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WAR DIARY

German Naval Staff Operations Division

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PART A VOLUME 9

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W A R D I A R Y

German Naval Staff
Operations Division

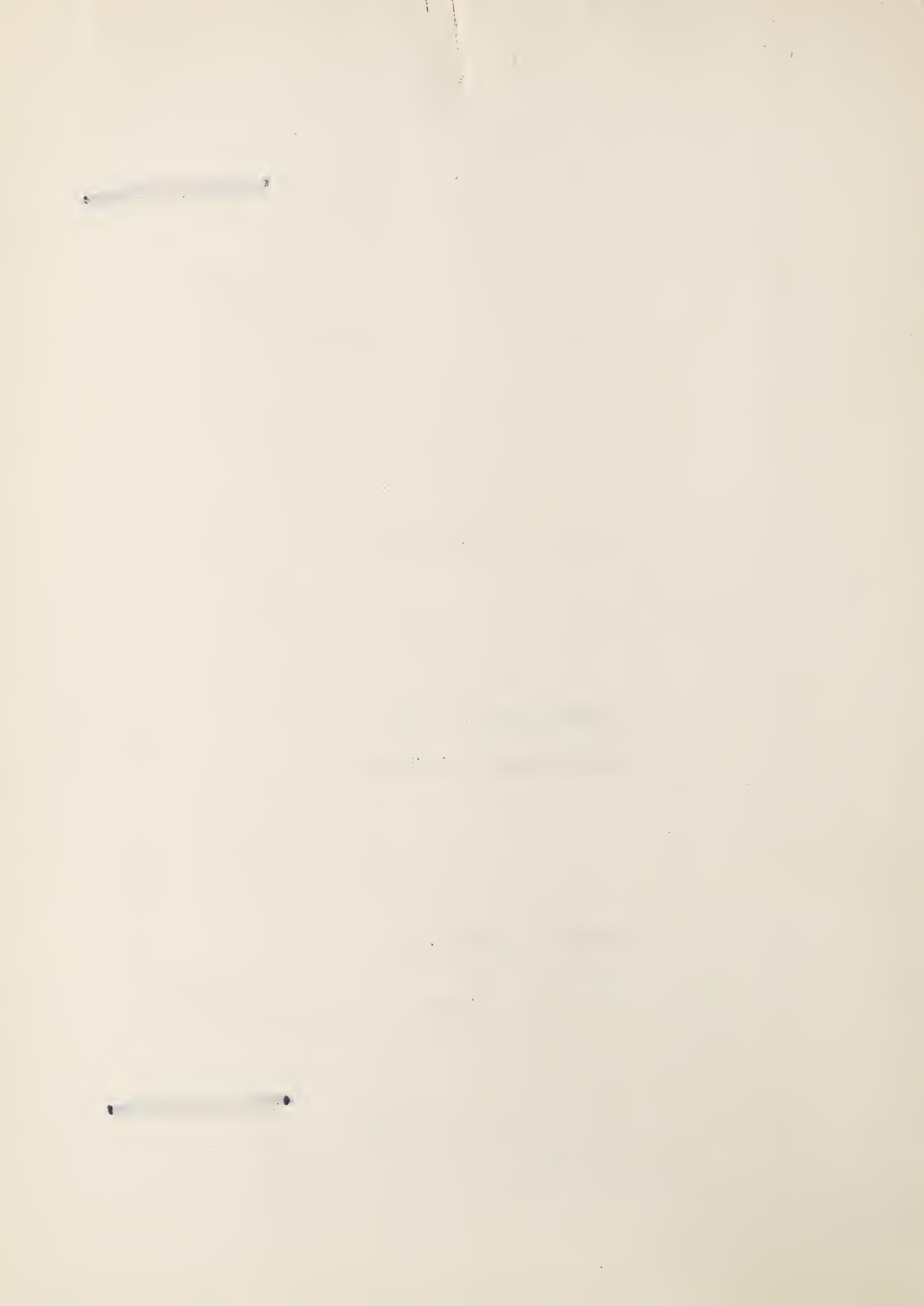
Part A Vol. 9

May 1940

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WAR DIARY OF THE GERMAN NAVAL STAFF

(Operations division)

PART A

May 1940

Chief, Naval Staff: Grand Admiral Dr.h.c.Raeder
Chief of Staff, Naval Staff: Admiral Achniewind
Chief, Operations Division, Naval Staff: Rear Admiral Fricke

Vol. 9

Begun: 1 May 1940
Closed: 31 May 1940

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OFFICE OF NAVAL INTELLIGENCE

Washington, D. C.

Foreword

1. The Office of Naval Intelligence has undertaken to translate important parts of the War Diary of the German Naval Staff. The present volume, entitled War Diary of the German Naval Staff, Operations Division, Part A, Volume 9 is the twenty-seventh one of the series to appear. Other volumes will follow shortly.
2. The War Diaries, Part A, are important because they contain a day by day summary of the information available to the German Naval Staff and the decisions reached on the basis thereof. Together with Fuehrer Conferences on Matters Dealing with the German Navy, 1939-1945, which have been published by this office, the War Diaries should provide valuable material for the study of naval problems arising from total war. The War Diary, Part A, is also a useful index to the German Naval Archives of World War II; references may be found in the microfilm library of Naval Records and History.
3. Due to the cost of publication, only a limited number of copies could be made; it is therefore desirable that the copies which have been distributed are made available to other offices which may be interested.

Washington, D.C.
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Items of Political Importance

Norway:

Reuter is doubtful about the German successes in Norway. If assertions about the capture of Dombas and Stoeren by German troops are correct, then Allied operations in Norway have reached a critical stage.

Great Britain:

In a speech on the economic war, Cross, the Minister of Economic Warfare, said:

"British economic warfare must combine maximum limitation of enemy trade with a minimum of interference in neutral trade. These last few weeks have clearly proved that Britain is engaged in a bitter struggle for her existence."

Cross threatened to intensify the British blockade of Vladivostock. In reply to several questions in the House of Commons, Chamberlain declared that the Allies had no plans for revenge against the German people, but that the responsibility for the duration and suffering of the war lay equally with them and with their leaders.

It would appear that Germany did not benefit from Italy's considerable imports of petroleum from Mexico.

The serious turn of events in Norway has made the British press highly critical of the Government. Chamberlain's position is regarded in many quarters as shaken. Churchill, Halifax, Hoare or even Lloyd George are mentioned as possible successors.

By order of the British Government, British Mediterranean shipping lines from England to the Far East have been diverted almost entirely to the Cape route. Even if a ship belonging to these lines has taken on cargo for Mediterranean ports she is still not to use the Suez route, but receives special instructions for further transport. In Turkey the diversion of shipping is regarded as an aggravation of the situation in the Mediterranean.

Reuter reports that the instructions to Mediterranean shipping were issued because of the Italian Government's attitude, which obliges certain precautionary measures for Mediterranean traffic.

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Holland:

The German Embassy in Holland reports that in Great Britain the German operations in Scandinavia are regarded as the first phase of a large-scale strategic plan, to be followed by operations in the Netherlands and also in Belgium. Alleged German activity in the Balkans is regarded merely as a diversion. It is considered possible that Italy is awaiting a favorable time to enter the war on Germany's side.

Russia:

The Russian Ambassador in London has handed to Lord Halifax the Russian reply to the British memorandum on the resumption of trade talks. The proposal has been rejected. It is explained that Russia cannot discuss any restrictions of her rights to export Soviet products to any country with which she is maintaining trade relations.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Report by Commanding Admiral, Submarines on the employment of submarines during the Norway operation and the question of torpedo failures.

Considerations on further employment of submarines led to war against merchant shipping in the Atlantic being laid down as their main operational task.

2. Since, in view of the operations by the 9th Air Division, the light naval forces will not be required for line laying in Operation "Gelb", they might possibly be used as escorts for a battleship operation. Naval Staff attaches increased importance to such an operation just now, in view of the enemy situation and the critical position of the British Expeditionary Force in the area south of Trondheim. Furthermore, British propaganda is constantly asserting that one of the battleships has been destroyed and the other damaged, so that for this reason also their appearance

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would be most desirable in the near future.

To prevent any possible hesitation on the part of Group West regarding commitment of battleships, the following directive has been sent to Group West and the Fleet.

- a) Light naval forces are not to be used in Operation "Gelb"; these are released for commitment in battleships operations.
 - b) Execution of operations as defined in "Juetland" (see orders of Group for "Juetland" operation) authorized at any time. Exact date to be fixed by Group West.
3. For production reasons, the Fuehrer's demand that 38 cm. guns be set up for coastal defense in the Skagerrak (Oslo) cannot be met before spring 1941. Supplies of ammunition will be very restricted even then.
 4. Discussion on defense of Trondheim. (See situation Trondheim.)
 5. The designation "Port Commander" is changed to "Navy Shore Commander" with immediate effect.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The concentration of British forces in the Eastern Mediterranean is now obvious. On 30 April the MALAYA and ROYAL SOVEREIGN with four destroyers were north of Bougie and are probably proceeding to Alexandria. The ORION and NEPTUNE and four "D" class destroyers are already in the Malta area. The LIVERPOOL and HOBART and a number of smaller vessels from East Asia or the East Indies are in the Aden area.

France:

The PROVENCE and BRETAGNE, together with a number of destroyers, have again left Algiers; early on 30 April they were also north

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of Bougie and are presumably making for Bizerta.

The STRASSBOURG and DUNKERQUE and the cruisers GALLISSONIERE, MARSEILLAISE and JEAN DE VIENNE put in to Oran on 27 April. There was lively radio traffic in the eastern part of the Channel. Various unidentified vessels have assembled in Boulogne and Dunkirk.

North Sea, Northern Waters:

Northern Norway:

From Narvik come reports of disembarkation of troops from a cruiser in Haakvik (7 km. south of Narvik); off Narvik itself, one battleship, cruisers and destroyers.

Central Norway:

Large-scale movements by enemy forces in the area north and south of Trondheim. In the morning three cruisers and several destroyers were sighted putting out of Molde Fjord. At the same time there was a formation of light naval forces with about 40 merchant ships on northwesterly course west of Kristiansund. Apart from numerous light forces there are apparently three groups of heavy naval forces operation in conjunction with aircraft carriers; the most northerly group was sighted in the afternoon off Mosjoen. The second group was advancing towards Namsos in the afternoon and was attacked by German planes. The third group was in the thick of enemy operations off Molde-Andalsnes. The battleships and light forces put in to Romsdals Fjord in the evening.

The impression is that the enemy intends to re-embark the troops landed in Andalsnes as quickly as possible during the night and then perhaps use them again at another point (Namsos). Obviously the enemy has recognized that the development of the situation on land makes it hopeless for the landing force to remain any longer in the area south of Trondheim.

Home Waters:

The submarine SEVERN has been ordered to move 30 miles further east into the area south of Ryvingen. The submarine SNAPPER is on passage to the Skagerrak.

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Losses:

The Admiralty announces the loss of the minesweeper DUNOON (710 tons) which struck a mine. An agent's report mentions heavy British losses. Extensive damage necessitates the use of French dockyards for the repair of British ships. Eleven British submarines can be assumed lost.

Own Situation

See War Diary, Part B, Vol. V, Page 35 for Order of the Day issued by the Fuehrer and Supreme Commander of the Armed Forces to the troops engaged in the fighting in Norway: on the occasion of the establishment of land communications between Oslo and Trondheim and control thus of the southern and central Norwegian area.

Narvik:

Difficult situation on land since superior enemy forces are moving forward under cover of artillery and our flanks are threatened. Group Narvik reports gunfire from the sea in Rombaken Fjord, on Narvik harbor, Beis Fjord and in the direction of the Hartvig Sea.

Enemy troops landed from warships in Haakvik Bay.

According to reports from Narvik, some of the British destroyers have yellow shields on the guns. Possibly these are an imitation of the markings on German ships for recognition by planes.

Trondheim:

Nothing special to report. Some dockyard workers are being flown to Trondheim to repair the destroyer RIEDEL.

The following directive on the defense of Trondheim was sent to Commanding Admiral, Norway:

From the course of Army operations in southern and central Norway it seems likely that we shall soon be in complete control of this part of the country.

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Orders have been given that the first aim of operations is to form a northern front, sealing off the area north of Trondheim. The base of Trondheim, behind the new northern front, therefore assumes increased importance.

Trondheim is to be defended at all costs against the penetration of enemy forces of any kind.

Apart from the anti-submarine nets planned and the coastal and torpedo batteries which are now ready for action, a reinforcement of these defenses also against fast, light enemy forces (destroyers, motor torpedo boats, etc.) in the form of booms, light guns (3.7 cm. anti-tank guns, etc.) should be considered.

Motorboats, etc. which are found and also those privately owned are, as far as possible, to be commandeered and used for the reconnaissance and defense of the winding fjords around Trondheim and along the whole coast under our control.

All measures for the defense of Trondheim are to be given priority.

Bergen:

The minelayers ULLER and TYR laid a barrage of 42 mines in Sogne Fjord according to plan; during the operation the ULLER was bombed and machine-gunned by planes and subsequently ran aground and blew up.

Stavanger:

Danger from submarines and mines is reported in the waters off Stavanger.

Southern North Sea:

Group West reports that since the SCHOEMANN, SEEDLER and WOLF are in dock and the LEOPARD is lost, there must be very considerable delay in carrying out the three remaining mining operations and escorting transports with valuable material and personnel. The Group urgently requests the assignment of additional torpedo boats and minesweepers.

At present Naval Staff cannot accede to this request from Group West because of the very urgent duties to be performed by Group

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Baltic in connection with the transport of personnel. Transfer of vessels will not be possible until transport of the 2nd Mountain Division is completed. Group West has been informed accordingly

Skagerrak/Kattegat:

Danger from enemy submarines has again increased. Reports of submarines sighted off Maseskar, at the southern outlet of Oslo Fjord and southeast of Frederikshavn. Minesweeper M "5" reports very probable destruction of a submarine.

In the evening two steamers (BUENOS AIRES AND CASTILLO) from a convoy escorted by the 2nd Minesweeper Flotilla were torpedoed off Her has Flach. The BUENOS AIRE^s sank; troops saved. Casualties 30 men, 220 horses with equipment. The COSTILLO was hit in the stern; her screws and rudder were lost and she is being towed in to Frederikshavn. Mine situation unchanged. Operations by motor minesweeper flotillas hindered by weather conditions.

Continue netlaying off Seelandsrev.

Regarding the barrage in the Sound, Naval Staff has changed previous instructions and issued orders to Group Baltic not to lay the net barrage in the Flint Channel for the meantime, but to await the result of negotiations with Sweden regarding a net barrage at the northern outlet of the Sound.

Transport Situation

Except for the torpedoing of the steamers BUENOS AIRES and CASTILLO, transport has gone according to plan (536 men landed in Larvik, 780 plus 1,772 in Oslo). Fifty drifters are carrying material from Frederikshavn and Kiel to Kristiansand and Oslo.

