and Navy bombers. On the 11th, B-25's attacked 2 enemy craft east of Shimushu; they claimed to have sunk one and damaged the other. The next day B-24's and F7A's attacked Suribachi airfield on Paramushiru and shipping in Paramushiru Strait. About 20 enemy aircraft intercepted, and our planes claimed 3/5/2. On the 13th, Navy Venturas attacked enemy installations on Araitto Island, northwest of Paramushiru, and sank one patrol craft; targets in northern Shimushu were also hit by a single Ventura. Several enemy fighters were airborne but did not press home their attacks. That night Army Liberators started fires at Kashiwabara in northern Paramushiru.

Confidential

PACIFIC

Central Pacific

Marianas Islands.—Organized resistance on Guam ended just before midday on the 10th after American forces overwhelmed the Japanese force holding out in a small pocket at the northeastern tip of the island. Press dispatches report that at the end many of the Japanese fled into caves or into the brush instead of dying in suicidal attacks, as they did on Saipan. Brig. Gen. Lemuel C. Shepherd, commander of the First Provisional Marine Brigade, was quoted as saying that the Japanese have been known to withdraw from positions for tactical reasons but "never to run for their lives like those enemy stragglers on Guam." Mopping up operations to eliminate snipers, stragglers and small resistance points scattered throughout the island are in progress. While searching out enemy troops, our forces found in one cave on the northeastern coast about 300-400 dead Japanese.

In the three-week campaign on Guam, American Marines and Army troops suffered 7,247 casualties—1,214 killed, 5,704 wounded and 329 missing. A total of 10,971 Japanese dead were counted by our troops through the evening of the 9th, the day before resistance ceased. In that time our troops captured 86 prisoners and interned 7 Japanese civilians.

Final figures covering our casualties on Tinian Island indicate that 190 men were killed, 1,515 were wounded and 24 are missing. Our troops have buried 5,544 enemy dead and have taken more than 400 prisoners of war.

American Army fighters and bombers, operating from bases in the Marianas, this week carried out a series of attacks on Pagan and Rota Islands. Pagan, north of Saipan, was raided on three days—on the 10th by 20 Thunderbolts, which dropped 10 tons, on the 12th by a small number of Mitchells and a single Liberator, which bombed gun positions and the airfield, and on the 14th when Mitchells dropped 12 tons of bombs, again on gun positions and the airfield. Rota, between Guam and Tinian Islands, was attacked by Thunderbolts on three successive days. Possible anti-aircraft batteries were bombed and strafed. No guns were seen and the region appeared to be deserted.

Bonin and Volcano Islands.—Liberators of the Seventh Army Air Force, operating from bases in the Marianas, bombed Iwo Jima and Chichi Jima in the first large-scale attacks by land-based aircraft. Iwo Jima was raided twice by our heavy bombers, Chichi Jima once. The Liberators dropped more than 47 tons of bombs, more than

half of which were fragmentation clusters, on the airfield and nearby installations at Iwo on the 10th. One Japanese plane was destroyed on the ground and several others were probably destroyed. On the field at Iwo were 40-50 one- and two-engine planes; one four-engine plane was also noted. Our planes were intercepted by 5-7 Japanese aircraft but all returned safely. The second attack on Iwo, in which 55 tons of bombs were dropped on the airfield area, was made on the 14th. About 9 enemy fighters intercepted aggressively, dropping phosphorous bombs on our planes, one of which crashed 40 miles southeast of Iwo. A number of crewmen were seen to parachute into the open sea. A second Liberator crashed near its home field; several members of its crew were rescued.

On the 12th our heavy bombers dropped 19 tons on the airfield and seaplane base at Chichi Jima, in the Bonins. Three near hits were also scored on an enemy cargo vessel in the harbor. Anti-aircraft fire was meager and no enemy planes were airborne. That night, southwest of Haha Jima, a Navy heavy bomber on patrol sighted 6 ships on a northerly course. Bombs were dropped, but results were not observed.

Caroline Islands.—Bad weather limited air activity in the Carolines to small harassing raids on Ponape and Palau, which were attacked almost daily, and two heavy attacks on Yap and on Truk. Yap was bombed on the 8th and 10th by 20-25 Liberators from the Southwest Pacific, which dropped nearly 60 tons in the two raids on gun positions and the town. Only moderate anti-aircraft fire and no interception were encountered, but one of our heavy bombers is missing from the raid of the 8th. The airfield at Eten and the town area on Dublon Island were hit by 65 tons of bombs from 26 Seventh AAF Liberators on the 9th, and by nearly 60 tons from 23 Liberators on the 13th. The Japanese sent up 6-12 fighters on the 9th and about 9 on the 13th. One of the interceptors was shot down by our planes on each day.

United States Navy search planes and Seventh AAF Mitchells bombed the airfields on Ponape Island almost daily. Approximately 45 tons were dropped in these attacks, most of the tonnage in three attacks involving 12 Mitchells each. In the Palau group, enemy installations on Koror and Malakal Islands were hit by bombs from Liberators from the Southwest Pacific, which attacked in pairs or singly almost nightly. These planes also harassed enemy shipping in the area, damaging a 100-foot vessel just west of Palau on the 11th. Other heavy bombers struck at least once at Woleai and Fais Islands in small nuisance raids.

Marshall Islands.—Enemy coastal defenses and other targets on Mili Atoll were the major objectives of United States air attacks on

bypassed Japanese bases in the Marshalls. Our planes flew a total of more than 500 sorties during the week and dropped about 200 tons of bombs. All but about 100 of the sorties were against Mili, on which 125 tons of bombs fell in heavy raids on three successive days. On the 10th, 125 F4U's and SBD's dropped 45 tons; on the 11th, 156 F4U's and SBD's dropped 48 tons; and on the 12th, 68 F4U's and SBD's dropped 33 tons. Smaller raids of unreported size were also made on Mili on the last three days of the week.

All the islands still held by the Japanese were harassed at night by PBV's and were bombed and strafed by fighters and dive bombers in small-scale raids. Wotje was bombed on the 11th by 6 Army Liberators, which dropped 18 tons on selected targets.

Nauru Island.—After being harassed for four consecutive days by Navy medium bombers, Nauru was attacked on the 13th by 17 B-25's and 3 PV's, which dropped 12 tons on the runway, gun positions and other installations. Daily attacks by PV's were continued throughout the remainder of the week. During this week Navy bombers dropped about 30 tons on the island, in addition to those released during the attack on the 13th. These attacks on Nauru are a continuation of almost daily raids which have been in progress for nearly a month.

General.—Admiral Chester W. Nimitz, at a press conference on the 13th, following his return from an inspection of Guam, expressed a belief that we might be able to make Japan surrender without invading her homeland islands, but he stressed the fact that we are preparing for invasion of the Japanese mainland if that should be necessary. Admiral Nimitz emphasized his belief that ultimate occupation of Japan will be required, once the enemy is defeated.

Admiral Nimitz also reviewed the losses in manpower inflicted on the Japanese by American forces since the opening of the great offensive in the Central Pacific last November. Japan has lost 52,323 men killed in action in the Gilberts, Marshalls and Marianas, according to our own count. The figure does not include those lost on the many ships we have sunk or the victims of air attacks on enemy islands which we have bypassed. Admiral Nimitz revealed that in the Central Pacific campaigns our troops have taken 3,002 prisoners of war. Our own killed in action for the same period of time totaled 5,903.

Southwest Pacific

Solomon Islands.—For the first time in several weeks some ground action was reported from the Torokina beachhead on Bougainville Island. On the 8th, in the upper Laruma River valley, where our patrols have been active, one of our outposts was unsuccessfully at-

Confidential

tacked by a small force of Japanese. Later in the week, on the 11th, Allied troops extended the southern perimeter of the beachhead in the vicinity of the Jaba River mouth against no opposition.

Allied planes heavily attacked enemy positions in the southern part of Bougainville on two days this week. On the 8th nearly 80 F4U's, SBD's and B-25's concentrated on the Puin area, where gun positions were the major target; targets in the southern part of the island and near Buka were bombed and strafed by 60-75 Allied aircraft on the 12th and again on the 13th. Scattered positions along the coast near Kieta and Kahili and around Monoitu were harassed nearly every day by small numbers of medium bombers and fighters.

Bismarck Islands.—Daily raids in considerable force were made on the Rabaul area and on targets along the coast of New Ireland. Enemy airfields and supply areas at Rabaul were bombed and strafed by large numbers of Corsairs and Dauntless dive bombers; Mitchells made light harassing raids on the area almost nightly. More than 560 sorties were flown against Rabaul targets; the heaviest raid was on the 10th, when 94 Corsairs, 38 SBD's and 12 Mitchells were over the area. Kavieng and other points along the coast of New Ireland were under attack daily by small numbers of Allied aircraft. A total of approximately 275 sorties was flown against New Ireland targets; the great majority of these were by Corsairs.

Our PT's continued active along the coast of New Ireland, shelling enemy positions along St. George's Channel and on the north and northeast coasts. On the 12th an Australian sloop, covered by 12 Beauforts, shelled enemy camps on the shores of Wide Bay, southwest of Rabaul.

New Guinea.—Resistance in the Driniumor River sector, east of Aitape, ceased on the 9th, almost a month after the Japanese launched their large-scale attack to break out of the trap set by our landings at Aitape on April 22d. In some of the most savage fighting of the whole New Guinea campaign, the Japanese thrust was thrown back, and the demoralized enemy was virtually surrounded and cut off from contact with his rear at Wewak by an Allied counterattack that carried across the Driniumor near the coast. Allied troops turned inland and rolled the enemy back toward the mountains, overwhelming the force that had been holding out near the village of Afua. Survivors of major combat elements of General Hatazo Adachi's 18th Army are reported fleeing from the Driniumor area toward the Torricelli Mountains, just inland from the narrow coastal plain. Our troops have established effective roadblocks across the major trails into the interior and along roads leading east toward

Confidential

Wewak, toward which a few small bands of stragglers are reported to be making their way.

Allied patrols east of the Driniumor River reported encountering no Japanese as far as Yakamul, about 5 miles from the mouth of the river, though small groups were observed moving toward Wewak east of Yakamul. The retreating enemy was harassed by Allied planes, which bombed and strafed troop concentrations and trails, while PT's and destroyers shelled the coast road and other targets between Wewak and Yakamul.

A Southwest Pacific communique on the 11th estimated that the Japanese 18th Army, based at Wewak, has suffered at least 18,000 casualties, dead and wounded, in the past month, and indicated that the defeat at the Driniumor has destroyed the combat effectiveness of General Adachi's forces. Indications point to a complete disintegration of this command into small groups seeking individual refuge in the interior. By the 14th the total number of Japanese dead counted by our troops in the Aitape region was 8,117, approximately 6,500 of whom were killed in the bitter jungle battle along the Driniumor River between July 11th and August 9th, and in subsequent mopping up operations. During that time our troops captured 99 of the enemy.