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Air Situation

Reconnaissance off the west coast of Norway, attacks on enemy naval forces and transports.

During an attack on a carrier formation numerous bombs dropped close to the aircraft carrier. Result not observed. During another attack by the 2nd Group, 1st Dive-Bomber Wing one 250 kg. hit on the bow of an aircraft carrier. Smoke, fire?

One 250 kg. hit on the stern of a cruiser (listing, fire). The battle cruiser RENOWN - one SC 1000 at the ship's side. A 250 kg. hit on the stern of a destroyer by the 2nd Group, 1st Dive-Bomber Wing.

The 9th Air Division carried out further aerial minelaying along the east coast of England; 42 aerial mines were dropped. (For details see Air Force Events of the Day.)

Submarine Situation

No changes in the operational area. Submarines U "13", U "14", U "17", U "23", U "29" on return passage.

Submarine U "1" put into Trondheim.

Since the situation on land in the Trondheim area is being cleared up, it now seems possible to withdraw at least two of the supply submarines and return them to Commanding Admiral, Submarines for operational use. He has been informed accordingly. The submarines to be withdrawn are those with the least capacity for carrying aviation gasoline, including submarines U "32".

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Items of Political Importance

Norway:

A British Army communique reports withdrawal of Allied forces from the area south of Trondheim in view of German superiority. (See Foreign Press Report.) The British and foreign presses openly record the defeat of the Western Powers in Norway.

For Chamberlain's speech in the House of Commons on the development and execution of the Norway operation see Foreign Press Report No. 181/40.

The success of the German occupation of Norway is put down to Norwegian treachery. The Allied action from the south against Trondheim failed because Germany had the air superiority and, in spite of the efforts made by Allied naval and air forces, was in a position to send large reinforcements to Norway. Overwhelming advantages are still seen for the Western Powers. German naval losses are so heavy that there is a radical change in the ratio of forces of the naval powers and thus a possibility of re-grouping the Fleets of the Western Powers. Hence a British and French battle Fleet is being transferred to the Eastern Mediterranean.

Although Norway will not be treated as a secondary theater of war in future, Britain cannot squander her strength and lose her freedom of action, in view of operational facilities for Germany in the west or in southeast Europe."

In reply to a question in the House of Commons it was stated that the Germans were conducting their campaign in Norway with the same ruthless disregard for the lives of civilians which they had shown at sea and in the campaign against Poland.

Italy:

The Vatican is reported to be making efforts to relieve the tension between Britain and Italy. During the negotiations Mussolini is reported to have stated that under no circumstances would Italy permit any attempt by the Allies to partition Germany.

The appointment of Alfieris as Ambassador in Berlin is receiving great attention in all countries and is rightly

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interpreted as a strengthening of joint Axis policy.

Turkey:

Saracoglu informed the Italian Ambassador that the Weygand Army had not received any recent reinforcements and still consisted of five divisions, of which only three were completely ready for action. With regard to the question of the Dardanelles, as before Turkey will adhere to the Convention of Montreaux.

Russia:

Vorschilov issued an Order of the Day in which he stated, amongst other things:

"Our foreign policy is directed towards ensuring peace among the nations and guaranteeing the safety of our own country. This policy is supported by suitable treaties with neighboring states and the indomitable will of a nation of 183 million people."

Conference on the Situation with Chief, Naval Staff

Special Items:

Conference on the question of sending out the third auxiliary cruiser (Ship; 21) under the command of von Ruckteschell). Naval Staff thinks this is a favorable time to send her out, even if the risk is greater than when Ship "16" and Ship "36" made their break-through. For the following reasons a third auxiliary cruiser should be sent into the Atlantic as soon as possible:

- 1) Our own situation, which makes some easing of the situation in the North Sea theater of war highly desirable, especially as without the cruiser LUETZOW one can only expect a slight diversionary effect from the presence of Ship "16" and Ship "36" the two merchant raiders at present on operations, and indeed from the nature of their task the effect will probably not become noticeable for a few weeks.

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- 2) The probable development of the enemy situation. At present there is slight patrol activity in the area Scotland-Iceland-Greenland, but in view of the German position in Norway this will soon lead to a considerable intensification of the blockade.
- 3) The development of weather conditions during the coming months. In June and July high pressure weather bringing good visibility can be expected, which increases the difficulties of the break-through.

At present Ship "21" is lying in Kiel and requires 48 hours to take on her remaining equipment. Her dispatch is of prime importance.

(For details see remarks on the question of break-through by an auxiliary cruiser at the beginning of May in Review of Situation, War Diary, Part C, Vol. I.)

Chief, Naval Staff agreed with the suggestion to send out Ship "21". The following orders have been given to Group West:

Ship "21"'s break-through into the Atlantic is to utilize the May new-moon period. Naval Staff contemplates the break-through approximately as follows: First, transfer to Bergen, there re-camouflage, further passage if weather conditions favorable, so that she passes through the danger area as far as about 200 miles northwest of Stadlandet in poor visibility. Investigate possibility of submarine escort on passage through said danger area.

Fishing vessel VINNEN will observe weather conditions and the enemy situation in the Denmark Strait. Group West is to issue orders until she has passed 60° N in the Atlantic. Ship "21" ready to put out from Kiel at 2000 on 4 May.

The ship's assignments are laid down in her operational orders, see War Diary, Part C, Vol. I. The main operational area of the auxiliary cruiser, Ship "21", is the North Atlantic, south of 40° N and west of 30° W; alternative area is the South Atlantic, if necessary also the Indian Ocean or the Pacific.

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Survey of the Situation

Special Reports on the Enemy

Atlantic/English Channel:

The old battleship REVENGE still in Canadian waters. Usual patrol activity in the vicinity of Cherbourg and Dunkirk.

Mediterranean:

According to information to date the following vessels are included in the concentration of forces in the Mediterranean:

Eastern Mediterranean:

2 battleships (MALAYA, ROYAL SOVEREIGN), 3 old French battleships, 9 British and French cruisers, 1 aircraft carrier (ARGUS), 1 destroyer flotilla, 15 submarines. Two more battleships on their way there (WARSPITE and RAMILLIES).

Western Medi terranean:

Likewise strong forces:

2 battleships (DUNKERQUE and STRASSBOURG), 5 cruisers, 1 aircraft carrier (BEARN), about 20 destroyers and numerous submarines.

When assessing this disposition of forces, one must however remember that, apart from the two French battleships, the strength is roughly the same as in pre-war days in the Mediterranean.

The transfer of 35 planes from Marignane via Corsica to Karouba/Bizerta, scheduled for 3 May, indicates certain movements of air forces also.

North Sea/Northern Waters:

Radio intelligence did not give any further information on the enemy disposition. On the other hand air reconnaissance sighted 2 heavy, 2 light cruisers, several destroyers and 3 large transports on northwesterly course 100 miles off the island of Vega (Mosjoen area).

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Destroyers only were detected in Namsos Fjord.

In the sea area around Trondheim several small fishing vessels, armed auxiliary ships and patrol vessels were observed making off in a southwesterly direction. Our armed reconnaissance sighted cruisers off Kristiansund.

The British minelaying submarine SEAL was ordered to take up a position 20 miles northwest of Hirshals.

Losses:

The British Admiralty announces loss of the gunboat BITTERN (1,190 tons, six 10.2 cm. guns) which was hit by a bomb. Paris reports that a French destroyer was heavily damaged during the operations in the North Sea and that one patrol ship sank after striking a mine.

Own Situation

Narvik:

Warship activity off Narvik unchanged. The REPULSE and one cruiser off Narvik, one battleship off Harstad. Shelling of the ore railroad has led to effective destruction. More troops landed in Haakvik, Group Narvik urgently requested support by the Air Force and blocking of Rombaken Fjord against British warships. Unfortunately Group Narvik had to be informed that it is impossible for our submarines to lay the intended mine barrage in Rombaken Fjord. The situation on land has taken an unfavorable turn, since the enemy is moving forward from several sides with superior and well-equipped troops and supporting artillery. Our own defenses have had to be withdrawn at several points. An enemy attack near Graevsee was repulsed.

Trondheim:

Naval Commander, Trondheim reports Oerlandet clear of the enemy. We have set up signal stations near Garten and Bettignes (on Kvakavaag Fjord). Our own patrols off Garten. No enemy forces were sighted today at the approaches to the Frohavet.

The situation on land is developing favorably. The British

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have hastily left Dombas and Andalsnes. The Norweigan General Haug, Commander in Chief in Moeve and Romsdal, then offered to capitulate and gave orders for resistance to cease. The threat to Trondheim is thus obviated and southern Norway secured.

Bergen:

Admiral, West Norwegian Coast, reports an attack by a large British submarine in Bjorn Fjord and torpedoing of the steamer CLAIRE STINNES at the eastern outlet of Kors Fjord. Submarine-chase by PT boats and planes without result. Various prize ships are being taken over to Stavanger.

Stavanger:

On account of danger from mines and submarines, Stavanger has issued instructions, for putting into Skudesnes Fjord, to keep 15 miles from the coast and then make for Utsire.

Southern North Sea:

On the night of 1 May low-flying enemy planes again flew into the Heligoland Bight as far as the Weser and Elbe estuaries.

So far no mines discovered.

Skagerrak/Kattegat:

No new reports on submarines.

Mine Situation:

The British mine barrage off Frederikshavn extends about 1,000 m.; both wings have been established and marked.

Motor minesweepers are checking the Skagen mine barrage; minesweeper flotillas are making exploratory sweeps in the Kattegat.

The Skagen barrage is watched at night by patrol boats. The Seelandsrev net barrage has been extended eastwards.

On the night of 1 May there was an enemy air attack on Aalborg. No material damage.

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Transport Situation

No interference with transport duties.

In the course of the day 6 transports carrying 3,500 men put in to oslo and another 820 men arrived in Larvik. Several transport vessels on passage from Stettin to Oslo. Formations of Commander, Naval Air, Baltic are carrying out reconnaissance according to plan; anti-submarine patrol and air escort provided for the transports.

Submarine Situation

Decree from Commander in Chief to the submarine arm:

To Commanding Admiral, Submarines.

Comrades of the submarine arm.

In the course of the operations for the occupation of Norway the submarine arm was allocated tasks which promised great successes to the superb efficiency of the crews. Adverse circumstances have robbed the submarine arm of these successes. I know that the commanders and crews have throughout displayed a standard of personal daring and courage which deserves the greatest admiration. I have reported this to the Fuehrer.

I express my fullest appreciation and my thanks to Commanding Admiral, Submarines for his outstanding conduct of operations and to the commanders and crews for their splendid achievements.

The defects are known and are being put right. Great tasks still lie before you.

I am sure that they will be carried out with the same zeal and tenacity.

Heil Hitler.

Commander in Chief.

Submarines U "57" and U "59" have started on return passage. The loss of submarine U "49" is confirmed by a B.B.C.

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announcement that the crew have been taken prisoner.

Air Situation

Air Force operations in the area Kristiansund-Namsos. Hits scored on the bow of a cruiser west of Kristiansund. In Namsos Fjord one steamer heavily damaged, a destroyer seen to be beached. Eleven Ju 87's eight He 115's eight BF 109's and six He 111's in operational readiness in Trondheim. (For details see Air Force Events of the Day.) During the night of 2 May numerous British planes again penetrated into the area southern Norway-Denmark-German coast. The Radio Monitoring Service reported 26 planes from nine different bomber squadrons.

Reports of planes and anti-aircraft alarm in area North Schleswig to east of Kiel. Presumably mines were dropped.

Merchant Shipping

Commanding Admiral, Norway has issued the following order, based on the general directive from Naval Staff, to his subordinate offices: "Prevent shipping belonging to neutral Baltic States from putting out westwards on pretext of contraband or, if ships are empty, on the ground of customs control and security measures. Ships may put out for German or neutral harbors in the Baltic, but must be prevented from changing their course to the west."

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Items of Political Importance

Great Britain:

For British view of German action in Norway and further German intentions see Political Review No. 100.

Public confidence in Britain shaken by the failure of the Norwegian campaign.. Depression in France. Position of Chamberlain and Reynaud very much weaker.

Belgium:

The Prime Minister declares that Belgium must do everything to avoid again becoming the battlefield of a world war (as in 1914). Today Belgium is a nation under arms which will fight for her rights.

Italy:

Talks have taken place between the American Ambassador in Rome and the Italian Ambassador in Washington. The Americans have tried to find out more about Italian intentions and to put a brake on Italy. The Americans have stated that if Mussolini were to enter the war they would immediately apply the neutrality law to Italy.

This would be tantamount to a breaking-off of trade relations between the U.S.A. and Italy and would very much increase the effectiveness of the Allied blockade.

Conference on the Situation with Chief, Naval Staff

Special Items

1. General Keitel inquired of Chief of Staff, Naval Staff why no surface forces were to participate in Operation "Gelb". He was informed of the reasons for this:

Naval Staff must abandon the first plan for surface forces to lay mines off Belgian and Dutch ports. The task of mining the harbors from Dunkirk to Helder must be handed

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over exclusively to the aerial minelaying formations, which were in any case also intended for this purpose. Reasons are as follows:

- a) The season is so far advanced that a surprise, undetected minelaying operation can no longer be guaranteed.
- b) At present the necessary light forces required are not ready and available.

We shall attempt to use submarines.

For details see memorandum of Naval Staff on this question, I Op. 812/40 of 3 May in War Diary, Part C, Vol. II.

2. Conference on Armed Forces High Command directive of 3 May on the Norway operation.

The next task of the 21st Army Group's operations is to defeat the enemy group at Namsos and if he is already withdrawing to begin pursuit immediately. Take possession of the coastal strip Namsos-Bodoe (airfield) to prevent the enemy air force gaining hold of it. Our Own Air Force is to push forward and create the basis for effective support of Group Narvik and thus indirect defense of the Swedish ore region.

As the situation in central and southern Norway becomes quieter, one division is to be withdrawn from Norway.

Tasks for the Navy are as follows:

With the strengthening of coastal defenses in Norway, attempts should be made to get coastal shipping under way again, both for our own purposes and for supplies for the Norwegian population. The most important Norwegian harbors are to be expanded into well-defended naval bases as quickly as possible.

Instructions to the Air Force:

The ground organization in the Norwegian area is to be rapidly built up, so that the Air Force can without delay carry out operations against Britain, prevent enemy naval forces from taking action in the Norwegian coastal area and act as coastal defense.

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The air defense of the most important bases in the Norwegian area is to be systematically built up.

With regard to the expansion of coastal defenses, the necessary orders for the first measures have already been issued. Commanding Admiral, Norway is endeavoring first to ensure the defensive strength of the main bases and increase it beyond its present scale. The most urgent task is to examine the islands off Trondheim as quickly as possible and equip them with efficient coastal batteries, as Trondheim is of decisive importance as a submarine base, starting point for naval operations and main base for the defense of the northern part of the west coast of Norway. Since the construction of necessary defenses will require a certain time, owing to transport difficulties and investigation and establishment of guns, it is suggested that Armed Forces High Command should examine the possibility of using heavy motorized Army guns on the coastal roads in the immediate vicinity of Trondheim to repulse attack from the sea until the Navy has taken the necessary measures.

Further protection of the Norwegian coast by setting up light and medium guns is at present being thoroughly examined by Naval Staff and Commanding Admiral, Norway.

3. Group West reports that the shortage of escort forces makes it impossible at present to carry out operations within "Juetland" in addition to the projected minelaying operations, regarded as urgent, and in addition to the supply ships to Norway being provided with escorts.

The Group requests that the necessary changes in personnel be carried out immediately and that the battleships and the cruiser HIPPER be detached into the Baltic for fourteen days for exercises. With regret Naval Staff agrees to the Group's request for the transfer of the battle forces in to the Baltic. Our lack of light forces again brings the greatest disadvantages. On many previous occasions this lack has been the reason why Group West has felt compelled to reject urgently desired and very promising offensive operations. The present time also, when obviously the successful attacks by the Air Force have led to a considerable weakening of heavy British forces in the North Sea, in view of the Italian attitude and the strained Mediterranean situation, is regarded by Naval Staff as particularly

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favorable and promising for an operation by our heavy ships. In Group West's opinion our lack of escort forces precludes such operations at present. We lack destroyers, torpedo boats and submarine chasers and without them the passage through the southern part of the North Sea, with its attendant dangers from submarines and mines, entails such risks that, according to the Group and Fleet Command, it can be justified only in particularly decisive cases.

The following order has been issued to Group West and Fleet:

1. Changes in personnel to be carried out immediately.
2. Battleships, HIPPER and any other vessels not required by Group West to proceed to the Baltic for training exercises and to carry out urgent tasks of the Gunnery Experimental Command. If possible all vessels will be left in the Baltic until 18 May.

Survey of the Situation

Special Reports on the Enemy

Atlantic/ Mediterranean:

Great Britain:

Daventry announces that an Anglo-French Fleet formation put into Alexandria on 3 May.

The cruisers LIVERPOOL and HOBART left Aden on 1 May and are presumably going to the Mediterranean as further reinforcements. From Italian reports there seems to be a strong concentration of British troops in Egypt; among others the transports AQUITANIA (rr, 786 tons), EMPRESS OF BRITAIN (42,348 tons), EMPRESS OF JAPAN (26,032 tons) and ANDES (25,800 tons) carrying 7,000 New Zealand troops and escorted by the cruisers AUSTRALIA and LEANDER left Wellington for Egypt on 2 May.

France:

No special reports.

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North Sea/Northern Waters:

Northern Norway:

Situation at sea unchanged. Air reconnaissance reports:

In Ofot Fjord - 1 battleship, 2 cruisers,
off Narvik - 2 cruisers,
in Rombaken Fjord - destroyers.

On land large-scale troop movements were observed near Salangen and south of Lavangen.

Central Norway:

There are no special radio intelligence reports. However, reports from the air Force already indicated in the early hours of the morning that the enemy had recognized the hopelessness of an attack on the northern Trondheim position and decided to retire also from the Namsos - Grong area.

Reconnaissance by the 5th Air Force in the morning spotted enemy transports retiring via Folda Fjord and to the northwest of it. About 0600 1 battleship, 1 heavy cruiser, numerous destroyers and transports were observed 20 miles off the Vikten Islands; 4 cruisers and 9 destroyers were sighted 70 miles off Folda Fjord and north of them about 10 transports. The enemy forces were all on westerly or northwesterly course. It can be assumed therefore that the enemy used the night of 2 May to evacuate his troops quickly from the Namsos region.

The air forces which took off immediately from Trondheim succeeded in maintaining contact with the withdrawing enemy formations and in attacking with bombers (see Own Situation).

Home Waters:

Destroyers on westerly course were reported east of the Shetland. It is observed that the 11th Destroyer Division is on patrol in the Hoofden. Obviously it is based at Dunkirk.

During the night of 3 May enemy planes penetrated into the area Southern Norway/Denmark and western Baltic, also in the direction of the southern North Sea, dropping bombs and mines.

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In the western Baltic planes penetrated into Eckernfoerde and Kiel Bays and into the Flensburg Estuary. Numerous mines were probably laid. Here and there planes showed navigation lights.

Own Situation

Narvik:

Group Narvik is in a critical situation. The shelling from the sea on our positions in Beis Fjord, Narvik and Rombaken Fjord continues. The enemy has brought up fresh reinforcements and is attacking our defenses.

French Alpine troops have been seen near Oestervik (Bogen).

Our troops are at a disadvantage since they lack snowshoes; the enemy, aided by local inhabitants who know the mountains well, has many opportunities of encircling them.

Group Narvik reports that it intends to hold Narvik and the Elvegaardsmoen region as long as possible; however, exploration of the mountains east of Rombaken and experiences in fighting so far have shown that with present forces defense of a mountain base against superior enemy forces cannot be guaranteed indefinitely. Maximum support from the Air Force is requested.

Trondheim area:

No special reports on situation at sea or on land.

(See Air Situation.)

Bergen:

Two armed enemy merchant steamers, heavily manned, were detected in Saud Fjord (Hardanger). The fjord is barred by four PT boats and an Army detachment of assault troops in attacking the steamers.

Southern North Sea:

No special events. The minelayer OLAF TRYGGVASON has been

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placed at the disposal of Commanding Admiral, Defenses, North.

Naval Staff has ordered Commanding Admiral, Submarines to keep two small submarines in readiness for measures "Toni" and "Ulli" within Operation "Gelb". As "Weseruebung" involved every submarine, including those of the submarine Schools, a heavy commitment of submarines for Operation "Gelb" will probably be impossible.

Skagerrak/Kattegat:

Warnings of submarines north and northwest of Skagen and east of Laesoe. M "5" and M "6" probably accounted for one of them during anti-submarine operations.

Mines are suspected in the area east of Herthas Flach and north of Laesoe.

In the morning mine-exploding vessel "1" struck and underwater obstacle south of Sprogoe. Investigation is in progress. Sweeping of the Langland Belt as far as Revsnaes using cable remote clearance gear was without result. The net barrage off Seelandsrev was brought up to 300 m. from Seelandsrev.

Mine Situation in the Western Baltic

A vessel belonging to the minelaying Experimental Command ran on to mines in the Stollergrund Channel, but was not damaged. After enemy flights into Keil Bay a British aerial mine was found 2 km. west of Buelk lighthouse, on the Buelk wheatfield, and salvaged.

The Naval Attache in Stockholm reports that mine barrages in the inner Swedish waters lie across the most important approach routes. Sweden intends to mark the new "neutral channel" as soon as possible, to set lights and introduce escort by warships.

Transport Situation

Transports of ammunition and materiel are proceeding according to plan. Four steamers carrying 1,800 men, escorted by

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torpedo and PT boats, have arrived in Oslo. Empty steamers made their return passage without interference from the enemy, but the steamers which put out from Oslo without escort to proceed through Swedish territorial waters were held up by a Swedish torpedo boat and not permitted to pass through because of their anti-aircraft armament. The Naval Attache in Stockholm is trying to clear up the position. Because of these difficulties, Commanding Admiral, Norway plans to remove the light anti-aircraft guns from these vessels and use them in his own area.

According to a report from Commanding Admiral, Norway, the journey from Oslo to Stavanger can now be made in two to three days, i.e. train connection as far as Kristiansand, about one day, from Kristiansand to Stavanger via the coastal road. Tank trucks for aviation fuel are available.

Air Situation

The main areas of reconnaissance and combat are Namsos and Narvik. On the basis of reconnaissance on the enemy formation withdrawing in two groups from Namsos, dive-bombers took off from Trondheim and were directed to the enemy by shadowing planes of the 506th Group. A radio message picked up during the afternoon from a plane belonging to the 506th Group reported bomb hits on a battleship at 1410 and 1425. The battleship was destroyed. Naval Staff was at first very skeptical regarding this report. However, later reports gave some confirmatory details: The third wave of 1st Group, 1st Dive-Bomber Wing, guided by a pilot plane of the 506th Group (pilot plane necessary, as navigation, particularly radio navigation, is impossible on long flights in the Ju 87), attacked the enemy formation at about 1000. The following hits were scored:

One 250 kg. hit between the two forward gun turrets of a battleship. Half a minute after the hit there was a heavy explosion, a tongue of flame 500 m. high and parts of the ship flew through the air. When the clouds of smoke disappeared the ship was no longer to be seen. Hits confirmed by three eye witnesses. Some witnesses say she was the HOOD or the REPULSE, others a heavy cruiser.

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One 250 kg. hit just off the bow of a cruiser.

Parts of the bow flew through the air. Hit confirmed by several witnesses.

One 250 kg. bomb at the side of a destroyer. The destroyer ceased fire and lagged behind, listing and proceeding slowly.

One 250 kg. direct hit on a transport of 9-12,000 tons. Heavy explosion. This hit also confirmed by several witnesses. The fourth wave of the same formation attacked again about 1400 and scored two 500 kg. hits on a heavy cruiser of the YORK class. One bomb hit the bow and another the stern. Explosion 100 m. high, heavy smoke. Ship sank after 30 minutes. Success confirmed by several eye witnesses. In spite of this report, Naval Staff does not exclude the possibility that the ships sunk were confused with smaller types. It is quite possible that the heavy cruiser of the YORK class allegedly sunk was confused with a large French destroyer.

Submarine Situation

Nothing special to report.

Merchant Shipping

In reply to an inquiry, Group Baltic reports that there are no objections to the resumption of Swedish shipping traffic to Oslo. It suggests passage as follows: through Swedish territorial waters as far as the border at 58° 58.7' N, 11° 3' E, then west of Tresteinene and east of Soestrene Struten to Oslo.

For survey of the command organization of the land and naval forces of the Navy in Norway as on 1 May, see War Diary, Part B, Vol. V, page 137.

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Items of Political ImportanceNorway:

On the evening of 3 May the B.B.C. reported the successful Allied evacuation of Namsos. The British press clearly and frankly admits that Britain has suffered a serious set-back in Norway, which is making a deep impression on the British public. A statement in the "Daily Mail" particularly is worth noting. This declares that the coming week will see another Norwegian campaign, but this time it will be in the House of Commons against the War Cabinet. There is lively discussion on the reaction of the neutrals to the British withdrawal. It is noted with satisfaction that comments in the U.S.A. and most of the other neutral countries are friendly. On the other hand the bitterness of the Swedish press is taken very much amiss, in particular the remark of a Swedish newspaper that neutrals should only rely on themselves when they are in danger.

Turkey:

According to a German Embassy report the British and French Ambassadors, who have recently returned from their respective countries, have given the President very peaceful assurances. The President himself also interprets the situation in the same way, but is worried about the Italian attitude. The prevailing impression is that Turkey is striving very hard to relax her close connection with the Western Powers and not to be drawn into a war if she is not directly threatened.

Italy:

In an interview between Welles and the Yugoslav envoy, Welles declared that the American Government had assurances from Italy that at the moment she did not intend any change in the "status quo" in the Mediterranean.

U.S.A.:

Secretary of the Treasury Morgethau spoke on the significance of the U.S. gold reserves. He alluded to the fact that the war debts had not been repaid. He was of the opinion that the Americans would not be inclined to suffer a similar experience in the future. The one danger which the Secretary of the Treasury saw for the gold standard in the future lay in the

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domination of the greater part of the world by one or two dictatorships.

For the reaction of the United States to the Scandinavian campaign see Political Review No. 101, para. 7.

Conference of the Situation with Chief, Naval Staff

Special Items:

Sinking of a British battleship by the Air Force:

In the view of Naval Staff reports to date do not yet fully confirm the sinking of a battleship. Despite various statements from witnesses it still seems possible that a cruiser or even a large destroyer has been mistaken for a battleship. If, as at present reported, it was an SC 250 kg. bomb which hit the ship, then Naval Staff feels that it was definitely not a battleship since the SC 250 has no armor-piercing effect and damage which might lead to the loss of a battleship is therefore inconceivable. It is a different matter with an SD 500 kg. bomb, but even here it must have been an absolutely chance hit. Further detailed reports from reconnaissance and attacking squadrons must be awaited. It is already clear that the Naval Air Force, through the reconnaissance, shadowing and excellent work of the 506th Group's pilot plane, played a decisive part in this success.

If in actual fact a battleship was sunk, then 3 May must be calimed as the day when the Air Force achieved its greatest success over the sea. German announcements have awakened the great interest of every Navy in the theme of "battleship versus plane" and there is very lively discussion. Our own German announcements, already putting doubts on the value of the whole British Fleet on the basis of the alleged sinking, are considered by Naval Staff to be lacking in knowledge and therefore stupid. We must await conclusive proof that a battleship has been sunk. Even if we obtain confirmation, the necessity of battleship construction is quite unchanged and the value of heavy ships remains undisputed. The experiences of this war will show how far improvements are still needed in the armor of the modern heavy ships against

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very heavy caliber bombs.

It is at least clear that operations by heavy forces in enemy coastal waters - even when there is no enemy Fleet of equal strength - expose the ships to extreme danger, particularly when carried out within dive-bomber range, and constitute a risk which Britain will hardly undertake in the future.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

As has not been ascertained, on 1 or 2 April auxiliary cruisers replaced the cruisers BERWICK, SOUTHAMPTON, GLASGOW and YORK on the Northern Patrol. On 4 May the following four auxiliary cruisers were at sea in this area, probably between Scotland and Iceland: FORFAR, ASTORIAS (22,000 tons), DERBYSHIRE (11,660 tons,) and WORCESTERSHIRE (11,400 tons). The names of five other auxiliary curisers on this patrol have also been discovered (vessels of 11-20,00 tons).

The Embassy in Dublin reports that on two recent occasions Irish coastal patrol vessels fired on British travlers which entered Irish coastal waters without permission.

North Sea/Northern Waters:

Group Narvik reports 1 battleship, 2 cruisers and 7 destroyers off Narvik. At 0830 the sinking of a former Polish destroyer by bombs was observed from land.

There are no special radio intelligence or sighting reports from central Norway. Radio traffic does not reveal any confirmation of the Air Force successes off Namsos reported yesterday.

According to radio intelligence, Commander, 1st Cruiser Squadron was in the area northwest of Namsos on 3 May; the cruisers YORK, GLASGOW and ENTERPRISE were also established to be at sea.

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During the night enemy planes flew over the central and southern parts of the North Sea.

Own Situation

Atlantic:

Atlantic forces were informed of the military and political situation and movements of enemy ships (see radiograms 1123 and 1317). (For signaling order to supply ship RIO GRANDE (lying at Rio Grande do Sul, Brazil) see War Diary, Part B, Vol. V, Page 135.)

Narvik:

By order of Armed Forces High Command of 4 May, Group Narvik is to be placed under Group 21 as from midnight on 4 May. Supplies are to be brought up as soon as possible, using every available means and in cooperation with the 5th Air Force. (Order of Armed Forces High Command/WFA No. 970/40 Gkdos. of 4 May see file "Weseuebung").