Mopping up operations are still in progress on Noemfoor and Biak Islands, while our forces at Maffin Bay and at Sansapor report some progress, though most of the activity has been confined to patrolling. The Japanese on Noemfoor are nearly all surrounded in a small pocket near the northeast coast, where they are under heavy artillery fire. Three counterattacks were broken up by our troops on the 13th. On Biak, the surviving Japanese are being rapidly eliminated, especially in the Korim Bay sector, where our forces landed last week. By the 14th enemy dead on Biak totaled 4,409; our forces had captured 279 prisoners. The remaining enemy troops are apparently trying to escape to Soepiori Island, separated from Biak by only a narrow and shallow tidal river. Our forces moving on Sarmi, in the Maffin Bay area, encountered considerable opposition at Sawar Creek on the 13th; no major action, however, has been reported from the area. Known Japanese casualties in the Maffin Bay-Wakdi area by the 14th totaled 3,424 dead and 70 prisoners. At Sansapor American troops are meeting virtually no opposition in their advance toward the Kor River to the northeast. These troops, under cover of patrolling P-40's and P-47's, have occupied almost 20 miles of the northwest coast of the Vogelkop Peninsula.

Air operations in western New Guinea, aside from the usual daily attacks on enemy installations at Wewak and to the west, were

Confidential

directed almost exclusively at harassing the Japanese at various points on the Vogelkop Peninsula and in the Geelvink Bay area. Airfield installations at Ransiki, Babo, Nabire, Samate and Manokwari were hit frequently by small numbers of Bostons, Beaufighters and Mitchells, while villages along the north coast of Vogelkop and barge traffic in Geelvink Bay and along the extreme western part of the island were bombed and strafed by P-39's, P-40's and P-47's. The only heavy attacks of the week were by Liberators; 10 of them dropped 27 tons on Babo airfield on the 12th, while 38 of the heavy bombers attacked Manokwari supply and personnel areas on the 13th with 60 tons.

Japanese aircraft early in the morning of the 8th dropped a few bombs on Namber airfield, Noemfoor Island. During the night of the 11th enemy planes made three raids on the Owi Island airfield, causing some damage and a few casualties. Our night fighters shot down one of the attacking aircraft.

Netherlands East Indies

Widespread air attacks against Japanese shipping and major enemy airfields in the eastern islands of the Indies were carried out during the week. Attacking through bad weather on several occasions, American, Australian and Dutch heavy and medium bombers of the Far Eastern Air Force struck at the enemy's supply lanes south of the Philippines. The heaviest attacks were made on shipping in Kaoe Bay, on the east coast of Halmahera Island, principal staging point for supplying Japanese bases in the area. During the night of the 8th a Liberator on patrol damaged two 2,000-ton cargo vessels in Kaoe Bay; on the following day a force of 24 Mitchells attacked shipping concentrated in Wasile Bay, one of the arms of Kaoe Bay, and sank two cargo vessels, two seatrucks, a lugger and many small craft. Two other medium sized ships were damaged. A 3,000-ton freighter was badly damaged on the 11th when shipping in the same area was again attacked by a large force of Mitchells. In this attack 10 seaplanes, a seatruck, 2 luggers and 4 barges were destroyed. Mitchell bombers raided shipping and shore installations at Ternate, off the west coast of Halmahera on the 14th and 15th. In the first attack, made by 8 of the medium bombers, a barge was destroyed and fires and explosions were caused among warehouses and in the radio station area. On the 15th, 8 Mitchells attacked shipping at Ternate, sinking a small cargo vessel and 7 luggers, while 12 other Mitchells bombed the water front, destroying a jetty and 3 large warehouses. Allied planes also bombed and strafed small inter-island craft off Ambon, Ceram and Waigeo Islands, sinking a number of sailboats,

Confidential



Confidential

luggers and barges. A 3,000-ton vessel was damaged by a B-24 patrolling southwest of Boeroe Island; another B-24 patrolling far to the north heavily damaged a freighter in Beo Bay, on the west coast of the principal island in the Talaud group, midway between Halmahera and Mindanao.

Liberators made heavy attacks on Galela and Lolobata airfields, on Halmahera Island, while there were almost daily harassing raids on supply dumps, barracks and other installations in the Kaoe Bay-Wasile Bay area of Halmahera. At Lolobata and Galela on the 10th much damage was effected by our heavy bombers; Galela airfield was the principal target for the raid, which resulted in the destruction of 5 enemy planes on the ground and damage to more than 25 others, about half of which were believed probably destroyed. The Lolobata airfield dispersal areas were bombed on the 15th by more than 30 Liberators, which claimed to have destroyed 5 enemy planes on the ground and damaged 6 others. Many explosions and several large fires were started. Meanwhile, gun positions and other installations along Wasile Bay were bombed twice on the 14th by smaller forces of Liberators. No Japanese aircraft intercepted any of our attacks on Halmahera targets but antiaircraft fire was intense, particularly at Lolobata.

The heaviest raids were directed against Langgoer airfield, in the Kai Islands, and the fields clustered around Ambon, principal naval base in the eastern Indies. There were four raids on Langgoer, all but one of them by Mitchells. On the 9th, 24 Australian and Dutch Mitchells dropped 20 tons on Langgoer; two days later the field was attacked twice, first by 9 Dutch Mitchells, which dropped 16 tons and later by 11 B-24's, dropping more than 25 tons; on the 13th, 12 Australian Mitchells hit the runway and other installations at Langgoer with 10 tons. Early in the week Liberators hit twice at satellite fields near Ambon; 12 of the heavy bombers attacked Liang field on the 9th and nearly 20 of them raided Laha field the following day.

Namlea, on Boeroe Island, was the target for 11 Liberators on the 9th, when 27 tons were dropped on the old airfield and on barracks, while the Cape Chater field, on Timor Island, was hit by about 20 tons from approximately 10 B-24's on the 13th. Small formations of Mitchells bombed and strafed enemy-occupied villages on the north coast of Waigeo Island, northwest of Vogelkop, destroyed barracks and supply dumps along Wasile Bay and wiped out a Japanese barge base on Batjan Island, southwest of Halmahera.

Photographic reconnaissance reveals that the Japanese are maintaining only very small numbers of aircraft on airfields in the Netherlands

Confidential

Indies, including fields on Halmahera. On the 5th there were only 8 fighters at Kaoe, while at Galela there were 4 fighters and 11 bombers. In addition, there were 14 fighters and 26 bombers which had not moved since photographs were made on July 22d. On the 9th only 16 enemy planes were seen on the two airfields on Boeroe Island; the runway at Boela, Ceram, was reported being repaired but still unserviceable. The almost complete absence of interception of Allied raids indicates that the enemy is husbanding his strength and is using the Indies fields almost exclusively for staging purposes, while building up reserves in rear areas rather than committing them to forward bases. A Southwest Pacific communique on the 15th stated that enemy airfields at Halmahera and at nearby bases are virtually neutralized and that the flexibility of the Halmahera area stronghold, from which previously his forces of all categories could be rapidly distributed to points where they were needed, is now gone.

Philippine Islands

American heavy bombers continued into this week the small-scale attacks on the southern part of Mindanao Island begun on the 5th. Lasang airfield, about 12 miles north of Davao, was bombed on the night of the 8th by a single Liberator. On the night of the 10th a Liberator bombed the wharves at Davao; there was no interception and no anti-aircraft fire, nor was the city blacked out. The following day a long-range Navy patrol bomber damaged a 100-foot armed trawler off the west coast of Mindanao. That night, in Davao Gulf, another Navy heavy bomber sank a 3,000-ton Japanese freighter. The waterfront at Davao was again hit by a single heavy bomber on the night of the 13th.

Pacific—General

Sixteen more Japanese ships, including a warship, have been sunk by United States submarines operating in Pacific and Far Eastern waters, according to an announcement by the Navy Department on the 10th. The ships sunk were one large and four medium cargo-transporters, seven medium and two small cargo vessels, a medium tanker and an escort vessel.

ATLANTIC

Including a summary of Allied and neutral shipping losses in other theatres

Two medium-sized cargo vessels, one American and one British, have been added to the total of ships lost to enemy action during August. The British vessel was torpedoed and sunk on the 7th in the Indian Ocean north of Mozambique, in the same waters where another British ship was lost two days before (as reported in the last issue of the WEEKLY). The American ship was sunk by mine or torpedoes on the 8th off the western coast of Cornwall. This brings the total of ships lost to enemy action in August to 4 and the total tonnage lost to 21,713.

A medium-sized United States cargo vessel attacked by submarine 600 miles southwest of St. Helena on July 25th is now reported sunk. This loss brings the total of ships sunk from all causes in July to 24 and the tonnage to a total of 94,466.

The Navy Department has announced the loss of the U. S. S. *Fiske* (DE 143), sunk recently in the Atlantic by a submarine torpedo.

Under direction of the Trans-Atlantic Air Control 20,000 crossings of the Atlantic have been made by air since the war began. Most of these have been made from west to east by U. S., British and Canadian crews. The great majority of the crossings were made by planes being delivered from the United States and Canada. Losses of planes en route have been less than 1 percent.

THE AMERICAS UNITED STATES

Navy

The following reports of Navy construction, excluding small landing craft and district craft, were received during the week:

Type of vessel	Keel layings	Launchings	Deliveries or commissionings
COMBATANT:			
Aircraft carrier.....		<i>Alfred A. Cunningham</i>	<i>Bennington.</i>
Destroyers.....	<i>Vogelgesang, Gearing..</i>	<i>Joseph E. Connolly,</i>	<i>Haas, George E. Davis.</i>
Destroyer escorts.....		<i>Heyliger, Sutton,</i>	
		<i>Milton Lewis, Mc-</i>	
		<i>Ginty, Alvin C. Cock-</i>	
		<i>rell.</i>	
Submarines.....	<i>Runner.....</i>	<i>Bumper, Springer, Ti-</i>	<i>Sea Robin, Blower.</i>
		<i>rante.</i>	
MINE CRAFT:			
Light mine layer.....			<i>Robert H. Smith.</i>
Motor mine sweepers.....		1.....	3.
Large mine sweepers.....		<i>Dotterel, Reproof.....</i>	<i>Ransom.</i>
PATROL CRAFT:			
Frigates.....			<i>Key West, Covington.</i>
173' submarine chasers.....			2.
136' submarine chasers.....		1.....	2.
Motor torpedo boats.....	2.....	2.....	2.
AUXILIARY VESSELS:			
Hotel barges.....	4.....	3.....	1.
Ocean tugs, rescue.....		1.....	<i>Terebinth.</i>
Net layers.....		<i>Preventer</i>	<i>Takelma.</i>
Ocean tugs, fleet.....		<i>Aroyel.....</i>	
Ocean tugs, auxiliary.....	2.....	1.....	
LARGE LANDING CRAFT:			
Landing ship, dock.....	1.....		19.
Landing ships, tank.....	11.....	9.....	18.
Landing craft, tank (6).....	22.....	8.....	13.
Landing ships, medium.....	5.....	4.....	11.
Landing craft, infantry (L).....	9.....	8.....	1.
Landing craft, support, (L).....	2.....	4.....	
(3).			
FOR RUSSIA:			
Motor torpedo boat.....		1.....	