The situation on land in the Narvik area is serious. After intensive preliminary gunfire, the enemy is attempting to bypass our right wing. As Group Narvik has no more forces to bring against this outflanking movement, it requests that a mountain infantry company, equipped with snowshoes, be sent by air. Enemy destroyers in Rombaken Fjord and preventing any supplies on the ore railroad. In view of the worthwhile targets air support is requested; more ammunition is urgently required.

Trondheim:

Replacements for the destroyer personnel engaged in coastal defense have arrived.

Bergen/Stavanger:

Admiral, West Norwegian Coast has orders for the speedy dispatch of the fishing vessel VINNEN, which is scheduled for reconnaissance and meteorological purposes in the Iceland area.

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Admiral, West Norwegian Coast reports that coastal shipping is again proceeding between Bergen and Stavanger. He requests C/30 machine guns, portable hydrophones and sweeping gear for equipping patrol vessels and minesweepers in Stavanger. He also reports his plan to lay a barrage in Selbjoern Fjord.

Six 8.4 cm. guns have been installed on the island of Flatoey as a battery against naval targets and trial firing has been carried out.

There are four 8.4 cm. guns and two 6.5 cm. guns with ammunition on Skarvoe. We have begun to use and expand these batteries. An exploratory sweep by the 5th Minesweeping Flotilla along the southwest coast of Norway as far as Stavanger revealed numerous drifting mines in the waters off Feistein; mines are suspected off Marstein. Stavanger reports seven to ten British mines south of Egersund.

On account of danger from submarines and mines Commanding Admiral, Norway considers it a matter of urgent necessity for transport vessels returning home from Bergen to be escorted even while in the skerries. For this purpose he suggests that the 5th Motor Minesweeper Flotilla operate on the stretch between Bergen and Stavanger and come under the command of Admiral, West Norwegian Coast. Further, he requests that the destroyers GYLLER and ODIN be allocated to Admiral, West Norwegian Coast for searching the fjords on the west coast.

Naval Staff agrees to the transfer of the 5th Motor Minesweeper Flotilla. Commanding Admiral, Defenses, Baltic retains his right to recall them if necessary. The destroyers come under Group West. Operations will therefore be ordered from there (see radiogram 1518).

While prize steamers were being taken to Germany from Stavanger, the Swedish steamer MONARK was torpedoed 15 miles southwest of Lister. Part of the prize crew was picked up by the submarine.

North Sea:

In view of the further extensive enemy aerial minelaying activity to be expected, Group West requests immediate requisitioning of numerous drifters and fishing smacks (equipped with machine-guns type C/30 and small searchlights) to keep a close watch on shallow water areas, river mouths and coastal waters (see radiogram 1900).

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The establishment of an extensive patrol system is already under way. Preparations are being made by High Command, Navy/Service Division within the "Anti-mine Program, May 1940".

The submarine danger in the North Sea is expected to become more acute. Air reconnaissance has sighted enemy submarines at the northwest corner of the western declared area, west of Hornsriff and west of Fanoe.

Skagerrak/Kattegat:

Warning of submarines south of Oslo Fjord and off Larvik. The submarine attacked yesterday by minesweepers M "4" and M "6" was apparently destroyed.

Warning of mines off Frederikshavn. A British mine with brass cap was salvaged.

Transport Situation

Movements proceeding according to plan; 2,100 men reached Oslo. Several escorted groups and empty transports on passage. Sweden has given permission for vessels equipped with anti-aircraft guns also to proceed through the Swedish skerries channel. Orders have been given that troops aboard the transports must as far as possible remain below deck during the passage through Swedish territorial waters.

Air Situation

See Air Force Events of the Day.

Several merchantmen were damaged during bombing attacks in the Namsos area.

Yesterday's great successes by the Trondheim dive-bomber squadron are confirmed by statements from witnesses and further reports.

In addition a destroyer was damaged during another attack on

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the afternoon of 3 May.

The Norwegian steamer ROALDJAL, carrying cellulose for France, was brought into Trondheim by a plane of the 506th Coastal Patrol Group.

Submarine Situation

Submarines U "29" and U "30" have put into Wilhelmshaven.

For brief report see War Diary, Part B, Vol. IV. Otherwise no change. Only submarines U "25" and U "65" still in the operational area.

Submarines U "A" and U "101" on passage to Trondheim.

Merchant Shipping

Admiral, west Norwegian Coast reports that the U.S. steamer CHARLES R.M. CORMICK has been discovered northeast of Bergen at the end of Soer Fjord. Her cargo consists of 60 tons of ammunition and 2,000 vehicles, which allegedly were bound via Bergen and Narvik for Finland. Admiral, West Norwegian Coast wishes to confiscate the cargo and is at present conducting secret negotiations with the captain about unloading the ship, while the U.S. Consul demands that she proceed westwards.

For political reasons, the matter must be treated delicately. The ship cannot be handled as a prize. Naval Staff cannot take any action as the matter requires the decision of the Reich Commissar for Norway.

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Items of Political Importance

Norway:

The Commander in Chief of the Norwegian Forces, General Ruge, has issued an appeal from his Headquarters in Northern Norway, calling on Norwegian troops to continue their heroic resistance.

Great Britain:

Sharp attacks by the Labor Party and whole of the British press on the Government regarding its handling of the Norwegian campaign. Demand for an exhaustive inquiry into the reasons for defeat. Criticism is directed particularly against the inadequate equipment of the Expeditionary Force, the inactivity of the British Fleet, which operated only off Narvik, i.e., in a safe area (fear of risks), the inferiority of the R.A.F. and the reluctance of the British leaders to make decisions. The perfect cooperation between the German Army and Air Force is specially emphasized. The general effect of the defeat in Norway has very much shaken Chamberlain's position. Demands are being made for the creation of a War Cabinet and the formation of a new National Government to include the Labor and Liberal parties and in the circumstances this can be expected to materialize.

Holland:

Stricter control of all merchantmen putting in and out.

Twenty-one Dutchmen, mainly National Socialists, were arrested because of alleged treacherous activities.

Belgium:

In a speech in Charleroi, President Pierlot again declared Belgium's firm resolve to prevent any passage of troops through her territory. Belgium was no longer a battlefield where other nations could fight out their disputes.

In Belgium only a static war would be possible, which gives no hope of a quick decision. An attack or a comparable act incompatible with Belgian security or prestige would force her to fight to the last man.

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Russia:

The official Russian Telegraph agency denies:

- 1) that Russia suggested to the Finns the exchange of Viborg for the Aaland Islands;
- 2) that Russia had sent a note to Berlin, declaring that she must regard any German action against Sweden as an unfriendly act and that she could not permit Germany to occupy the Aaland Islands.

On the contrary, in accordance with Article 3 of the German-Soviet pact, an exchange of views on the question of Swedish neutrality took place two weeks ago. It was then established that both countries were interested in the maintenance of Swedish neutrality.

Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

The WARSPITE has probably been on passage from the Clyde to the Mediterranean since 2 May. On 3 May five French submarines, PHOQUE, DAUPHIN, ESPADON, MARSOUIN and NARVAL put in to Beirut. The CALYPSO, OTUS and OLYMPUS, with two destroyers, are at sea in the Eastern Mediterranean. The two DUNKERQUE class are probably off Oran. The presence of the RAMILLIES is as yet unconfirmed.

Neutrals :

On 5 May the Dutch destroyer VAN GALEN was off Beachy Head on return passage from Surabaya. Seven other Dutch warships are expected back from the colonies.

North Sea/Northern Waters:

The British Admiralty states that the German report of the sinking of a British battleship and a cruiser of the YORK

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class during the operations off Namsos is untrue.

Northern Norway:

Air reconnaissance reported: one heavy ship and several destroyers in Ofot Fjord; one battleship, transports and destroyers off Harstad; about 0700 one battleship, one aircraft carrier and one destroyer west of Harstad.

Radio intelligence detected the battleship RESOLUTION, the cruisers AURORA and ENTERPRISE and Commander, 8th Destroyer Flotilla in the Narvik area.

Central Norway:

No movements of enemy ships.

Home Waters:

The tanker TIBURCIO (6,000 tons) and another ship "torpedoed" in the Moray Firth. (Struck mines.)

For data on disposition and activity of enemy forces gained by the Radio Monitoring Service during the week up to 5 May see Radio Monitoring Report 18/40.

Own Situation

North Sea:

On passage to the Baltic the GNEISENAU, escorted by minesweeper M "98" and the 12th Minesweeper Flotilla, struck a mine northwest of Westertill, Compartment 4, on the port side. British ground-mine. The ship continued her passage at 18 knots. According to later information damage is only slight.

Mine defense apparently took second place when putting out into the open sea. Realizing that the danger from mines existed mainly in the river estuaries, while there was danger from submarines further out, the Fleet had provided mine defense in the Jade and Elbe, but during the passage at high speed in the open sea gave priority to anti-submarine measures. Since the enemy has dropped aerial mines between the Jade and Elbe, he cannot

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intend also to use submarines in these waters.

The Elbe is temporarily closed on account of the doubtful mine situation. The Weser and the Ems must also be closed to vessels with cargoes of ore until a check sweep has been carried out. Minelaying by enemy planes is beginning to make itself unpleasantly felt and causing serious interruptions on the traffic routes which are important to German war economy.

Numerous reports of submarine-chase in the Heligoland Bight have led Group West to make an urgent request for the return of the 12th Submarine-Chaser Flotilla. Bearing in mind that the GNEISENAU has struck a mine, the Group also requests the return of the 2nd Minesweeper Flotilla, as it has not enough vessels to keep the main channels clear.

Once the transport of the 2nd Mountain Division to Norway is completed in a few days' time, it will be possible to return the escort units urgently required for protecting transports in the Skagerrak/Kattegat area.

In view of the lack of escort forces and the other urgent tasks (anti-mine escort and minelaying tasks), Group West requests that transport of troops to Norway should proceed via the Baltic, not the North Sea. Group Baltic agrees but suggests that troop transports should proceed via Frederikshavn to Larvik or Oslo. Group West requests that transports of the North Sea area, which are used for Norway, should be equipped with bow protection gear and two machine-guns type C/30.

Narvik:

Situation difficult. Group "Windisch" in the north is threatened by enemy attempts at outflanking. The enemy is bringing up further reinforcements. According to prisoners' statements, 1,500 French Alpine troops have landed in Gratangen. Our troops without proper skis or snowshoes, cannot move in some cases in the deep snow and are at a disadvantage. One of our platoons has been captured by the enemy.

(See radiogram file 1430, 1739, 2101, 2207.)

Group Narvik Points out the difficulties arising for our troops returning along the ore railroad, if Narvik has to be given up, through shelling from Rombaken Fjord. If retreat becomes

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necessary, the Air Force must carry out heavy attacks at the same time.

Trondheim:

Reconnaissance of the sea area Molde Fjord - Namsos - Mosjoen as far as 55 miles from the coast, revealed no enemy forces.

Bergen:)

)

Nothing special to report.

Stavanger:)

Skagerrak/Kattegat:

A plane of Commander, Naval Air, Baltic sighted and attacked the British submarine SEAL as she lay damaged and surfaced north of Vinga. The submarine showed a white flag. The Commander and one petty officer were brought as prisoners to Kiel by the plane. Submarine-chaser "128" is towing the submarine to Frederikshavn.

The submarine SEAL apparently ran beforehand on to the German mine barrage (UMA) at Skagen and was damaged so that she could not dive. Her capture is a very notable success. It is completely incomprehensible that the submarine's crew did not manage to sink her well before the patrol vessels and submarine-chasers arrived. Not a very good example of British zeal and determination. Further reports of submarines off Skagen and Vaderob d. Vessels from the 12th Submarine-Chaser Flotilla destroyed one enemy submarine in the Arendal area for certain.

Mine Situation

A British aerial mine was found south of Oslo harbor on the island of Ulvoey.

Warning of mines north of Frederikshavn.

Echoes in the echo-ranging set have again proved that mines have been laid between Skagen and Oslo. (Barrage laid by destroyers which succeeded in breaking through.)

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Transport Situation

Transports of troops and material proceeding according to plan. Convoy of two steamers arrived in Kristiansand, two in Larvik, and three in Oslo. The 1st and 2nd Minesweeper Flotillas with further steamers are on their way to Oslo. Transport by drifters proceeding without interruption. Formations belonging to Commander, Naval Air, Baltic, are carrying out day and night anti-submarine patrol and providing close convoy escort according to plan. Admiral, Oslo reports that it is not possible to salvage the torpedo boat ALBATROSS, which ran aground; she will therefore be broken up by the Moss Dockyard.

Submarine Situation

Submarine U "32" put in to Trondheim, U "A" put out. U "25" and U "65", the two submarines still in the operational area, have been ordered, at their Commanders' discretion, to operate west of the Shetlands and Orkneys. However, submarine U "25" put in to Heligoland in the evening. Submarines U "24", U "57", U "59" and U "61" returned from operations.

As Operation "Gelb" may shortly take place, submarine U "9" has been sent to the northern entrance to the Channel.

Air Situation

Following the withdrawal of the enemy from Central Norway, the main center of Air Force activity has moved to Narvik. The Fuehrer has ordered all possible support for Narvik.

During an attack by eight He 111's, one hit (SD 1,000) was scored on a battleship. Smoke from the bow.

(See Air Force Events of the Day.)

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Merchant Shipping

Own Shipping:

Elbe channel from Elbe I upstream, Weser and Ems (for vessels carrying ore) are closed until further notice.

Foreign Shipping:

The matter of the U.S. steamer CORMICK in Bergen is not yet settled, as her papers are not in German hands. It is suspected that her cargo was destined for England. Naval Staff and Commanding Admiral, Norway are in agreement that the cargo must not on any account leave German-controlled territory. Hence for the present the steamer is to be detained.

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Items of Political ImportanceMediterranean:

In spite of strong concentration of enemy forces in the Eastern and Western Mediterranean, the situation can be termed quiet at present.

Military operations either by the enemy or by Italy are not to be assumed at the moment. German propaganda, intent on covering up our plans on the west (Operation "Gelb") describes the lively enemy naval activity as a threat to the Mediterranean area, but obviously the Allied aim is to dissuade Italy from entering the war against the Western Powers, to warn Spain, divert attention from their defeat in Norway and prevent the decline of their influence in the Balkans, the Near East and Egypt.

It is Germany's aim still to keep peace in Southeast Europe and the Mediterranean theater.

Norway:

Koht spoke to the Norwegian nation from the B.B.C., London. He declared that he had gone to London and Paris to carry out negotiations on behalf of the Norwegian Government. He spoke with great hatred about the German campaign in Norway. The German attack on Norway had been planned a long time in advance. Now hypocritical speeches were being made in the attempt to cover up this fact. "Great Britain and France will help us in our struggle and the Polish Government is sending 10,000 men. Naturally it must be some time before this aid can take effect. The Western Powers have solemnly pledged themselves to help us."