U. S. naval losses, announced to date, total 174, as follows:

	Sunk	Presumed Lost	Destroyed to prevent capture
Battleship.....	1	0	0
Aircraft carriers.....	6	0	0
Heavy cruisers.....	5	1	0
Light cruisers.....	3	0	0
Destroyers.....	39	4	1
Destroyer escorts.....	3	0	0
Submarines.....	3	23	1
Miscellaneous.....	73	4	7
	133	32	9

The latest figures on naval casualties are as follows:

	Dead	Wounded	Missing	Prisoners of War	Total
Navy.....	16,102	6,851	8,599	2,524	34,076
Marine Corps.....	5,782	10,080	869	1,945	18,676
Coast Guard.....	346	175	234	0	755
	22,230	17,106	9,702	4,469	53,507

Merchant marine casualties to date total 5,761, with 722 dead, 4,479 missing and 560 prisoners of war. Wounded are not included.

Army

More than 4,000,000 troops and more than 63,000,000 ship tons of supplies were transferred from the United States to 127 overseas ports throughout the world in the 31-month period from December 1941 through June 1944, the War Department announced. This disclosure was contained in a report by Maj. Gen. C. P. Gross, U. S. Army, Chief of Transportation.

General Gross disclosed that since Pearl Harbor the Army has dispatched to the European theatre of operations alone more than 18,000,000 ship tons of cargo, or more than twice the 8,900,000 ship tons sent to the AEF in the first World War. The volume of Army traffic moved overseas during the past year shows an increase of more than 100 per cent over that of any previous year. Nearly twice as much cargo was shipped in May 1944, as in May 1943. The peak monthly tonnage moved during the World War was barely more than a fifth of this figure.

President's Pacific Tour

President Roosevelt returned to the United States this week from an inspection tour of the Pacific war zone. Speaking from the destroyer which brought him into the Puget Sound Navy Yard at Bremerton, Wash., the President addressed the Nation over the radio and told of conferences he had held in Honolulu with Gen. Douglas MacArthur, Admiral Chester W. Nimitz, Admiral William F. Halsey, Jr. commanding the Third Fleet, and Lieut. Gen. Robert C. Richardson, Jr., commanding general of the Army forces in the Hawaiian area. The President was accompanied on his tour by his chief of staff, Admiral William D. Leahy.

The President's tour began on July 21st when he left the Marine base at San Diego, Calif. He went to Hawaii aboard a cruiser and then inspected military bases in the Aleutians. During his address he declared the war was "well in hand in the vast area" of the Pacific where, he said, "more than a million of our troops" are on duty. He

said permanent bases must be obtained in the Pacific to protect this hemisphere from Alaska to Chile. It is important, too, he said, that we have permanent bases nearer Japan. Of Japan the President said:

"It is an unfortunate fact that years of proof must pass before we can trust Japan and before we can classify Japan as a member of the society of nations which seek permanent peace and whose word we can take."

Americans Executed by Japanese

A report from the International Red Cross, which was sent to the State Department from Switzerland, states that one U. S. seaman and two enlisted men of the Marine Corps were condemned to death and executed by the Japanese on July 31, 1943, the Navy Department announced this week.

According to the Japanese Foreign Office, the three American prisoners of war were being held in a prisoner of war camp in Manchuria. The Japanese said that the Americans escaped from the camp and fled toward the Russian border. When questioned by a police inspector, they tried to pass as German aviators, explaining that their plane had crashed. The inspector and two Mongols went with the men to the supposed scene of the crash. En route, according to the Japanese, one of the prisoners killed the inspector with a kitchen knife and another seriously wounded one of the Mongols. The other Mongol fled and caused the arrest of the prisoners.

Plane Production

An aircraft cutback, involving Liberator bombers, Commando transports and Thunderbolt fighters, was ordered by the War Department on the 10th to clear the way for increased production of the new B-29 and B-32 superbombers and to release workers for more critical jobs. Twenty thousand workers will be affected immediately and an estimated 100,000 more will be laid off by the end of the year, according to the announcement by the Office of War Information.

Post-war Oil Agreement

The United States and Great Britain this week entered into an agreement to assure the orderly development of petroleum resources for international trade and to provide the basis for a multilateral world-wide oil accord in the post-war era.

Signed by U. S. and British representatives at the State Department in Washington, the agreement is of an interim character and will continue until a multilateral arrangement is made among other

Confidential

countries interested in oil production and distribution. It will become effective upon notification by both the American and British Governments of their readiness to bring it into force. The agreement lays down principles assuring the availability of adequate petroleum supplies to all peaceable countries at fair prices and on a non-discriminatory basis. Also provided for are the recognition of equal opportunity in the acquisition of concessions, the development of oil resources with a view to the sound economic advancement of producing countries, and collective security arrangements.

Conversion to Civilian Production

The War Production Board's ban on the manufacture of hundreds of civilian articles was lifted on the 14th, in areas where local surpluses of labor and machinery permit, by Chairman Donald M. Nelson. Mr. Nelson said the order was the fourth and last in his program to provide "a mechanism for partial conversion of industry from wartime to peacetime production." He warned that for the time being large increases in the production of civilian goods cannot be anticipated.

The order affects 86 restrictive regulations now on the WPB books and will allow individual plants to make consumer goods hitherto prohibited or restricted. Priority aid is also provided for concerns willing and able to manufacture a number of "preferred" items listed by the WPB as scarce and badly needed. This preferred list covers such goods as vacuum cleaners, electric ranges, lawn mowers, sewing machines, bicycles and oil burners.

LATIN AMERICA

Argentina

The struggle between Col. Juan D. Peron, Vice President of Argentina, and the extreme Nationalist group is reportedly reaching another crisis. This situation is said to arise from a growing conviction among members of the extremist group that Colonel Peron, aided by the Argentine Navy, is intensifying efforts to build up his personal position at the expense of the extremists by "selling out to the Yankees" and by appealing to the moderate elements in Argentina. Ousted revolutionary leaders, such as former Presidents Arturo Rawson and Pedro Ramirez, are rumored to be lining up with the extremists out of hatred for Colonel Peron. On the other hand, many Argentine political leaders appear to be more and more convinced that Peron offers the best way out of the impasse and this group lays the blame for the pro-Nazi activities of the Farrell regime to the extremists.

Confidential

The Government has announced a "press amnesty" whereby all suspended newspapers may resume publication. This "amnesty," however, does not extend to newspapers which published articles relating to social theories deemed incompatible with "Argentine institutions." Despite this, Minister of the Interior Alberto Teisaire continues to reiterate that press censorship has been removed.

Colombia

The Colombian Government has announced regulations forbidding newspapers from receiving foreign subsidies and prohibiting the publication of information relating to diplomatic negotiations without permission of the Foreign Ministry, or articles insulting to friendly governments and their representatives.

SPECIAL ARTICLES

E-BOAT DATA

Except for infrequent sorties by destroyers and torpedo boats, opposition to the Allied invasion of France by naval surface forces has been largely confined to E-boat operations. The number of E-boats sunk or damaged since June 6th already exceeds the pre-invasion estimates of enemy E-boat strength in northern waters. The number of E-boats remaining to the Germans is not known, but a number of these craft are still operating on the eastern flank of the invasion area.

Dimensions and Hull

These boats displace 95 tons, have a length of 106 feet, a beam of 16 feet six inches, and a draft of 5 feet six inches.¹ Their double hull is wood, with brass platings six inches on either side of the stem, around the exhausts, and on the stern. The two engine rooms are below and abaft the bridge, and behind each of these rooms is tank space for fuel. The usual load of diesel fuel is twelve or thirteen tons; capacity load is 17.1 tons. There is direct steering by three rudders.

The three screws are driven by three Mercedes-Benz V-20 four-stroke diesels, which, when equipped with superchargers, develop about 2,500 horsepower. There are no mufflers, the exhaust discharging under water. Supercharged and with full battle load, top speed is approximately 42 knots; range is 600 miles at 31-knot cruising speed. These boats can maintain emergency speed for more than half an hour.

Communication and Detection Equipment

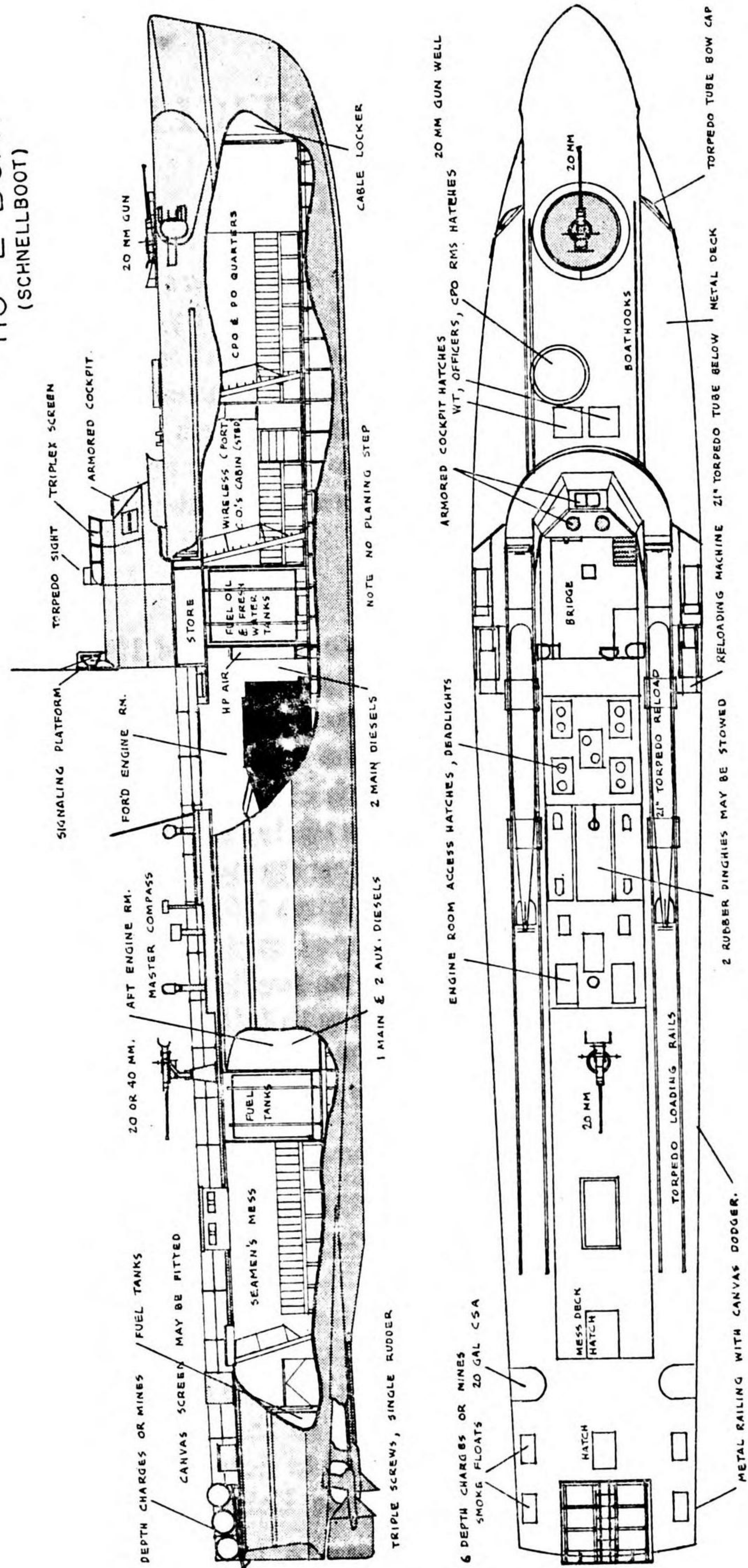
Communication with shore is by cypher on high frequency wireless; with boats by visual signals in daylight and by light and very high frequency on radio telephones at night. To date no battle lights have been used during engagements with the British.

German hydrophones are highly efficient, able to detect a PT doing 30 knots, at 10 miles. Operative while under way, they are preferred to radar and have been of great value in their operations.

The German Search Receiver is used to detect British radar. Most boats carry this gear. They also use Echo Sounding Device as a

¹ There are 2 and possibly 4 additional types of German "E" boats, of the following displacement and length: 95 tons, 115 feet (S-54 class); 63 tons, 86 feet (S-18 class; older type); tonnage unknown, 125 feet (reported only); tonnage unknown, 40-50 feet (small new type, reported in Baltic and Mediterranean waters).

115' E BOAT
(SCHNELLBOOT)



Confidential

navigational aid. An 11" searchlight illuminates effectively for 900 yards.

Two smoke cans, good for half an hour, and eight DC's are used to evade pursuit.

Radar is of low efficiency, possibly good at three miles, but until recently the Germans preferred the hydrophone and left their radar sets ashore. Possibly two boats in a flotilla, the lead boats, are now equipped with radar. Wave length is probably about 63 cm., and the set is quite inefficient when making speed.

Shore Radar

"E" boats are in constant touch with shore radar. This is believed effective to within five to ten miles of the English coast in good weather, and to within about thirty miles in rough weather. There is no indication that it is efficient in detecting small craft for that distance. Close to the German coast it is developed to high efficiency in fire control. British boat captains state that they occasionally go close to the German coast without being fired on, and usually draw fire only if approaching a strategic area or enemy shipping. Steady approach to the coast may mislead the enemy into thinking the boats are friendly. One group of MTB's (D class) approached within three miles of Isle of Alderney, near Cherbourg, without being fired on, and only after they turned away for ten minutes, enabling a plot of course and speed, did they come under fire from radar-controlled batteries. This fire consistently straddled them, despite change of course every five minutes, until they were over eight miles from the coast. They were making thirty knots all this time.

Armor and Armament

A low bridge, approximately nine feet high and ten feet long, carries from .6" to .8" plate.

Principal gun armament consists of a single 40 mm or a twin 20 mm, aft, and a single 20 mm mounted in a well in the forecabin. E-boats with the 40 mm take stern positions in formation. Twin .30 cal. machine guns are on either side of the bridge; there may be other light machine guns.

There are two built-in torpedo tubes forward; two spare torpedoes on deck can be loaded for firing in five minutes.²

² Torpedo tubes on the older types of "E" boats, some of which may still be in operation, are not built in. Torpedoes are of the G7a type, air driven, armed at 250 yards, usually fired at 850 yards distance from the target. Their maximum range is said to be 6,500 yards.

Confidential

Offensive Action.

E-boats favor night conditions of mist and calm sea and luminous conditions such as a half moon. They leave their bases in packs, and on reaching the convoy lanes, split into flotillas of six. They move in column formation and are generally given accurate radar information from shore. Using hydrophones and elementary radar, they move slowly and quietly up for attack (they may lie quiet moored to a channel buoy), and after firing their torpedoes use evasive tactics similar to PT's. The flotilla leaders decide the tactics, and their policy up to the present has been to avoid combat. These boats attack British small craft only if the prey is crippled or vastly inferior in fire power. On one occasion two British MTB's attacked and immediately put to flight six "E" boats. Another time two British MTB's (D class) were able to remove all the crew from a sinking MTB because nine "E" boats remained in a semi-circle 1,000 yards distant, firing continuously but unwilling to close to effective range.

If "E" boats are driven off by a convoy escort, they usually use superior speed to escape and return for a later attack.

Defensive Tactics

"E" boats are high speed torpedo boats; neither hull nor armament are capable of resisting the slower British boats. Committed to a policy of conservation of their numbers, they decline gunnery duels. They shadow stragglers or damaged boats, make quick runs and break away, and even conclusive superiority recently has failed to lure them to point blank range. Their marksmanship is mediocre unless given a point of fire by long bursts of tracers. They fire high and often fail to close to effective range before firing.

British craft cannot catch them and rarely attempt a running fight with them. When encountered, "E" boats usually run in formation on the flotilla leader, turning away by a ship movement to right or left from column. When circumstances force them to scatter, they apparently have a prearranged rendezvous at certain bearing and distance from any scramble.

To discourage pursuit, they use smoke and also drop depth charges. The smoke is gray, is emitted continuously during pursuit, and can last half an hour. The depth charges sink at about 17 feet per second, or may be lashed to small floats which slow the descent to 11 feet per second.

Confidential

ON I 226 • CONFIDENTIAL • DIVISION OF NAVAL INTELLIGENCE ON I WEEKLY—Supplementary Sheet No. 2

LANDING SHIP, VEHICLE LSV

Operational Use—To transport large numbers of LVT's, DUKW's, and troops in a fast amphibious task force to the landing area; disembarking vehicles over a stern ramp.

Description—LSV 1, 2 converted from AP 106, 107 (ex. CM 6, 7 TERROR Class); LSV 3-6 converted from AP 108, 109, 160, 161 (ex. AN 1-4) as an emergency measure. Except for stern ramp, outward appearance changed very little in conversion.

Capacity—LSV 1, 2—44 DUKW's—800 troops.
LSV 3, 4—19 LVT's, 29 DUKW's—800 troops, or 1800 troops (without vehicles).
LSV 5, 6—21 LVT's, 31 DUKW's—800 troops
14 LCVP on deck and davits (all units).

Dimensions—LSV 1, 2—454' oa x 60'.
LSV 3-6—451' oa x 60'.

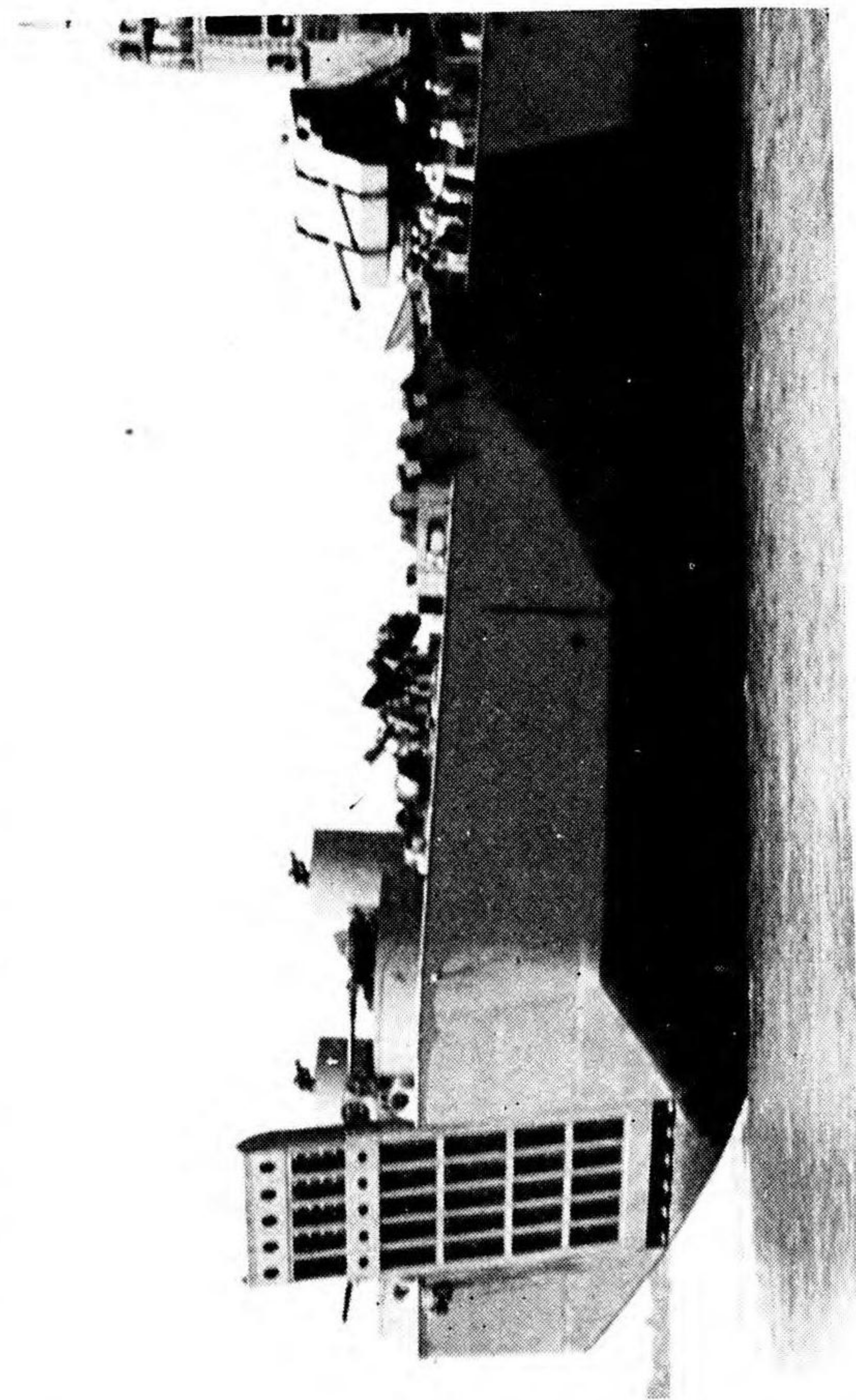
Displacement—LSV 1-6—7927 tons (full load)—5615 tons (light).