Great Britain:

The press is discussing the possibility that a Government crisis could be avoided at present by granting fuller powers to Churchill (Ministry coordinating the three Services). For severe criticism of the Norwegian campaign by Lloyd George, see Appendix to Foreign Press Report No. 187/40.

Belgium:

The Belgian Ambassador to the Vatican has reported to his

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Government: "The attack on Belgium and Holland is said to be scheduled for the coming week (the telegram is dated 2 May). It is probable that Italy will soon enter the war also. I am sending this report without exact proof since at the moment any surprises are possible."

Italy:

Great student demonstrations against the Western Powers and in favor of Germany.

According to several foreign reports, the Pope has decided to move the Papal seat to Portugal, should Italy enter the war. At present the Pope is exerting all his influence to keep Italy out of the war. In a sermon the Pope declared that all Italians must pray for peace. The storm gathering over the Alps now threatens Italy's frontiers too.

U.S.A.:

The German Embassy in Washington reports statements in the press to the effect that the U.S.A. would threaten to enter the war if Allied defeat became more probable through Italy coming in on Germany's side.

Partly out of consideration for Great Britain and partly for reasons of domestic policy - so as to appear the indispensable director of U.S. foreign policy - Roosevelt is continuing his efforts to act as mediator in the European war and to keep the Mediterranean open for the sake of U.S. export trade.

Conference on the Situation with Chief, Naval Staff

1. Order for Operation "Gelb" will be given very soon. The Fuehrer's decision depends merely on the weather situation.
2. Discussion on the "Anti-mine Organization". Chief, Naval Staff wishes to build up the organization as soon as possible in order to solve the problem of defense against mines, since otherwise there is a real danger that our whole shipping will be crippled. The broad outlines are as follows:

a) All individual organizations must be included in order

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to form one comprehensive control service.

- b) The most important ports and shipping routes for the national economy must be fixed in cooperation with the Ministry of Transportation and the Ministry of Economics, who must again be reminded of the urgency of these questions.
- c) Formation of convoys. Mine-exploding vessels are to precede convoys in river estuaries and shallow waters.

Since the beginning of the war the German Navy has obviously been ahead of the enemy in the development of the ground mine.

An examination of the British ground mine has shown that the induction firing is not an imitation of our ground mine, but has been developed after long research in Britain. In its construction and effect the German ground mine is better than the British mine. Although since the outbreak of war, we have been expecting the enemy to have and use magnetic mines, the fact that he has refrained from laying magnetic ground mines has naturally caused us to neglect the formation of a comprehensive anti-mine organization, but no definite abandonment of defense measures has occurred. However, in view of the great strain on our resources in every area and the urgency of other important tasks, it has not been possible so far to bring such measures to that peak of efficiency necessary for the defense of all the extensive shallow water areas, harbors, canals and river estuaries in our territory.

It is a fact that the grave danger which our use of ground mines constituted for the British during the first three months of the war led them to produce a counter-measure in an amazingly short time in the form of a minesweeping gear and a fairly effective self-protection. Observations prove that numerous warships and merchant vessels are already equipped with compensated cables. The German Navy has the great advantage of already possessing sweeping devices in the cable remote clearance gear and the remote clearance gear which are entirely effective against the British ground mines.

The number of these sweeps and the number of the vessels suitable for towing them is, however, still too small. It is vitally important that the production and delivery of this gear be given priority.

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Naval forces and valuable merchantmen must also be provided with degaussing equipment. Underwater Obstacles Branch points out that this device does not afford any protection in the shallow waters inside the river estuaries and hence that the provision of degaussing equipment does not mean that other gear for sweeping magnetic mines can be neglected. . In particular, the provision of numerous mine-exploding vessels equipped with magnet gear must be expedited in every possible way. (Underwater Obstacles Branch asks for about 50 mine-exploding vessels; at present we have 1 ready for action and another 4 being converted.)

Chief, Naval Staff has therefore given orders for an urgent investigation into the provision of more mine-exploding vessels with magnet gear; if necessary the provision of certain vessels with degaussing equipment must take second place to this.

3. The Fuehrer has agreed to the return of the destroyer PAUL JACOBI provided the RIEDEL remains in Trondheim Fjord ready for any local assignments that may arise.

Group West has been instructed accordingly.

Survey of the Situation

Special Reports on the Enemy

Atlantic/ Mediterranean:

Great Britain:

According to an agent's report of 22 April, the RODNEY is in dock in Portsmouth. The 8th Destroyer Division ("F" class) intends to put into Clyde this evening.

Commander in Chief, Mediterranean Fleet left Malta aboard the cruiser NEPTUNE on 4 May, presumably bound for Alexandria.

The Naval Attache in Tokio reports that the cruiser LIVERPOOL and another cruiser (HOBART) have left for Europe.

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France:

French patrol vessels west of the Scheldt. Their reliefs come from Dunkirk.

North Sea/Northern Waters:

The British Admiralty announces the sinking of the destroyer AFRIDI off Namsos (hit by a bomb) and the loss of the British destroyer THUNDERBOLT (1,975 tons, formerly the Polish destroyer GROM).

The French Naval Staff reports the loss of the large destroyer BISON (2,436 tons) on 3 May. She was bombed while proceeding in an Allied troop convoy.

Naval Staff thinks it possible that the AFRIDI was the "cruiser of the YORK class" which the Air Force reported to have destroyed on 3 May. (See Reuter message, radiogram 1400).

Northern Norway:

In addition to the naval forces recently reported in the Harstad-Narvik area, air reconnaissance has detected another battleship in the Tjelsund. Several steamers were unloading in Harstad. The aircraft carrier reported in the Narvik area is probably the ARK ROYAL.

Several transports have been observed in Tromsøe.

Forty-three of the survivors of the HUNTER are said to have arrived in Northern Sweden where they have been interned. According to a B.B.C. report they are shortly to be released from internment (as survivors from shipwreck) and returned to Britain. This report has still to be confirmed. By releasing these internees, Sweden would create a very significant and desirable precedent for the treatment of our own destroyer crews in the event of their withdrawal to Sweden.

Central Norway:

Later evaluation of deciphering reveals that at 1830 on 3 May the cruiser YORK was at 65° 22' N, 1° 41' E, course 205°, speed 19 knots. Bomb damage seems probable.

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Southern Norway/Heligoland Bight:

An enemy submarine was sighted by submarine U "1" west of Stadtlandet. Two unidentified vessels, apparently submarines, were sighted 65 miles southwest and 45 miles west of Egeroe.

Enemy submarines also detected northwest of Hornsriff and 50 miles west of Bovbjerg.

Large numbers of enemy planes flew over the Heligoland Bight during the night of 6 May.

English Channel:

An agent reports that Belgian steamers no longer put out from Ostend on account of the danger from aerial mines. A Dutch steamer has also informed her owners that shipping cannot put out from Dunkirk either because of the danger from mines.

Own Situation

Atlantic:

Naval Staff has informed the tanker WINNETOU that the arrival of the auxiliary cruiser Ship "36" in the waiting area will be delayed and will probably not take place until about 22 May or after. Ship "36" has been requested to send a position report by short signal when continuing her southward passage.

North Sea/Northern Waters:

Narvik:

Group Narvik urgently requests air reconnaissance reports for its area. So far it has been able to repel the enemy air attacks at various points during the night of 5 May. Should advance of superior enemy forces in the east compel Group "Windisch" to retire still further, then we shall have to give up Narvik.

The Division Commander reports that in view of the development of the enemy situation in the last few days the situation of his Group must be regarded as critical. In the present

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situation effective support from the Air Force is imperative.

Trondheim:

Nothing special to report.

Bergen:

The fishing vessel VINNEN, intended for reconnaissance and weather observation, has put out for the Iceland area camouflaged as a Belgian ship.

An enemy submarine was unsuccessfully chased off Flatoey north of Bergen. On the evening of 5 May the steamer WESSELS struck a mine off the island of Leroey and was beached. Admiral, West Norwegian Coast is expecting an intensification of submarine minelaying.

Five large and two small fjord steamers, also ten motorboats, have been armed and manned in the inner Sogne Fjord.

Southern North Sea:

Mine Situation:

Patrol vessel "811" struck a mine in the mouth of the Ems and sank off the Western Ems South buoy.

The drifting mines with long mooring rope discovered off Feistein by the 4th Minesweeper Flotilla are beyond doubt German mines.

Transport movements along the Jutland coast and from Stavanger are proceeding according to plan. Unsuccessful submarine attacks in the Heligoland Bight. Submarine-chase by escort planes was apparently successful in one instance.

Regarding yesterday's report about the GNEISENAU striking a mine, Chief of Staff, Fleet Command states that the damage is apparently very slight. The blast of the mine detonation was slight. The incident took place 5 miles westsouthwest of lightship "Elbe A".

The basis for the protection of the GNEISENAU's passage was that in the river estuaries protection against mines was to

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take first place but beyond the estuaries that against submarines. Hence during the passage down the Jade, M "98" using cable remote clearance gear provided protection against mines. The GNEISENAU passed through the open sea between the Jade and the Elbe proceeding at high speed on alternating courses without minesweeper escort. This was to be employed again on the Elbe. Before anti-mine escort on the Elbe went into operation the explosion took place.

The Fleet requests a two weeks' training period in the Baltic (from arrival at Swinemuende) to make the destroyers (GALSTER, IHN, STEINBRINCK and LODY) ready for sailing after their period in dock and to carry out firing exercises and battle practice. The necessity for the requested training is recognized and Naval Staff will endeavor not to interrupt it.

While there are only a few destroyers in the North Sea, their patrol and escort tasks must be taken over by Commander, Naval Air, West or by the Air Force.

Ship "21", under the command of Lt. Cdr. von Ruckteschell, is putting out for operations as the third auxiliary cruiser. In accordance with instructions from Naval Staff, the ship is first to proceed to Bergen, carry out camouflage and then, if weather is favorable, continue her passage.

Skagerrak/Kattegat/Western Baltic:

Mine Situation:

Patrol vessel "101" set off a mine in the Little Belt one mile from Stribb Odde. Only internal damage. The explosion took place directly under the ship in water 22m. deep. Possibly this was a rather small type of mine with a slight explosive charge. In the morning the steamer BRAKE (5,347 tons) struck a mine in the Kiel Estuary 200 miles north of barrage guardship "6" and sank. Depth of water 18 m.

An aerial mine was found on land near Pelzerhaken and salvaged. Three British aerial mines were discovered on the islands in the Oslo area.

Enemy planes again flew over Eckernfoerde, Kiel-Howacht and Luebeck Bays during the night of 6 May. Minelaying is suspected.

For particulars of the net barrage at Seelandsrev see radiogram file, radiogram 1920.

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Regarding the holding-up of merchantmen carrying anti-aircraft guns in Swedish territorial waters, the Swedish Naval Attaché has informed us that in future his Government will permit all ships, including armed ships, to proceed provided they fly the merchant flag. Final answer to follow on 7 May.

German ships then received orders to fly the merchant flag when proceeding through Swedish territorial waters.

Enemy submarine situation

Reports of submarines north and east of Skagen, south of Arendal, off Faerder and south of Oslo Fjord. Apparently increased enemy submarine activity.

On the morning of 6 May the steamer VOGESSEN was torpedoed four miles west of Vinga, apparently inside territorial waters.

A Daventry report, strangely enough, states that the steamer struck a mine outside territorial waters; presumably the purpose of the report is to deny the violation of territorial waters by a submarine. According to a report from the 11th Submarine-Chaser Flotilla, a submarine may possibly have been destroyed.

Transport Situation

Transport of the 2nd Mountain Division is proceeding according to plan. Six steamers with about 5,000 men have arrived in Oslo. Three more steamers with 2,170 men are on passage to Oslo. A fast troop transport has arrived in Larvik.

All transports, including empty ones, proceeded without incident.

Submarine Situation

Only submarine U "65" in the operational area. Submarine U "9"

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on passage to position for Operation "Gelb".

Submarines U "24", U "57", U "61" and U "25" returned from operations.

Commanding Admiral, Submarines requests a basic order for anti-mine escort by mine-exploding vessels equipped with magnet gear or cable remote clearance gear until submarines are clear of the river estuaries, as recent experiences have shown that their inward and outward passage without anti-mine escort is no longer justifiable. With the present number of mine-exploding vessels at our disposal, it is not yet possible to provide a direct escort for the submarines. Protection of the submarines putting in and out against mines must therefore be effected within the anti-mine escort service of Commander, Minesweepers, West.

A table drawn up by Commanding Admiral, Submarines on the effectiveness of submarines operating during March gives the following particulars on torpedo firing results: of 52 torpedoes fired, there were 10 failures, 13 misses and 28 hits. Discounting the failures, 68% hit their targets.

Looking at the general achievement of the torpedo weapon and considering the failures also as a negative result, in the same way as the torpedoes misfired by the Commanders, it is seen that 28 out of 52 hit their target - still 53.8%.

According to information from Operations Division, War Diary Unit, results achieved by submarines in the comparable period in 1917 were as follows:

From February to May 1917, of 878 torpedoes fired, 52.9% hit their targets; from June to September 1917, of 1,048 torpedoes 51.5% hit their targets, and from October to December, 1917, of 759 torpedoes 48.9% hit their targets. In these calculations for 1917, torpedo failures were also regarded as misses.

Hence, in spite of the unusually high percentage of technical failures, the standard of torpedo firing is now about the same as in the first war.

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Air Situation

See Air Force Events of the Day.

Merchant Shipping

Elbe opened again to shipping after check sweeping.

With referance to maintaining secrecy regarding any shipping losses caused by mines and avoiding disquiet to shipping and the neutrals, at the request of Naval Staff the Ministry of Transportation issued the following directive to shipping Agents on 6 May:

"Following instructions are to be given to all captains before sailing:

1. If a ship is damaged by an explosion while proceeding through a river estuary she is forbidden to send an S.O.S. message or otherwise report the cause of the accident by radio. The captain is to beach the ship if possible outside the channel and then immediately get in touch with the nearest naval office and report the accident, so that the necessary steps can be taken. Identical report then to be made to the Shipping Agent.
2. If absolutely necessary an S.O.S. may be sent at sea. The only additions permitted are the brief reports according to amendment to Special Instructions; further reports in Code 'Hans'."

On the evening of 6 May the Armed Forces High Command directive (L22176/40) for the beginning of Operation "Gelb" was received:

The Fuehrer and Supreme Commander of the Armed Forces has decided that:

A-Day will be 8 May 1940.
X-hour 0545.

Codeword "Danzig" or "Augsburg" will be given to the High Commands of the Services by 2130 on 7 May at the latest.

The A-order may not be passed on beyond the most restricted

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circle in the High Commands before 1200 on A minus 1 day
(7 May).

(Codeword "Danzig" = order to carry out Operation "Gelb",
" " "Augsburg" = order to postpone Operation "Gelb".)

The codewords "Danzig" or "Augsburg" will be issued by telephone from the Fuehrer Headquarters to Chief, National Defense (Armed Forces High Command) between 2115 and 2130 on A minus 1 day (slight delay possible). He is responsible for informing the three Services. The Fuehrer will base his decision re "Danzig" or "Augsburg" on the weather conditions.