Draft—LSV 1, 3-6—18' (full load).
LSV 2—17' (full load).

Armament—LSV 1, 2-4-5"/38 DP 4-40 mm. twins 20-20 mm.
LSV 3-6-3-5"/38 (twin mount being replaced by single) 4-40 mm. twins 18-20 mm.

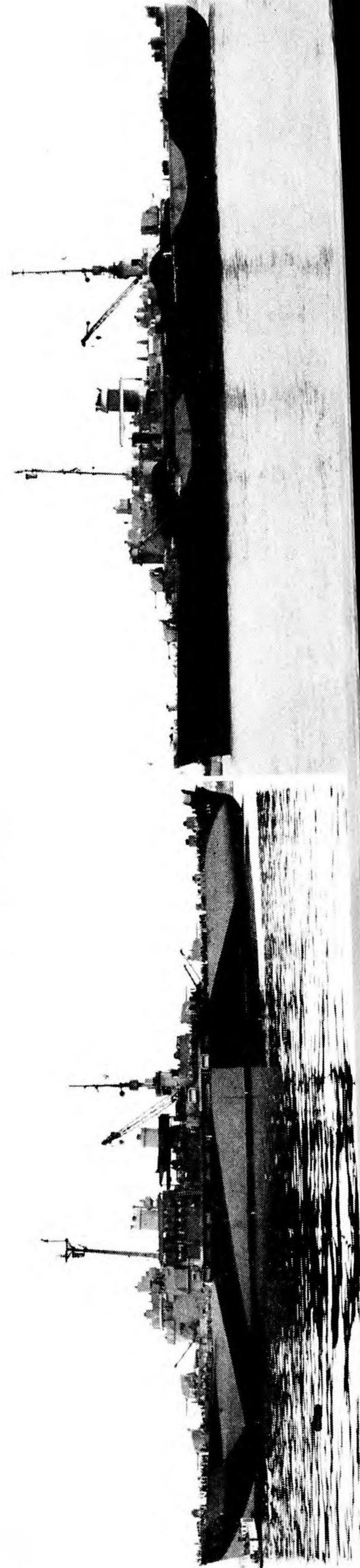
Speed—19.5 knots. Propulsion—Steam turbines, 4 boilers.

Fuel—2020 tons fuel oil; 41 tons Diesel.



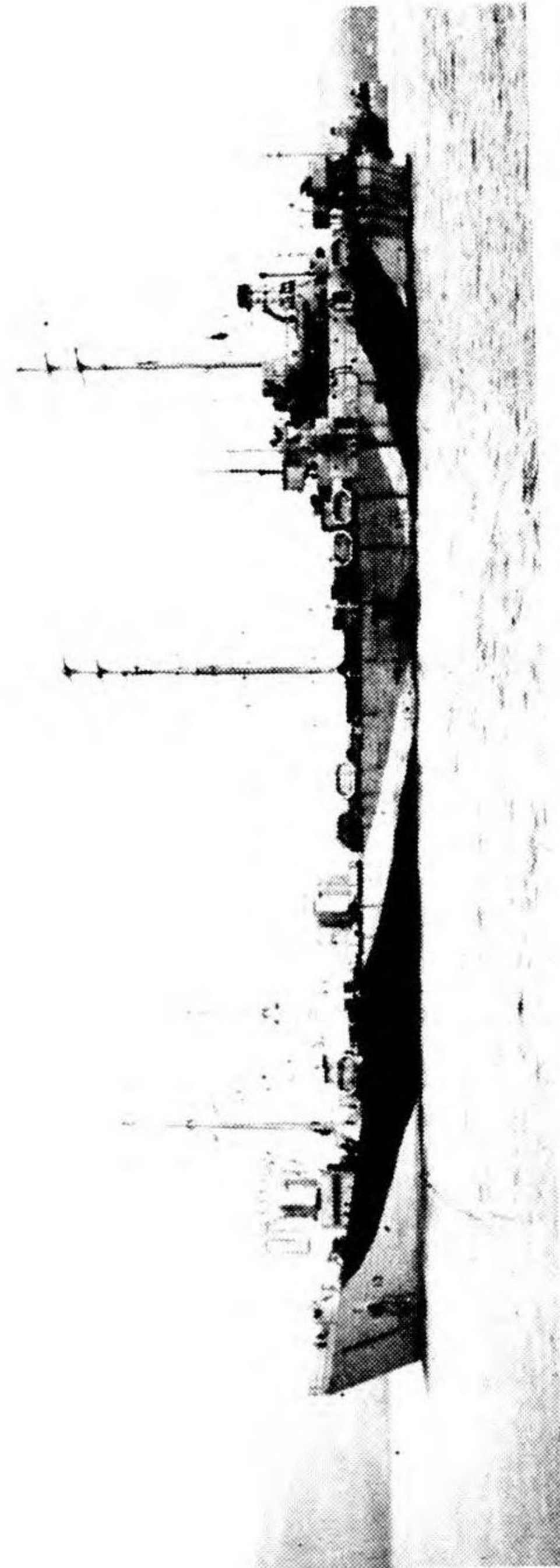
▼ LSV 1, 2

▼ LSV 3-6 ▼



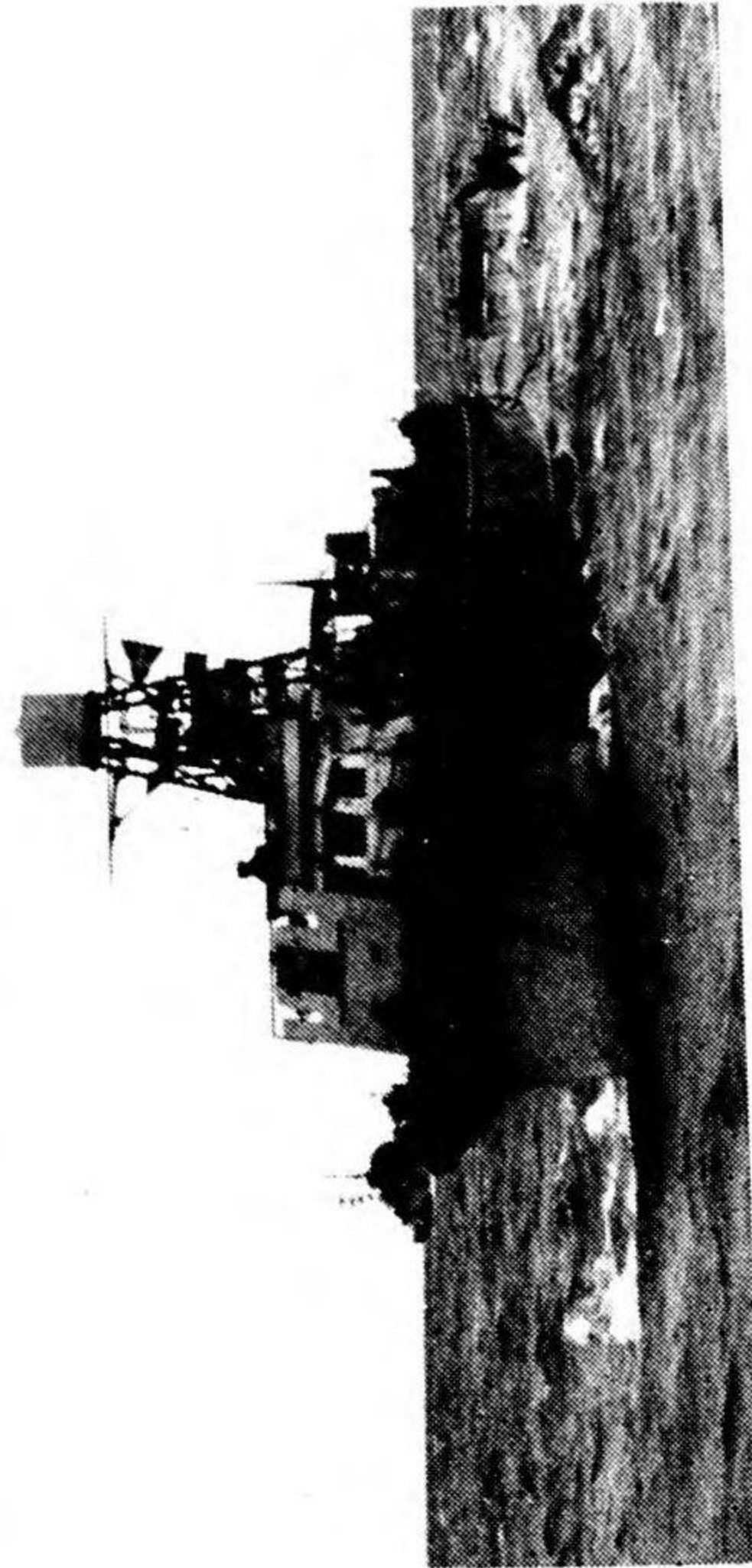
LSF LANDING SHIP, FIGHTER DIRECTION

A British conversion of LST (2) with additional special equipment to be used as a Fighter Direction ship near an infantry landing area. No further information is available at present. Other units in this category are converted merchant vessels.

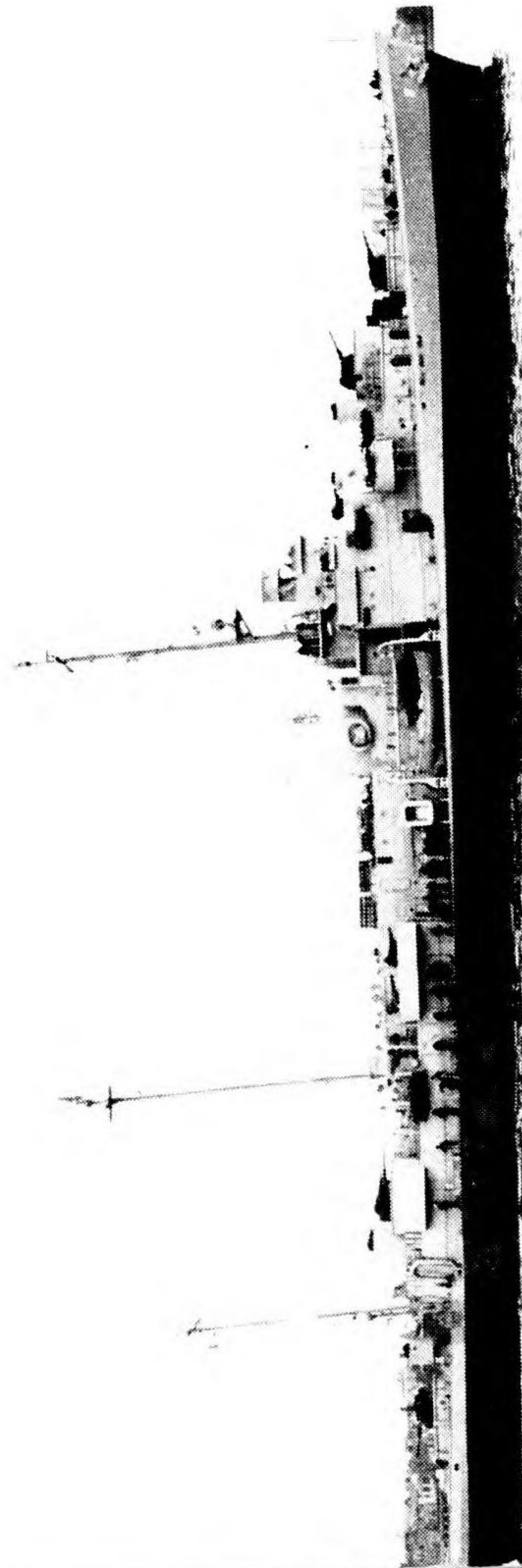


LCC LANDING CRAFT CONTROL

Twenty or more units converted from British FAIRMILE "B" motor launches to serve as navigational lead boats for groups of landing craft. Statistics remain as in ONI 226; photo shows post-conversion.



AGC COAST GUARD AMPHIBIOUS FORCE FLAGSHIP



Converted from 6 CAMPBELL Class Coast Guard cutters. These ships will serve as control headquarters for landing operations.
BIBB DUANE
CAMPBELL INGHAM
Dimensions—327' oa x 41' x 13' (max, pre-conversion).
Displacement—2788 tons (full load).
Armament
DUANE—
2—40 mm. quads.
3—40 mm. twins.
8—20 mm. singles.

Others—
2—5"/38 DP
2—40 mm quads
2—40 mm twins
6, 8, or 10—20 mm.
Speed—20 knots.
Endurance—8000 miles @ 12 knots.
Complement—317 officers and men.
Propulsion—HP—6200, Geared Turbine, Twin Screw.
Special Equipment—Radar—1—SC 2, 1—SG, signal search-lights. 4—12"
Radio—35 receiver, 25 transmitter circuits.
2—VHF equipment similar to BC 639/640,
2—TBS equipment in lieu of radio equipment for 4—SC 191 F (Army).

JAPANESE AIRCRAFT CARRIERS¹

On June 20, 1944, when our carrier-based aircraft attacked elements of the Japanese Fleet in the Philippines Sea, the primary targets were the enemy aircraft carriers. In an attempt to forestall the conquest of Saipan, the Japanese dispatched most of their best carriers to reinforce the planes defending the island.

Prior to this battle, the Japanese had in operation 13 aircraft carriers of all types; four more carriers of unclassified type were believed completed.

The largest and most powerful units of the carrier fleet are the *Shokaku* and *Zuikaku* of the *Shokaku* class, displacing 29,800 tons and capable of carrying 80 planes. This class has figured prominently in most of the enemy's offensive efforts, beginning with the attack on Pearl Harbor. A small island on the starboard side and two stacks located below the flight deck abaft the island are the outstanding appearance features of this class.

Recent information indicates that the *Shokaku* class has three elevators and is fitted with arresting gear which is spaced at approximately 33 foot intervals. This class is well armed with 16-5"-40 caliber dual purpose guns in twin mounts and smaller A. A. guns in sponsons along the flight deck. Both *Shokaku* and *Zuikaku* suffered considerable damage in the action west of Saipan.

Exceptional photographic coverage has enabled the Division of Naval Intelligence to develop plan and profile drawings of the *Hayataka* (*Junyo*) class, which consists of two units, *Hayataka* (*Junyo*) and *Hitaka* (*Hiyo*). These carriers were converted from the express passenger liners *Kashiwara Maru* and *Izumo Maru*. This class has a very prominent island on the starboard side with a large stack projecting from the island structure. The design is unusual for a Japanese carrier and is similar to that of some British and U. S. CV's. There is a slight resemblance at a distance to carriers of the British *Illustrious* class.

These ships are estimated to be 745 feet over all, displacing 28,000 tons. The armament is reported to consist of 16-5"-40 caliber dual purpose mounts, 24-60 to 80 mm. A. A. guns in 6 barrel mounts and 40-20 mm. A. A. guns. The multiple barrel mount suggests a type of rocket installation which may account for the protruding object located abaft the island. One unit of this class was sunk in the Battle of the Philippine Sea; the other was heavily damaged.

¹See centerspread in photographic section of this issue.

The four new carriers which are unclassified are *Taiho*, *Unryu*, *Katsuragi*, and *Amagi*. It is believed that *Taiho* is a large carrier equal in size to those of the *Shokaku* class, with a stack-island structure on the starboard side. The reported maximum speed of this carrier is 32-33 knots, and her plane-carrying capacity is believed equal to units of the *Shokaku* class.

Unryu, *Katsuragi* and *Amagi* are most probably large carriers and at least one, *Unryu*, may be converted from a battleship hull.

Unconfirmed reports state that the two units of BB *Ise* 1-class, *Ise* and *Hyuga*, have been refitted to carry aircraft. The reports infer that flight decks have been built "abaft the center turret," which would imply that the deck extends from #3 turret aft or from #4 turret aft. If such a deck exists, the planes must be catapulted, for sufficient area would not be provided for landing or take-off.

CVL *Hosho*, the oldest Japanese aircraft carrier, is used primarily as a training vessel. It is too small and too old to be an efficient combat carrier.

CVL *Zuiho* class is composed of units converted from fleet tenders: *Zuiho*, a former AS; AO *Takasaki*; and *Ryuho*, the former AS *Taigei*. These ships are estimated to displace 15,000 tons and are capable of carrying 36 aircraft.

Reconnaissance photographs bear out the belief that *Zuiho* has no island structure and that the bridge is located below the flight deck. The typical Japanese side-venting stack is employed. Attention is invited to the perspective and plan and profile drawings of this class elsewhere in this issue; these are based on recent information which is considered reliable.

The two units of CVL *Chitose* class, the *Chitose* and *Chiyoda*, were converted from seaplane tenders during 1943. Aside from their estimated appearance little is known about these converted carriers. Reconnaissance photographs have revealed locations and size of gun positions, but the number and size of the guns is undetermined. This class, like the *Zuiho* class, seems to have no island, the bridge and controls being located below the level of the flight deck.

Japan has four escort aircraft carriers, all of which have been converted from merchant ships. The first two units so converted were *Kasuga Maru* and *Yawata Maru*, sister ships which were renamed *Otaka (Taiyo)* and *Unyo*, and grouped in the *Otaka* class.

CVE *Otaka* class is believed to have the same plane capacity as CVL *Zuiho* class but has a shorter flight deck, is slower, and is not as heavily armed. The class has been used primarily in escort and ferry service.

Confidential

CVE *Kaiyo*, converted from the former merchant ship *Argentina Maru*, resembles ships of the *Otaka* class, especially from the air. The statistics in the accompanying chart are estimated from her pre-conversion performance and hull characteristics. The armament is again speculative. *Kaiyo* and the units of the *Otaka* class do not appear to have island structures. It is possible, however, that one unit of the *Otaka* class may have a small island on the starboard side.

The fourth escort aircraft carrier is *Jinyo*, converted in 1943 from the North German Lloyd liner *Scharnhorst*. This carrier has not been seen in operation as yet, and nothing is known of her appearance or characteristics. Pre-conversion hull statistics are covered in the accompanying chart.

LSV *Akitsu Maru* is included in this review of Japanese aircraft carriers because of her similarity in appearance from the air to small Japanese carriers. This ship was built for ferry and escort service but proved inadequate and was converted to duty as a military landing craft carrier and transport. *Akitsu Maru* has been mistaken for an aircraft carrier on several occasions, even though the flight deck has been cut well short of the stern and a large crane added.

In general, Japanese aircraft carriers seem to follow one design characteristic quite closely. The large carriers—the *Shokaku* class, *Hayataka (Junyo)* class and the new *Taiho*—are the only carriers with island structures. The smaller carriers display a sharp silhouette unbroken by any projection above the flight decks.

From the air the most noticeable native design feature is the shape of the flight decks. The fan-tails in most instances are beveled, and the flight decks taper considerably toward the bow. The two projecting "bridges" at the fan-tail are also characteristic. They are evidently used as landing guides by the pilots as they bring their planes in to land. The flight decks of all Japanese carriers are cut just short of the bow, creating a broken silhouette at this point.

A forthcoming publication, ONI-222-J, *A Statistical Summary of the Japanese Navy*, will contain the latest information on Japanese aircraft carriers, including plans and profiles as well as complete statistical data on each class.