If the codeword "Augsburg" has to be given, A-day is thus postponed until the next day. X-hour remains as before.

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Items of Political Importance

Great Britain:

Today saw the beginning of the Commons debate on the Norwegian campaign. The main objections of public opinion to the Government's handling of affairs are particularly as follows:

1. The employment of obsolete methods. The war of 1940 was conducted exactly like that of 1914, without any regard for new military weapons.
2. Preparations for the Norwegian campaign were inadequate and the planning was far too cursory.
3. The Allies were slow and hesitating in their political and military decisions, while the Germans acted quickly.
4. The reports given to the public were misleading and full of misinformation. At first complete success was reported and this made the ensuing disappointment all the more sharply felt. The French press also emphasizes this objection particularly.
5. The events in Norway have made a very unfavorable impression on the neutrals.

Norway:

According to B.B.C. reports, King Haakon is in the province of Finnmark.

Embassy reports from Stockholm, Helsinki and Belgrade emphasize that the Allied evacuation of Namsos without notification to the Norwegians has made a deep impression in Sweden, Finland and Yugoslavia. The British attitude is regarded as absolute treachery and means a heavy blow to British prestige. The Swedish attitude towards Germany has greatly improved.

Italy:

The Military Attache in Rome reports;

"General Carboni declared that the enemy measures in the Mediterranean were a threat to Italy. An Allied campaign in the Balkans does not seem to him to be likely. In Italy the situation is considered quiet. The Army is not taking any

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measures beyond the previous state of readiness."

Balkans:

Situation quiet. Daventry absolutely denies that Britain intends to take action against Greece.

The Greek Prime Minister, Metaxas, declares that Britain has no intention of marching into Greece.

Fears are expressed in Yugoslavia that Germany, and Italy particularly, are not pleased at the rapprochement between Yugoslavia and Russia and might regard the negotiations as directed against them.

Turkey:

The Embassy in Ankara reports:

"The Turkish press is full of reports of the possibility of Italy's entry into the war, but these are not credited. In general it can be seen that Turkey does not wish Italy to enter the war so that she may not be forced to state her attitude to this."

Belgium/Holland:

6 May. All leave stopped for Army and Navy in Holland. Men on leave recalled, railroad traffic restricted. Foreign press contains rumors about an imminent German action. There is a certain tension.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Report on conditions of the battleship GNEISENAU:

No substantial damage. So far only cracks discovered. Examination of turbines in progress. Probably the ship will be in operational readiness again in 8-10 days.

Degaussing equipment has been installed on the GNEISENAU

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but not yet connected with appropriate source of current.

Probably, in view of the depth of the water, the degaussing equipment would not have been any advantage either. Although the damage is only slight, the fact that the GNEISENAU struck a mine and that her training period and hence her operational readiness are again delayed is a very bitter blow for Naval Staff, which has made continual efforts to send the battleships into operation in the northern part of the North Sea at the present favorable time. The need to establish readiness and the lack of destroyers led to the first postponement of this operation and now the mine hit again forces the GNEISENAU into dock. The necessary training period is delayed at the enemy situation, now very favorable to us, remains unexploited. Naval Staff's attempts at heavy battleship operations seem to be fated. By the orders of Chief, Naval Staff, all ships must be provided with degaussing equipment during their next period in dock.

2. It is recognized that Group West is fully justified in requesting submarine-chaser formations, as danger from submarines in the Heligoland Bight has increased. The transport situation in the Skagerrak will not, however, permit any withdrawal of escort forces until the transfer of the 2nd Mountain Division is completed. It is expected that the remainder of the Division will reach Norway by 11 May. Out of 16,000 men and 3,700 horses, 4,000 men and 2,000 horses are still awaiting transportation.
3. In view of the threat to German waters through continual minelaying by British planes, attempts will be made to have Air Force Operations Staff attack the take-off bases used by the minelaying formations. Chief, Naval Staff regards attacks on enemy air bases, a method which the British have also employed as a countermeasure to minelaying by our own planes, as the best answer to the danger from aerial mines.

Conference between Commander in Chief, Navy and the Fuehrer

Points Discussed:

1. Transport to Norway: Necessity of withdrawing escort

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- forces to resume operations in the North Sea and for purposes of submarine training.
2. Report on setting up of defenses on the Norwegian coasts.
 3. Submarines as transports. The Fuehrer agreed that the number of submarines provided for transport duties should be limited in favor of normal submarine operations, provided that in case of emergency further submarines can be made available at short notice.
 4. Danger from aerial mines in home waters.
 5. Commander in Chief, Navy again pointed out the decisive importance of aerial minelaying operations.
 6. Question of plane versus battleship.

For details see memorandum of Commander in Chief, Navy, War Diary, Part C, Vol. VII.

1230. Codeword "Augsburg" issued by Armed Forces High Command. The beginning of Operation "Gelb" is thus postponed for the present until 9 May.

Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

At 0200 on 6 May for the first time routine traffic was detected between Whitehall Radio Station (London) and a Turkish station.

On 4 May two French cruisers (probably the GALLISSONIERE and JEAN DE VIENNE) put into Alexandria.

North Sea/Northern Waters:

Northern Norway:

The presence of an aircraft carrier in the Narvik area is

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confirmed by the appearance of carrier-borne planes over Narvik (ARK ROYAL).

Air reconnaissance sighted 2 battleships, 2 heavy cruisers, 3 light cruisers, several destroyers and transports in the Tjelsund and 2 cruisers in Ofot Fjord.

After comparison of a codeword radiogram from the old battleship RESOLUTION on the evening of 6 May with a similar earlier message from the bomb-damaged cruiser YORK, the Radio Monitoring Service concludes that the RESOLUTION must have been damaged in the Narvik area.

Today Group Narvik reported slight activity by warships off Narvik and in Rombaken Fjord.

North Sea:

French destroyers and minelayers in the Hoofden area, off the Scheldt.

On the evening of 6 May the anti-aircraft cruiser CAIRO put in to Rosyth.

Submarines:

One submarine on passage from the Firth of Forth to the area west of Lindesnes.

The submarine TRIAD on passage into the area northeast of Texel. Transfer of the submarine to this position can be interpreted as a precautionary measure against possible German action in Holland. Our own submarines U "7" and U "9", which were sent into the Hoofden, have been informed of the presence of the enemy submarine.

Own Situation

Atlantic:

Movements of enemy forces have been communicated to auxiliary cruisers. Ship "21" put in to Bergen according to plan. She

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has been instructed that in view of political developments she is not to camouflage herself as a U.S. ship.

Narvik:

Superior enemy forces supported by artillery are pressing back our troops belonging to Group "Windisch". Group Narvik has made an urgent request for air support and submarine operations against the numerous enemy forces. In reply to an inquiry from Commanding Admiral, Norway he was informed that experiences and losses to date have shown that submarine operations are not possible in the Narvik area. Reasons:

- a) Insufficient darkness for submarines to surfact to recharge batteries.
- b) Best conditions for pursuit using hydrophone and location gear and for air patrol
- c) No possibility of immediate withdrawal from the narrow fjords in the event of strong anti-submarine measures.

Hence further submarine operations are impossible.

Trondheim:

Commander, 2nd Destroyer Flotilla, reports that the PAUL JACOBI intends to put out on the morning of 8 May.

Group West has been instructed that, as ordered, the necessary condition for the sailing of the JACOBI is that the RIEDEL must be kept in sailing readiness for local assignments in the Trondheim area. Restoration of the RIEDEL's full readiness is also to be expedited, as her return is still intended.

Troops are advancing to Mosjoen. Conditions are difficult as many bridges have been blown up. Fosmoen reached. According to a report from Commanding Admiral, Norway, the Army's advance is to be supported by transfers of troops along the coast.

Bergen:

The 4th Minesweeper Flotilla cleared mines off Leroy and then put into Bergen. The 5th Motor Minesweeper Flotilla reports shooting up 63 drifting mines while on passage to Bergen.

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Some of the drifting mines were German, some British.

Stavanger:

Fast transports carrying material and troops to Stavanger are proceeding according to plan.

Skagerrak/Kattegat/Western Baltic:

In the afternoon a group of three enemy submarines was sighted by air reconnaissance in the sea area between Skagen and Oslo; in the evening two submarines, possibly belonging to the same group, were sighted east of Skagen. Chase unsuccessful. Warning of submarines south of Larvik.

Mine Situation

The sea area off Vinga, where the steamer VOGESSEN either ran aground or was torpedoed, is suspected of mines.

The 1st Motor Minesweeper Flotilla completed clearing of British mines barrages off Frederikshavn.

Mines in Danish barrages in the Baltic Sea entrances have been so badly damaged by ice that repair would take months. Group Baltic suggests that we abandon these barrages and replace them by the net barrages off Sprogøe with narrow gaps.

A mine exploded behind and auxiliary sailing vessel northwest of Warnemuende.

Transport Situation

According to plan. Fast troop transport carrying 1,900 men put in to Larvik.

Transport of material likewise according to plan. Difficulties with transport are now occurring because of the strain placed on all escort forces, which have been out continuously for four and

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a half weeks almost without a break. Wear and tear on these vessels is heavy; numerous breakdowns owing to boiler and engine trouble are occurring. It is urgently necessary to spare materiel and personnel by immediately reducing transport operations to a normal scale which can be kept up over a long period.

In view of strong representations to the Swedish Navy about the unjustified hold-up in Swedish territorial waters of German supply ships and empty transports armed with anti-aircraft guns, the following agreement has been reached:

Sweden will permit merchantmen, armed for purposes of self-defense, to proceed through the inner skerries on the following conditions:

1. They must fly the merchant flag.
2. They must not have more troops on board than they need for their own defense.
3. They must keep the outward appearance of merchant ships. (As far as possible no uniforms to be seen.)
4. Sweden has the right to inspect the ships.

On the question of the effectiveness of British aerial mines, Group Baltic reports:

To date the average effect of British aerial mines has been slight.

It is highly desirable to keep this information from the enemy. It is therefore requested that a derogatory estimate of the effect of aerial mines by press and propaganda be prevented and that the Intelligence Service see that reports reach the enemy on their great effectiveness, which is only counteracted by well-prepared defence measures.

Naval Staff fully agrees with the necessity for secrecy, but does not think any useful purpose would be served by deceiving the enemy with reports about the great effectiveness of his mines.

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Submarine Situation

In the operational area: U "65".

On passage to the Hoofden operational area for Operation "Gelb": U "7" and U "9".

On return passage from Trondheim: U "1" and U "101".

In Trondheim: U "32".

Air Situation

Main center of activity was in the Narvik area, where operations were carried out in support of our troops. One battleship and two cruisers damaged by bombs.

For further operations 15 planes of the 1st Group, 26th Bomber Wing are being moved to Trondheim.

(For details see Air Force Events of the Day.)

Merchant Shipping

The following instructions have been sent to the Ministry of Transportation and all naval offices:

"Please instruct all captains of merchantmen immediately before sailing that where no specific routes are laid down they are to choose the greatest possible water depths. High Command Navy."

Baltic:

Group Baltic now permits passage for auxiliary sailing ships to Lim Fjord (North Denmark). Route: through the Little Belt along the coast of Jutland, keeping as far as possible within Danish territorial waters.

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On 6 May 1940 the following warning was distributed according to Plan B - Confidential to German merchantmen: "During the last few days three drifting mines, origin unknown, have been sighted south of Gotland on the latitude of Libau and destroyed."

The Ministry of Transportation is sending the following message via the Foreign Office to the Legations in Bucharest, Sofia and the Embassy in Ankara, to be passed on to German steamers in harbor:

"Please send instructions through safe channel to German ships in the Black Sea that they are to make for Soviet harbors immediately if enemy navel forces penetrate into the Black Sea. Ministry of Transportation."

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Items of Political Importance

Holland:

The Attache reports that defense measures have been taken throughout Holland, as on 10 April. All leave stopped. No telephone calls abroad. Members of the Mussert movement in the Army arrested. Government quarters occupied by the military. Some streets closed. Important buildings guarded, sentries on bridges, patrols on main streets. Houses in Scheveningen blacked out. Maas and Rhine to be closed from 11 May.

Belgium:

Nothing to report.

Italy:

It seems that on 1 May the British Charge d'Affaires informed the Italian Foreign Minister that Great Britain was expecting a clear reply on the Italian attitude in the European war by 16 May. This report has already appeared several times and was confirmed again today.

Yugoslavia:

The German and Italian Governments have informed Yugoslavia that they have no aggressive intentions.

Great Britain:

Debate on Norway in the House of Lords. Continuation of the Commons debate.

For extract from speeches by Chamberlain and Churchill in the Commons and course of the debate see Foreign Press Reports Nos. 188 and 189 and Political Review No. 104.

Chamberlain openly admitted the failure of the Norwegian campaign. The main thing now was to avoid splitting up British forces, i.e. to use them where vital interests had to be protected in view of German aggression.

The Norwegian Commander in Chief had repeatedly made urgent requests for an attack on Trondheim at all costs, as this

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town was important not only as a port but also as the seat of the Royal Government. It was said that the Norwegians would no longer dare to continue their resistance if there were no serious attempt to attack Trondheim. Under these circumstances Great Britain had taken the risk. The number of troops sent to Trondheim did not depend on the number of men available, but on the speed of finding suitable ports, which were still open to British forces. The British plan to capture Trondheim failed for two reasons:

- 1) The impossibility of taking air bases.
- 2) The unexpected rapidity with which German reinforcements were brought up.

Chamberlain closed his speech with an appeal to Parliament to stand together at this critical time.

In the course of the Commons debate, the Government came under sharp attack and the hesitant and indecisive attitude of the leaders and the lack of enthusiasm of the Fleet and the R.A.F. were subjected to criticism. The Labor Party called for resignation of the Government and the Conservatives for the formation of a War Cabinet.

A statement made by Member of Parliament Wedgewood is worth noting. He said that in future Great Britain must be prepared even to take illegal and unexpected action, as Hitler had done to date. Britain's Fleet was in a position to save Britain from starvation, but not from invasion. Since the Fleet had not prevented the German landing in Norway, it was quite conceivable that it would also not be able to prevent a landing in Lincolnshire.

Admiral Roger Deys denied these statements. He particularly regretted that Trondheim had not been taken by assault, and action which in his opinion would have been quite possible and successful. At the opening of the Norwegian campaign he had gone to the Admiralty to suggest an action based on his experiences at Gallipoli and on the Belgian coast during World War I. His suggestion had been turned down. He was told that the Mediterranean situation made it undesirable to risk ships in the Norway operation.

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Naval Staff takes the view that after receiving the first reports on the surprise occupation of Norwegian ports by German troops, the British leaders were faced with a situation which could only be mastered by making bold decisions and using very strong weapons and large contingents of troops. In view of the complete uncertainty about the number of German landing ports, the strength and equipment of German troops and the attitude of the Norwegian Army, an immediate counter-blow without previous detailed investigation would have been hopeless from the very start.