Confidential

JAPANESE AIRCRAFT CARRIERS

Class	Units	Date completed	Standard displacement (tons)	Length overall	Beam	Flight deck width	Speed	Armament	Planes
CV Shokaku.....	{ CV-6 Shokaku..... CV-7 Zuikaku.....	8/40 1941	29,800	826'	93'	100'	30 kts. (des.)	{ 16-5"-40 cal. DP; 16-20 mm A. A. (?) }	{ 80, single engine. }
CV Hayataka (Junyo).....	{ CV-8 Hayataka (Junyo)..... CV-9 Hitaka (Hiyo).....	1942 1942	28,000	{ 745' (o. a.) 715' (p. p.)	88'	93'	28 kts. (des.)	{ 16-5"-40 cal. DP; 24-60 to 80 mm A. A. in 6-barrel mounts. }	{ 60, all types as CV. 95, all types as APV. }
CV.....	Taiho.....	1943-44					{ 32-33 kts. (?) (full).		80 (?)
CV.....	Unryu.....	1943-44	40,000 (?)						
CV.....	Katsuragi.....	1944							
CV.....	Amagi.....	1944							
CVL.....	CVL-1 Hoshio.....	12/22	7,470	552'	62'	74'	25 kts. (des.)	{ 4-5.5"-50 cal.; 2-3"-40 cal. A. A. }	36; 12 VF, 12 VSB, 12 VTB.
CVL Zuiko.....	{ CVL-2 Zuiko..... CVL-4 Ryuko.....	8/41 1943	15,000	658'		80'	25 kts. (des.)	{ 12-5"-40 cal. DP; 12-25 mm A. A. twin mounts. }	36 as CV; 57 as APV.
CVL Chitose.....	{ CVL-5 Chitose..... CVL-6 Chiyoda.....	1943 1943	12,000	628'		80'	20 kts. (des.)		36, all types.
CVE Otaaka (Taiyo).....	{ CVE-1 Otaaka (Taiyo)..... CVE-2 Unryo.....	1941 1941	20,000	{ 590' (o. a.) 559' (p. p.)	74'	82'	{ 21 kts. (des.) 23 kts. (full)	{ 6-5"-40 cal. DP }	{ 12 VF, 12 VB, 12 VTB, 12 VSB; 60 as APV. }
CVE.....	CVE-4 Kaiyo.....	1943	17,000	{ 545' (o. a.) 516' (p. p.)	69'	80'	22 kts. (des.)	8-5"-40 cal. DP	40, all types.
CVE.....	CVE-5 Jinyo.....	1943	21,000	{ 651' (o. a.) 610' (p. p.)	74'		21 kts. (des.)		36-40.
LSV.....	Akitsu Maru.....	1941 (?)	9,000	493'		65'	21 kts. (des.)		Troops and MLC carried.

Confidential

THE POSITION OF MANCHURIA IN JAPAN'S WAR ECONOMY¹

A report by the Foreign Economic Administration

According to relatively conservative production estimates for 1943 and, where available, for 1944, Manchuria is contributing to the Japanese war machine essential raw and semi-finished materials in the following percentages of total Japanese production: coal, about 21 per cent; iron ore, 33 per cent; pig iron, 27 per cent; steel ingots, 10 per cent; rolled steel products, 6.5 per cent; crude oil from the synthetic oil industry, the equivalent of roughly 14 per cent of total oil production, including that of the Netherlands Indies; aluminum, 9 per cent; magnesium, 19 per cent; soda ash, 6 per cent; caustic soda, 4 per cent; and ammonium sulfate, 13 per cent of the installed electric power capacity.

Thus Manchuria already plays an indispensable role in the Japanese war economy. Its absolute contribution will grow larger as the production of the "Outer Zone" [the territories conquered by Japan since 1941] ceases to be available to the Japanese. In the opinion of some who have studied Manchuria's developmental possibilities, Japan could, if she had time, build up Manchuria's industry to such an extent that she would be able to wage a continental war without the industrial production of the home islands. But such a war would obviously be on a reduced scale, inasmuch as Japan's over-all potential would be drastically curtailed.

Following the seizure of Manchuria by the Kwantung Army in 1931, the Japanese developed in this continental base an industrial economy which both extended and supplemented home production, and also provided the economic potential for the eventual Japanese drives into eastern Asia.

The first 5 years of occupation were devoted to such preliminary steps as centralization of the administrative machinery in the puppet state of "Manchukuo," with real power vested in Japanese advisors and sub-cabinet members; extension of the existing railway and highway network; surveys of the mineral and power resources; and the establishment of official and semi-official monopolies for the controlled exploitation of Manchuria's resources. The bulk of Japanese capital investment was directed toward expanding production capacity in the basic industries rather than increasing the output of manufactured goods. Progress was slow during this period because of guerrilla

¹ This report amplifies the article on "Manchuria under the Japanese," published in the O. N. I. WEEKLY of October 6, 1943, pp. 2970-74.

activities, difficulties with labor supply, and the reluctance of the most powerful financial groups in Japan to participate.

The First Five Year Plan, covering the period January 1, 1937 to March 31, 1942, consistently emphasized the policy of parallel industrial development for "Manchukuo" and Japan proper. In retrospect, the invasion of northern China in July 1937 is explicable as a vital step in the expansion program, insuring cotton and supplementary supplies of coal to Manchurian industries. To what extent the goals set in the plan were realized is not yet known. It is commonly believed, however, that, partly as a result of the outbreak of war in Europe, which cut off German sources of machinery and technique and reduced imports from the United States, achievement fell below the high revisions announced in 1939 as well as somewhat below the figures set in 1937. Nevertheless it is certain that there was rapid and extensive expansion in the production of coal, iron and steel, synthetic oil, light metals, chemicals, and electric power, in addition to continuous development of agriculture and of transportation and communication facilities.

Today, in the third year of the Second Five Year Plan, Manchuria is an integral part, along with Japan proper and Korea, of the Japanese Inner Zone; the Japanese call it "the arsenal of Greater East Asia." Agricultural development, such as the reclamation of vast land areas for the growing of rice, is directed toward the achievement of self-sufficiency in food for the Inner Zone. With rail facilities considered adequate for freight requirements, especially in the heavily industrialized zone of southern Manchuria, overland transportation to link Korea and northern China is now being pushed in order to save water-borne shipping, and efforts are being made to complete the double-tracking of all important rail lines. It is also believed that a well-developed highway system exists.

Most of the industrial development is centered in southern Manchuria, where raw materials are accessible, transportation is convenient, and the Japanese military forces earlier achieved more efficient control. The only significant exceptions in the north are Chilin (Kirin) and Harbin. The Tafengmen hydroelectric plant, with an estimated installed capacity to date of 360,000 kilowatts, is located on the Sungari River near Chilin, which is also believed to be the site of important calcium carbide and coal liquefaction plants, as well as of the only synthetic rubber plant in Manchuria. Harbin is important as a railway workshop and for its flour mills and alcohol distilleries. Otherwise the principal activities are pasturing in the district of the four Hsingan provinces in the northeast, forestry in the Hsingan ranges, and an extensive colonization program in the Sanki-

Confidential

ang, Tungan and Mutankiang provinces. This latter project appears to have been promoted by the Japanese more for purposes of military preparedness than for economic exploitation.

In southern Manchuria, there are six major industrial centers. Mukden is the site of end-product manufacturing plants—arsenal, machinery, rolling stock, and aircraft assembly. Fushun is the leading coal field area, believed to be producing from 11 to 12 million tons a year and is important for the production of other critical materials like aluminum, synthetic fuel, and cement. Anshan has the largest iron and steel works in Manchuria² (and the second largest in the Japanese Empire) and is important for satellite industries. Antung, the newest industrial center in Manchuria, has abundant hydroelectric power and an aluminum plant, and is the home of the leading automotive industries. Dairen, which before the war was considered a port second only to Shanghai in the China trade, is now important as a terminal outlet for chemical plants, railway workshops, machinery manufacture and shipyards. Penhsihu, where low-phosphorous iron ore of excellent quality and very high-grade coking coal are produced, now has the second largest iron and steel works in Manchuria.

The following estimates of current production of materials essential in war should be read with caution. The last official figures released were the goals set by the First Five Year Plan. In the absence, up to this time, of reports from technical observers on the spot, as well as of reliable indirect economic data or aerial reconnaissance, the speculative calculations which have been attempted may considerably under-rate the real importance of Manchuria. This area is now universally recognized as one of vast reserves, sufficient to warrant spectacular industrial development. For example, part of Manchuria's reserve of over 20 billion tons of coal is believed to carry enormous quantities of oil-bearing shale as its overburden, and the Japanese claim that the residual of the shale, after extraction of the oil, will be available for the manufacture of aluminum.

Coal

Manchuria's coal deposits, estimated at 20 to 25 billion tons, are chiefly bituminous. The remainder is lignite or brown coal and anthracite. Major coal mines in southern Manchuria are located at Fushun, Fuhsin, Hsian, Peipiao and Penhsihu. In 1943 these mines are estimated to have produced 25 million tons, or 20 per cent of Japan's total coal output. Scattered small fields furnished an additional 1.5 million tons, thus bringing Manchuria's total coal contribution to 21 per cent of Japan's total output. The Japanese claim to have dis-

² Bombed by B-29's on July 29, 1944.

Confidential

covered new deposits of high-grade coking coal in the Tungpientao (Tohendo) area.

At present there is little ground for believing that Japan can count on Manchuria, to any significant extent, to supplement the coal supply of Japan proper. Despite Manchuria's extensive reserves, it has been necessary to import coking coal from northern China to help meet the demands made by rapid expansion of heavy industries in Manchuria. It is believed that the failure of coal production to meet these requirements and also provide a margin for export is due to temporary factors like lack of equipment, labor and transportation facilities.

Iron and Steel

It is believed that Manchuria has abundant iron ore reserves, estimated at 2.5 billion metric tons. Less than 10 per cent of the deposits comprise rich ore, the majority being lean ores of 30 to 35 per cent iron content. Most of the deposits are in the vicinity of Anshan and Penhsihu, 70 to 80 miles south and southeast of Mukden. The annual output for 1944 is estimated at 8 million metric tons, a little over one-third of the total output available to the Japanese but nevertheless 34 per cent under the March 1942 goal set by the First Five Year Plan. Since 1939, however, the Japanese have been developing deposits of rich iron ore in the Tungpientao (Tohendo) area which, in the opinion of qualified U. S. observers, are very extensive.

Pig iron production in 1944 is estimated at 2.7 million metric tons, about 27 percent of the total Japanese output but only 54 percent of the 1942 goal [for Manchuria]. Steel ingot production for 1944 is estimated at 1.4 million tons, over 10 percent of Japan's total output but 60 percent below the goal. While Manchuria's estimated contribution of 635,000 metric tons of rolled steel materials is 6.5 percent of Japan's total production, it is only 32 percent of the goal. These production estimates, however, are based on incomplete information; as further reports of installations of blast furnaces, open hearth furnaces and rolling mills are received, they may well give way to much higher production figures.

Synthetic Fuel

Under the First Five Year Plan the goal set for synthetic oil production by March 1942 was 4.8 million metric tons. Nevertheless, the latest estimate (1943) of output, including shale oil and coal liquefaction, was put at 1,275,000 metric tons, roughly the equivalent of 14 percent of the total oil production under Japanese control, including the East Indies. Of the many Manchurian oil plants reported, the Fushun shale oil plant and the coal liquefaction plants at Fushun,

Confidential

Fuhsin and Ssupingchieh (Ssupingkai), and probably at Chilin (Kirin), are definitely known to be in operation.