The capture of Trondheim by assault would have been possible only during the first days of the German operation, as long as the defensive power of the coastal batteries and the repellent effect of the Air Force in this area could not yet be exercised by Germany. A lasting success of importance for the whole operation was to be expected only if Great Britain succeeded in gaining air superiority in the Norwegian area, using strong air transport formations, and in landing a strong expeditionary force equipped with modern weapons and powerful in every respect. The first essential for the success of the British counter-blow was effective interruption of further German reinforcements and supplies through the Skagerrak to Southern Norway. In view of their uncertainty regarding the actual situation in Southern Norway and the successes achieved by their large-scale submarine activity in the Kattegat and Skagerrak, the British leaders could, therefore, not be blamed for their inability to decide on an assault on the ports occupied by German troops. The operations in the Trondheim area and the landing of some of their forces in Andalsnes and Namsos were operational errors on the part of the British leaders caused by:

- 1) Over-estimation of naval supremacy in a coastal area controlled by the enemy Air Force.
- 2) Failure to appreciate the rapidity with which Germany gained control of Norway on land.
- 3) Great fear of a new loss of British prestige.
- 4) Complete lack of planning and decision following the reversal of their own plans.
- 5) Hope that they could still remain in Northern Norway and thus retain the possibility of interfering with the German ore supplies from Northern Sweden.

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Conference on the Situation with Chief, Naval Staff

Special Items

Measures against Aerial Mines:

1. For views of Naval Ordnance Division, Underwater Obstacles Branch on the situation created by the British aerial minelaying offensive and the measures to be taken see War Diary, Part C, Vol. VI, "Mine Warfare".

Immediate and large-scale countermeasures are necessary. The most effective protection is to combat the enemy minelayers before they drop their mines and during their inward flight. The magnet gear is the best and most effective defense gear. It is imperative that a large number of mine-exploding vessels be equipped immediately.

Use of sweeping devices:

In harbors: Mine-exploding vessels and remote clearance gear.

In river estuaries: Mine-exploding vessels and remote clearance gear.

Approaches up to 25m. water depth: Mine-exploding vessels and cable remote clearance gear.

Approaches from 25m. water depth: Cable remote clearance gear only.

2. For report by Chief, Service Division on the carrying-out of the Anti-Mine Program, see memorandum in War Diary, Part C, Vol. VI, "Mine Warfare".

Measures have been introduced to establish a widespread and comprehensive organization for patrol and reporting.- Check sweeps and clearance work by better equipped and more numerous harbor defensive flotillas. At present 50 vessels are available in the Baltic (up to and including Swinemunde) and 60 more are to be taken over; 40 vessels are available in the North Sea and 38 more are to be taken over. Escort and sweeping groups to be formed with mine-exploding vessels and minesweepers. (At present only one mine-exploding vessel, six minesweepers of the 2nd Minesweeper

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Flotilla and a few boats belonging to the Minelaying Experimental Command.)

At present there are 25 sets of cable remote clearance gear; there will be an increase of 15 per month up to August; rate of production will be increased later. Great difficulties are being encountered in fitting up the mine-exploding vessels with magnet gear (raw material situation), 10 km. of cable, 30 tons of copper, powerful electric motors, a great deal of iron required. Conversion period required to date (8-10 weeks) must be reduced at all costs.

3. The Norwegian torpedo boats ODIN and GYLLER, later also BALDER and TOR, have been formed into the 7th Torpedo Boat Flotilla under Commander, Torpedo Boats with their main base at Kiel; they have been put under Group West for operations at present. In a letter of 2 May Commanding Admiral, Norway, had requested that the boats be placed under Admiral, West Norwegian Coast. In view of the limited number of offensive forces it does not seem right at the moment to place forces with offensive characteristics, i.e. destroyers, torpedo boats and PT boats, permanently under Admiral, West Norwegian Coast. Their employment on duties in the skerries (patrol, escort, transport) would be wasteful and not in accordance with their characteristics.

The serious lack of light naval forces is now already making itself painfully obvious and restricts decisions as to their commitment. Hence any opportunity to reinforce them must be taken.

Since the Norwegian area as far as and beyond Trondheim is under German control, there is now no incentive for the enemy to carry out raids on the coast and hence no reason for us to keep operational forces permanently in that area. In any case their operations would have to be directed by Group West.

It will be for Group West to decide whether the situation later permits it to transfer part of the light forces, including perhaps the ODIN, GYLLER, etc. to one of the new bases (Stavanger, Bergen). Even then the boats could only be temporarily handed over to Admiral, West Norwegian Coast if this assignments make this necessary.

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The 1st PT Boat Flotilla also will remain at the disposal of Admiral, West Norwegian Coast only as long as no other boats are available. The tasks on which it has been engaged so far do not correspond to its characteristics and offensive possibilities. It is obvious that more favorable operational possibilities will arise from the new development of the situation in the southern North Sea area.

Commanding Admiral, Norway and the Group Commands are being informed accordingly.

For report of Naval Attache in Copenhagen, Captain Henning, to Chief, Naval Staff and Chief of Staff, Naval Staff, see memorandum in War Diary, Part B, Vol. V.

Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

A British convoy, consisting of 25 steamers and 8 tankers, which left Gibraltar for Northern England on 4 May proceeding at 8-10 knots, was escorted merely by two armed trawlers and a French minesweeper. This shows what relief is entailed for the Allies in the matter of providing escorts by the cessation of our submarine warfare against merchant shipping.

On the evening of 7 May the battleship WARSPITE was north of Bizerta. Radio intelligence detected various movements by cruisers and auxiliary cruisers in the Eastern Mediterranean.

At 1845 the French Navy Department passed an urgent message to Admiral, Africa and patrol vessels. This stated that, according to reports from two British merchantmen, a vessel, suspected to be a raider, had been reported on 25 and 27 April at 30° 40' latitude and 39° 25' longitude (N and W not given, but very probable), i.e. 700 miles southwest of the Azores. The Navy Department added that the report seemed doubtful and required confirmation (Ship "36").

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North Sea/Northern Waters:

Narvik:

Air reconnaissance sighted light enemy forces off Harstad and in the Tjelsund; destroyers and transports were reported in Ofot Fjord and a heavy cruiser in West Fjord. According to a report from Group Narvik, there are six vessels in Herjangs Fjord, apparently for landing operations.

The anti-aircraft cruiser CAIRO is on passage from Rosyth to Narvik.

Central and Southern Norway:

Enemy activity restricted to submarine warfare. Two submarines were assigned positions off Lindesnes and one (CLYDE) was disposed in the Frohavet off the entrance to Trondheim.

Losses in the Norwegian Campaign:

The British Admiralty admits the loss of six naval trawlers (hit by bombs). The French Naval Staff now announces that the menelaying cruiser AEMILE BERTIN has been damaged by bombs (already ascertained by the Radio Monitoring Service on 20 April).

Southern North Sea/Channel :

During the night of 7 April light French forces were operating off the Dutch and Belgian coasts within a strip 20 miles from the coast. The codename for the operation was "Egmont" and it was obviously connected with safety measures in case of a German advance against Holland and Belgium.

The radio station at Scheveningen broadcast a warning that shipping is not permitted to enter Dutch territorial waters off the islands of Texel and Vlieland. There are apparently mines here.

Own Situation

About 1200 the Fuhrer decided that in view of weather conditions

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he would again postpone Operation "Gelb", i.e. to 10 May at the earliest.

Narvik:

Lively activity by warships off Narvik is hindering the movements of our troops. Our patrols are being forced back by vastly superior enemy troops. The Division Commander reports that Group "Windisch" will not be able to hold its positions unless it soon receives reinforcements by air. Owing to weather conditions the plan to land parachute troops must be postponed.

Trondheim:

The destroyer JACOBI put out of Trondheim according to plan. Arrangements have been made for air reconnaissance and fighter cover in the Bergen and Stavanger areas.

Bergen:

Explosion in the naval radio station "Marineholmen". The building with all equipment and documents was burnt out. The cause is as yet unknown.

A Danish steamer struck a mine south of Bergen.

Stavanger:

The 4th Minesweeper Flotilla and the 5th Motor Minesweeper Flotilla carried out a check sweep of the coastal routes from Stavanger to Bergen. Between Lundevig and Feistein 17 mines type EMC were set off and one drifting antenna buoy picked up. Transport traffic to Stavanger was carried out without interruption.

Southern North Sea:

In the evening torpedo boat MOEWE, part of an escort for two steamers proceeding to Stavanger, was torpedoed 60 miles west of Tybroen. The torpedo hit her aft; compartment 1; screws and rudder torn off. It was possible to tow the boat off under the escort of patrol vessels. Repeated instances of torpedo hits aft indicate the possibility of acoustic torpedo firing. The long time required for repairs makes these hits.

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particularly disagreeable.

According to reports from air patrols, the enemy submarine which torpedoed the MOEWE was destroyed by a plane.

In spite of three requests for position reports, nothing has been heard from Ship "26" and Ship "37", which are camouflaged as fishing vessels. They must be presumed lost, even though the absence of a "most immediate" signal is hardly understandable. The ships put out for Trondheim on 23 April; on 27 April a British radiogram indicated that two German trawlers were sailing under Dutch colors. (See also radiogram file 8 May, 1940).

According to a French report (in connection with a sortie by light French forces in the Skagerrak), it appears that two German patrol boats have been sunk in the North Sea. We cannot rule out the possibility that the two boats were sunk by bombs during the later continuous attacks by our own operational Air Force on naval forces in the Sogne Fjord - Namsen Fjord area. Such an unlucky encounter would explain the absence of a "most immediate" signal.

Skagerrak/Kattegat/Western Baltic:

No special reports on enemy submarines or mines. More mines were swept off Frederikshavn. Check sweeps of the routes from Frederikshavn to Skagen and in the Drogden Channel using cable remote clearance gear were without result. Off Warnemuende there was an explosion in the special gear.

For report on the torpedoing of the steamer VOGESSEN see radiogram 2030. Examination so far of the captured British submarine SEAL reveals that she represents a wealth of valuable material. A great many drawings and descriptions have been found and seized. She still has torpedoes in her tubes. Seizure of these and examination of the firing mechanism is of the utmost value.

Transport Situation

Transports proceeding according to plan. Air reconnaissance and patrols severely hampered by weather conditions.

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Submarine Situation

In the Hoofden operational area: U "7" and U "9".

In Heligoland: U "37".

On return passage: U "65", U "A" and U "101".

Commanding Admiral, Submarines has given orders that returning submarines shall first proceed to Heligoland and then go on from there under anti-aircraft and anti-mine escort.

For brief report of submarine U "25" see War Diary, Part B, Vol. IV. The report again shows up the difficulties of submarine operations in the Lofoten area. In spite of heavy defenses, the submarine took advantage of numerous opportunities to attack, but did not have any confirmed success. Heavy snow prevented her sighting the British naval forces putting in to Narvik on 10 April, but the heavy swell betrayed them. On 13 April the Commander saw through the periscope ten British destroyers putting in, and subsequently attacked several of them but could not definitely identify the torpedo explosions among the many depth charges. Later attacks on naval forces putting out were unsuccessful owing to the presence of destroyers above and heavy depth-charging, causing damage within the boat.

Air Situation

See Air Force Events of the Day.

Merchant Shipping

Own Shipping:

Naval Staff has issued instructions that, owing to shortage of patrol vessels, the Skagerrak is to remain closed to neutral shipping until further notice. Eastbound neutral merchantment are to be directed through the Kiel Canal.

For survey of German merchant shipping and losses incurred up

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to 30 April 1940 see Situation Merchant Shipping of 9 May.

Foreign Shipping:

The German Consul General at Trieste reports:

"According to a communication from London (representative of an insurance company) the Italian steamer AMELIA LAURO (5,335 GR.T., owners: A. Lauro, Naples), which was damaged in an air attack, must be towed to Holland for repairs, since the British authorities would not grant permission for repairs to be carried out in Immingham, where the ship is now, and because the dockyard is so occupied with other extensive repairs that it could hardly begin work on her for another three months."

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Items of Political Importance

For development of political situation abroad in April see War Diary, Part B, Vol. VIII.

Holland:

The situation in Holland seems to have eased slightly. Security measures remain in force. From the preparations it is clear that Holland is determined to use all her strength to resist an attack.

Sweden:

In view of the situation in Northern Norway, conversations have taken place in Stockholm between the Swedish Government and German representatives to see whether, if necessary, supplies for Narvik can be effected extensively from Sweden. While there are possibilities of transit for food and medical supplies, strict neutrality has made the Swedish Government refuse permission for armaments to pass through.

Spain:

Circles of the Spanish Foreign Ministry and Ministry of the Interior are now convinced that Spain would automatically be drawn in if Italy were to take an active part in the war. It is to be expected that before, or at the beginning of, a Mediterranean war the Allies would occupy Tangier, extend the Gibraltar zone and take possession of the Balearic Islands; the threat to the Canary Islands is now less acute. In the Foreign Ministry it is stated that in each case Spain would offer armed resistance to such attacks.

It is doubtful whether the occupation of Tangier alone would cause Spain to put up armed resistance.

Great Britain:

For further reports on the Common debate, see Political Review No. 105 and Foreign Press Reports.

Noteworthy is a statement by Churchill that in order to increase the effectiveness of the blockade British submarines have orders to sink all German ships without warning by day or at night.

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(Order came into force on 8 April.) Churchill emphasized the alleged heavy German losses and, like Chamberlain, vigorously denied the loss of large British ships.

At the division there were 281 votes for the Government and 200 against. Havas reports that the British Government has taken special measures to prevent any invasion from land, sea or air. Increased defense of all British airfields against surprise landings by German troop-transport planes. Plans drawn up to guard all strategically important points on main roads. Obstacles prepared to hinder the advance of invasion troops.

Conference on the Situation with Chief, Naval Staff

Special Items

1. Commanding Admiral, Norway had requested that the area of Admiral, South Norwegian Coast should be extended to include Stavanger (so far the boundary line has been the east side of Lister Fjord). Reasons: geographical factors, railroad network, communications, roads, supplies overland, close link with Admiral, South Norwegian Coast. Naval Staff has rejected this request.

The coast is part of the operational area, its organization therefore has to fit in with the arrangement of the operational areas conditioned by the geographical situation and other military necessities. However, aspects of land communication alone must not be decisive here and these form the basis of Commanding Admiral, Norway's request; what are decisive are the demands of the operations going on off the coast in question, or the activity of the forces of all types moving in that area.

However, the whole west coast, from the western edge of the Skagerrak declared area up to Narvik, borders on the operational area of Group West, on the North Sea and northern waters. Accordingly there is also a division of the areas of the Coastal Defense Commanders, which is practically the same as the dividing line of the operational areas.

The different tasks allotted to the Coastal Defense Commanders are also ruled by the present arrangement. While Admiral, South Norwegian Coast, without his own coastal waters, merely

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has the duties of a Station Commander on the coast from Kristiansand to the Swedish frontier, Admiral, West Norwegian Coast, in addition to these, has the tasks of a new Commanding Admiral, Defenses - tasks which in the south coast area of necessity are also assumed by the present Commanding Admiral, Defenses, Baltic.