It is theoretically possible that Japan has developed synthetic oil production in Manchuria far beyond the estimates quoted. As her need for oil becomes desperate with the cutting off of supplies from the southern regions, Japan will almost certainly make every effort to step up Manchuria's contribution far beyond the amounts indicated by available evidence.

Light Metals

Aluminum and magnesium from Manchuria are essential to the Japanese aircraft production program, especially in the event of a lag or failure in shipments of bauxite from the southern regions. According to Japanese broadcasts, airplane materials are needed so critically that strenuous efforts are being made to raise light metal production in Manchuria.

Deposits of aluminous shale in Manchuria have been computed at 25,318,000 metric tons; there are also abundant aluminous clays. The aluminum content of the shale ranges from 37.5 to 55 per cent—about mediocre quality. The First Five Year Plan envisaged an aluminum production for Manchuria of 20,000 metric tons by March 1942. Manchuria's aluminum capacity for 1943 was estimated at 18,000 metric tons, or 9 per cent of the total production capacity under Japanese control. There is evidence, however, that further expansion is contemplated.

Manchuria's magnesite deposits are centered in a small region in southern Manchuria, extending from Tashihchiao and Niuhsinshan northeast to the environs of the Lienshankuan station on the Antung-Mukden railway. The extent of the total deposits is not known; estimates vary from 5 to 13.6 billion metric tons of excellent quality, containing about 44 per cent magnesium oxide. The estimated production for 1943 was 2,500 metric tons, 500 tons above the goal set for 1942 and 19 per cent of the total production of the Japanese Empire.

Chemicals

Soda ash, caustic soda, ammonium sulfate and calcium carbide are the main chemical products developed in Manchuria by the Japanese. These basic products are essential to the production of many organic chemicals. The latest production estimates (1943) show that Manchuria contributed the following percentages of chemical products to the Empire's total production: 6 per cent of soda ash; 4 per cent of caustic soda; 13 per cent of ammonium sulfate; and 10 per cent of carbide.

Confidential

Electric Power

Estimates placed Manchuria's total power-generating capacity in 1943 at 2,361,000 kilowatts, or 12.5 per cent of the total capacity of the Japanese Empire. Of this capacity, thermal power accounted for 1,700,000 kilowatts and hydroelectric for 660,000 kilowatts. The goals set by the First Five Year Plan, however, had called for 1,340,000 kilowatts of thermal power capacity and 1,260,000 kilowatts of hydroelectric capacity for 1942. The water power development program was not realized, because war in Europe and the Pacific deprived Japan of foreign sources of equipment. While the Japanese heavy electrical equipment industry is capable of producing any required type or size of generators, transformers, or other items, Japanese plants could not turn out, within the period of the First Five Year Plan, the large amount of equipment required for the full hydroelectric development envisaged in the plan. Despite this temporary setback, the trend has veered away recently from emphasis on thermal power to fuller utilization of water power, in order to free coal resources for other industrial needs.

The power industry in Manchuria is now under the sole control of the Manchuria Electric Corporation, with the possible exception of the Yalu River Hydroelectric Company, a joint enterprise of the Manchurian and Korean Governments which operates the Suiho hydroelectric plant on the Yalu River. In all Manchuria there are about 50 plants with an installed capacity of over 1,000 kilowatts each. Of these, the Sungari and Suiho hydroelectric plants, and Takuantun (Fushun), Fuhsin, Hunho, and Penhsihu thermal plants are the most important. The power industry, necessary to the operation of almost all industrial plants, is particularly essential to the light metals and chemical industries.

PROPAGANDA BY SHELL

This article was written by a U. S. naval officer who served in the Psychological Warfare Branch combat team attached to the U. S. Fifth Army in Italy from November 1943 to June 1944.

Prior to the landings in Normandy, propaganda shells reached their greatest development with the Fifth Army in Italy. These shells had been invented by a British Captain in the Tunisian campaign, where they were fired from 25 pounders on a relatively small scale. They were employed by the American Seventh Army in Sicily on one occasion, when a 25 pounder, borrowed from the British, was rushed across the island to shoot leaflets into German positions before an attack. Then in Italy a large number of 105 mm. smoke shells became available in November, enabling the American forces to make effective use of this new psychological weapon.

The advantage of delivering propaganda in shells is their accuracy. Bombers can drop leaflets more easily and upon a much larger scale, but they could not, at the heights they flew near the front, drop them accurately upon enemy units or positions. Leaflets unloaded above 12,000 feet take more than an hour to reach the ground, so they are carried many miles by the varying winds at different levels and may have very wide dispersion. Tales are told of Allied divisional command posts located several miles behind the front lines being plastered with Allied air-dropped leaflets suggesting surrender in German.

The leaflet shell, in contrast, can be fired to burst at about 300 feet above enemy concentrations. Its contents then require little more than a minute to reach the ground in a relatively dense pattern.

The projectiles employed were the 105 mm. and 25 pounder base ejection smoke shells, the former carrying 750 leaflets and the latter 450. The base was unscrewed and the smoke canisters were removed and replaced with leaflets rolled by a special technique invented by a British corporal. The base was then screwed firmly into place and the shell was ready to fire. Three trained loaders and two unloaders, assisted by four Italian helpers, have converted 100 shells in an hour.

When the shell is fired the fuze is set for an air burst at 300 or 400 feet, sufficiently to windward of the target. The black powder charge in the nose forces the leaflet rolls against the base plate, breaking its copper threads and pushing it off, and projects the leaflets backward into the air. Their fall, which looks like snow from nearby points, is known to be annoying to German officers.

At first shells were loaded by a Psychological Warfare Branch officer and one or two men, and transported in a Jeep trailer to divi-

sions where the officer was sometimes hailed as the "Baker Sugar Man." This small scale enterprise was progressively expanded as Army staffs became convinced of its value. After last February propaganda shells were fired by Army order, allocating a quantity of shells loaded with each new leaflet to the different divisions and stating when they were to be shot. Loading was done at ammunition points by special crews trained in this work; distribution was made by ammunition trucks. Altogether the Fifth Army had fired considerably more than 20,000 propaganda shells by the fall of Rome.

The leaflets fired by the Fifth Army may be classified in five main types:

1. General leaflets for use along the whole front. These were produced from time to time with the objective of progressively undermining enemy morale. One of the most interesting was a "Blitz Course for German Soldiers," which gave the English, the German and the phonetic pronunciation of phrases such as "Some more coffee, please" designed to make the life of a prisoner of war appear attractive.

2. "Safe Conduct" passes, which were found particularly valuable in bringing about actual surrenders. In one instance a German approached one of our outposts waving one of these and saying that ten of his comrades were hiding nearby, but feared to come in because they lacked similar passes. He was sent back to get them and brought them in.

3. "Frontpost," a factual newspaper in German, delivered to enemy troops by shell free of charge along the whole front every Monday morning. Its news was generally believed by its readers.

4. Leaflets for individual units whose morale was known to be low, giving local "gossip" obtained from prisoners or intelligence.

5. Leaflets for special situations. An outstanding example of these was a leaflet shot along the Southern Front by prearranged signal as soon as word was received at Army Headquarters that the Anzio landing had been successful. Some of these special leaflets were rush jobs, written, printed, rolled, loaded, transported to the guns and fired within 20 hours. At the Anzio Beachhead, where there were no printing facilities, special tactical leaflets were prepared in advance and kept ready in shells or rolls in case the appropriate situation developed.

The total effect of these leaflets upon the enemy cannot be given in any exact or concrete terms. It was found by prisoner interrogation that most prisoners had seen them and that a large proportion, often a majority, had them in their possession. Of those who knew about our leaflets, more than a third appeared to believe in their truthfulness. Their contents were widely discussed among German soldiers.

Confidential

Leaflets fired during the long winter months over a fairly static front could not be expected to produce any important immediate effects. But they served to undermine morale and to decrease resistance later on. A German soldier who is carrying enemy leaflets on his person and discussing their arguments with his comrades has been thinking about the alternative to a last-ditch fight for the Fuehrer. When placed finally in a hopeless position, arguments in favor of surrender which he may have read months before sometimes prove decisive.

Deserters waving leaflets frequently came in, singly or in small groups, despite the danger of being shot by their own side, and sometimes such surrenders occurred on a larger scale. During the British offensive on the Garigliano in January it was reported that on several occasions, when enemy platoons or half-platoons were isolated or in a tough spot, they disobeyed Hitler's command to hold the ground at any cost and produced their "Safe Conduct" leaflets. It was also reported that in December a force of 42 Austrians stopped fighting when American troops came along. They stated they had read our leaflets and consequently decided to surrender.

Confidential

DENMARK'S MERCHANT MARINE

As of June 15, 1944, 65 per cent of Denmark's merchant fleet was estimated to be either available to the enemy or under direct German control. This represents 164 ships, grossing 429,000 tons,¹ of which 139 are believed to be still under the Danish flag. The balance has been seized or requisitioned by the German and Vichy French governments. Three former Danish ships were also seized by the Japanese. Only 68 vessels, totaling 243,770 gross tons are operated by the United Nations. Of this number 35, totaling 130,000 gross tons, are under U. S. or Panamanian registry. Fifteen Danish ships, totaling 35,000 tons, are controlled by neutrals. These ships have been purchased or requisitioned by the following countries: Argentina (4), Brazil (4), Chile (3), Ireland (1), Peru (1), Spain (1), and Uruguay (1).

Of the 139 vessels believed to be under Danish flag, although available to the enemy, 19 per cent are under five years of age and 54 per cent are over age (20 years or older). Six ships built prior to 1900 are still in service. By age, the vessels under Danish flag are classified as follows:

	Under 5 yrs.	5/10 yrs.	10/15 yrs.	15/20 yrs.	Over 20 yrs.	Total
Number-----	26	4	16	18	75	139
G. T.-----	118, 132	13, 818	45, 343	33, 433	162, 991	373, 717

The largest vessel in this fleet is the motor tanker *Esso Nyborg*, estimated at 14,000 gross tons and built in 1943. Fifteen ships exceed 5,000 gross tons; 22 ships range from 2,500-5,000 gross tons; and 102 ships are under 2,500 gross tons. Eighty-five ships are coal-burning while 54 are diesel or oil-fired.

Seventy-seven Danish ships, representing 179,467 gross tons, have been lost since 1939. This figure includes war losses and marine casualties.

On the other hand, 21 ships (of 1,000 gross tons or more) have been built since 1939. These ships, which represent about 100,000 gross tons, are included in the total, given above, of 429,000 tons available to the enemy. Only two of them are coal burners. The rest of the new ships are motor vessels.

¹ Vessels under 1,000 gross tons are not included in these figures.