2. Armed Forces High Command directive for Group Narvik. Narvik is to be held as long as possible. If necessary a nucleus of troops is to attempt to withdraw over the mountains to Bodoe.

(For directive see file "Weseruebung".)

1200. Decision of the Fuehrer and Supreme Commander of the Armed Forces on Operation "Gelb":

A-Day	10 May
X-hour	0535.

Codeword "Danzig" or Augsburg" will be given at the latest by 2130 this evening.

(See OKW/WFA/Abt. L No. 22180/40 gk Chefs.)

Codeword to be passed on to lower commands.

Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

Great Britain:

Subsequent decoding has revealed a warning of mines in a radius of three miles at 51° 31' 20" N, 4° 2' 54" W. Another of our mines in the Bristol Channel has thus been effective.

During the night of 8 May the Admiralty issued instructions that all merchantmen which left Aden southward round the Cape for

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England on or after 4 May should return to Aden for further orders. From these instructions it can be deduced that shipping is again to proceed through the Mediterranean. The aircraft carrier EAGLE (in dock at Singapore since 16 March) has asked for her mail to be sent to Colombo.

Now that the submarine PANDORA has been transferred from East Asia to Alexandria there is a concentration of ten submarines from East Asia in the Eastern Mediterranean.

France:

Single French destroyers have been detected in the area east of Dunkirk and off the Belgian coast.

A French convoy with three French vessels is proceeding northward through the Irish Sea (to Harstad? Supplies for expeditionary force?).

An agent reports that the aircraft carrier BEARN is to put out for Gibraltar between 7 and 14 May. Corsican bases are fully stocked with supplies.

North Sea/Northern Waters:

In the morning reconnaissance planes of Commander in Chief, Air Force reported 1 battleship with 6 other vessels proceeding on northerly course off the Thames. (Presence of one battleship in this area is extremely doubtful.) It is probably a cruiser. In the afternoon various groups of destroyers and (allegedly) steamers under escort were sighted off the Dutch coast between the Hook of Holland and IJmuiden.

After radio bearings in the afternoon indicated that British forces were in the central North Sea, evening reconnaissance by Commander, Naval Air contacted a battleship (or a cruiser?) with escorting destroyers at about 1930 approximately 80 miles west of the northwest corner of our declared area, and northwest of this group a cruiser of the SOUTHAMPTON class and 5-6 destroyers. Towards 2115, a cruiser and several destroyers were sighted on easterly course at the northwest corner of the declared area.

The enemy may intend to lay mines or carry out a new raid on the Skagerrak. So far there is no reason to suppose that the operation by our own minelaying formation (not reported by enemy planes until 1945) was recognized and therefore represents the

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reason for the British operation.

Own Situation

North Sea:

In view of air reconnaissance reports on the enemy, the menelaying formation of Commander, PT Boats (with the minelayers KAISER, COBRA, ROLAND and PREUSSEN) quite rightly turned away eastward at 2030. The boats of the 2nd PT Boat Flotilla acting as escort for the minelayers went in to attack and towards midnight made contact with the enemy. PT boat S "31" (Lt. Opdenhoff) torpedoed and sank an enemy destroyer. This is the first outstanding success by our PT boats, particularly valuable for its deterrent effect on the enemy. Enemy forces made off to the west.

In the evening the torpedo boat MOEWE, which was yesterday torpedoed, was south of the Nordmannstief.

Narvik:

No special reports on the situation at sea off Narvik. The situation on land has become more acute. Enemy pressure on our positions is becoming more threatening. He has brought up more reinforcements on several transports.

Group Narvik urgently requests bomber operations against Haakvik Bay and against warships off Narvik and in Rombaken Fjord.

(See Radiograms 1838 and 2238.)

Bergen:

Admiral, West Norwegian Coast reports that the operation in Sogne Fjord has so far gone according to plan. A Norwegian steamer carrying parts of planes was swized. The 4th Minesweeper Flotilla has cleared barrages off Leroy. Towards evening dive-bombers attacked Bergen. M "134" sank after receiving a direct hit. Admiral, West Norwegian Coast again urgently requests anti-aircraft defense by light and some medium anti-aircraft guns. Anti-aircraft guns are being transported to Bergen.

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Skagerrak/Kattegat/Western Baltic:

Warning of submarines southeast of Larvik. Chase without result. A shallow British mine barrage discovered off Frederikshavn. One mine swept by a fishing vessel in the Little Belt.

During the night of 9 May enemy planes penetrated into Schleswig-Holstein, particularly the Kiel Estuary and Eckernfoerde Bay. Minelaying was observed off Buelk. Our defenses ineffective.

Second row of nets in the Seelandsrev net barrage was laid.

Transport Situation

Proceeded according to plan. 2,370 men landed in Oslo, 1,180 men in Larvik. Several groups of steamers on their way under escort. Empty transports returning without interference.

Twelve drifters carrying material are on their way to Oslo.

The situation with regard to submarines and mines in the North Sea and the necessity of continuing training at the Submarine School make it imperative to withdraw the following forces after transport of the 2nd Mountain Division is completed:

For the Submarine School:

Torpedo recovery vessels of the Submarine School, steamers AHRENSBURG and ANGELSBURG.

For the North Sea:

A new minesweeper flotilla, one submarine-chaser flotilla, one motor minesweeper flotilla.

Group Baltic has been instructed to report on possibilities of transport still existing after the withdrawal of these forces, using Stettin or Aalborg as the loading harbor. The measures planned by Group Baltic for increased submarine chase and periods for rest and overhaul must be adjusted to remaining

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transport tasks.

(See Teletypes 1545 and 1919.)

In view of its reported plan to withdraw the EMDEN from Oslo, Group Baltic has been instructed that for the present the EMDEN must remain there. (By express desire of the Fuehrer in view of inadequate anti-aircraft defense in Oslo harbor.)

Submarine Situation

No change in disposition of submarines.

Submarine U "9" reports the sinking of an enemy submarine in the Hoofden area. It was probably the British submarine TRIAD, which according to a report from the Radio Monitoring Service was at 55° 50' N, 00° E on 7 May and intended to proceed into the Texel area.

Atlantic:

During the night of 8 May a corrupt short signal was received which was interpreted as "Grid square CC, Ship "36", one steamer". Ship "36" was informed that the signal was received and thus interpreted and was requested to send correction, providing the situation permits, if the interpretation was wrong. During the night of 9 May a short signal came from Ship "36". "Position large grid square GO." (Grid square in which the island group of Tristan da Cunha lies.) The sinking of this steamer is the first success to be achieved against merchant shipping by German raiders in the war. Ship "36" was informed of the warning message from the French Navy Department about a vessel suspected to be a raider, which according to reports from two British merchant ships was at 30° 40' N, 39° 25' W on 25/27 April.

The supply ship NORDMARK reported that she had broken her stem in the drift ice at 77° N. Speed reduced to 12 knots. She has been instructed to rendezvous with Ship "21" at 71° N between 00 and 2° W from 11 May.

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Air Situation

See Air Force Events of the Day.

In view of the execution of Operation "Gelb" increased readiness, effective immediately, was ordered for all air defense forces in the evening.

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0535: Beginning of the western offensive Operation "Gelb":

Items of Political Importance

Our troops marched in for the decisive battle against the Western Powers in Holland, Belgium and Luxemburg. Holland and Belgium are offering resistance and appealing to Great Britain and France for help. The Dutch Government has announced that a state of war exists between Germany and Holland as from 0855.

The German Foreign Minister declared that the German measures were necessary in order to defeat the plan of the Western Powers to attack the Ruhr area via Holland and Belgium.

The Western Powers announce that they are determined to give effective help to Holland and Belgium immediately and with all the means in their power.

For separate reports from Holland and Belgium and speeches by Chamberlain and Reynaud see Foreign Press Report No. 192/40.

Great Britain:

Chamberlain resigned at the critical hour since the Labor Party refused to serve in his Government. Winston Churchill is taking over the post of Prime Minister and re-forming the Government.

Iceland has been occupied by British troops. A guarantee was given to the Icelandic Government that the purpose of the occupation was to safeguard the island against German invasion. At the close of hostilities troops would be withdrawn.

U.S.A.:

Attitude not clear, but apparently for the present determined to maintain neutrality whilst giving extensive indirect support to the Western Powers.

Norway:

King Haakon is apparently very ill in Tromsø. It is reported that members of the Norwegian Parliament intend to go to Tromsø to urge the King to open peace negotiations with Germany.

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Survey of the Situation

For details of Naval Staff's view of the situation on 10 May, the day on which the decisive western offensive began, see War Diary, Part B, Vol. V, Page 138.

Situation on land:

First Army operations in Holland, Belgium and Luxemburg have gone according to plan and succeeded beyond our expectations. In spite of their extensive defensive measures we have everywhere caught the enemy by surprise. The general impression of Army and Air Force operations on the evening of 10 May is exceedingly favorable.

For reports of the Army General Staff and information on the development of the situation on land see file "Situation on Land".

Special Reports on the Enemy:

Atlantic:

Nothing special to report.

North Sea/Northern Waters:

No special reports on the enemy situation from Northern Norway. From Narvik come reports of destroyer activity in Rombaken Fjord. According to radio intelligence, the cruiser VINDICTIVE is in the Narvik area.

Commander in Chief, Home Fleet is presumed to be in the Clyde, Commander, 2nd Cruiser Squadron on southward passage to the east coast of England.

The forces reported to be in the North Sea on the night of 9 May apparently consisted of the cruiser BIRMINGHAM and the 5th Destroyer Flotilla.

Between 0040 and 0250 an urgent radio message was sent several times in home waters to the BIRMINGHAM.

During the morning and from 1700 in the afternoon reconnaissance shadowed the light enemy forces 20 to 30 miles northwest of the western declared area. Between 5 and 7 destroyers and 1 large vessel, probably a cruiser, were reported. Shadowing planes

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several times encountered enemy reconnaissance planes, which were covering the enemy formation to the east. Our planes attacked the enemy forces. Enemy radio traffic indicates that one vessel must have been damaged (damaged vessel, speed 3 knots, course 260°).

Channel:

French vessels in the eastern part of the Channel were ordered to the Scheldt estuary, obviously to escort steamers and transports from Dunkirk to the Scheldt and cover evacuations from Holland and Belgium.

Dutch naval forces were transferred to Allied bases; vessels unable to proceed under their own steam (presumably this includes new Dutch vessels under construction) are being towed.

At 0630 the Dutch closed the entrance to Delfzyl by sinking steamers and barges and lowering cranes.

Air reconnaissance reports heavy shipping in the mouth of the Scheldt and north of Calais. Several destroyers off the Dutch and Belgian coasts. In the afternoon a convoy of 60 merchantmen was sighted off Harwich proceeding north. A fairly large warship was sighted off Scheveningen, obviously landing troops (or embarking them?)

The enemy has closed the harbors of Dunkirk, Calais and Boulogne to all merchant shipping. Special course instructions have been issued for the Zeebruegge area; presumably this is the result of German aerial minelaying.

Shipping Losses:

One steamer of 5,000 tons sunk by bombs, one steamer of 2,000 tons damaged between Calais and Dunkirk.

Own Situation

Atlantic:

Owing to unfavorable weather conditions on the afternoon of 9 May

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Ship "21" turned about north of Sogne Fjord and put into Hjelte Fjord. She put out again during the night on 10 May.

North Sea:

As part of the western operation, submarines U "9" and U "7" are in the Hoofden area. For the time being there is no question of supporting Army operations by surface force operations off the Dutch and Belgian coasts. It is planned to send out PT boats after the situation becomes clearer.

The island of Rottumeroog was occupied by forces of the Commander, Borkum Sector according to plan.

The minelaying formation of Commander, PT Boats returned from its operation without achieving any result. The sinking of the destroyer which S "31" torpedoed yesterday has been confirmed. The PT boat put in undamaged and without casualties.

At the renewed request of Group West for the return of minesweeper and submarine-chase formations, orders have been given for the 2nd Minesweeper Flotilla, 2nd Motor Minesweeper Flotilla and 12th Submarine-Chaser Flotilla, also the 1st Squadron, 806th Group to be transferred from Group Baltic to Group West. Date of transfer, however, is dependent on the transport of the 2nd Mountain Division, which at the moment is the Navy's most urgent task.

Narvik:

Activity by enemy destroyers in Ofot and Rombaken Fjords is considerably hampered by our air attacks. One destroyer has been sunk, another damaged. The situation on land remains unchanged - still tense.

(See also Radiogram 1100.)

Trondheim:

A coastal steamer with one company of mountain infantry has put out for a landing in the Mosjoen area in order to speed up the advance of the Mountain Division in the direction of Bodoe.

Bergen:

The sortie by M "1" and the 1st PT Boat Flotilla to carry out

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reconnaissance of Sogne Fjord, Stav Fjord and Nord Fjord went off according to plan and without meeting any resistance. The "cruiser" earlier reported as sunk after being hit by bombs in Sogne Fjord is the Norwegian torpedo boat GARM (four funnels). She sank in shallow water after being hit by bombs.

Skagerrak/Kattegat:

Submarine alarm south of Oslo Fjord and southeast of Laesoe. The 3rd Motor Minesweeper Flotilla reports probable destruction of a submarine off Larvik on 9 May.

Mine Situation:

The steamer CAMPINAS (empty transport) struck a mine half a mile east of Drogden lighthouse and was beached. Forty-two mines have been swept from the British barrage off Frederikshavn. Depth-setting 3m., average distance between the mines about 50-60 m. (mines with lock setting, anti-sweeping and sinking devices).

Transport Situation:

Still proceeding according to plan. Fast troop transport put in to Larvik. Two convoys put in to Oslo.

Enemy aerial minelaying operations:

In a memorandum to naval commands, Naval Staff points out that in view of minelaying by enemy planes and the relative shortage of minesweeping vessels, it is absolutely essential to concentrate defense, which is seen particularly in the following measures:

- a) Establishment of fixed routes for warships and merchantmen at sea and in river estuaries, similar to those already fixed by Commanding Admiral, Defenses, Baltic in the Western Baltic. The important points to be considered for sailing directions are maximum depth of water, short distances, narrow channels, if necessary laying of buoys and provision of passing places in the estuaries. It is the duty of Commanding Admirals, Defenses to arrange the routes, etc.
- b) At the instigation of Naval Staff, the Ministry of Transportation has instructed merchantmen that in areas where no fixed routes are prescribed they are to seek out maximum water depths.

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- a) If necessary, minesweeper or mine-exploding vessel escort will be provided and merchantmen are to make maximum use of this escort by proceeding in company.

Responsible authorities: Commanding Admiral, Defenses, Baltic, Commanding Admiral, Defenses, North.

- d) The whole coastal area to be patrolled as thoroughly as possible.

Responsible authorities: Station Commands.

All ports are necessary for our war economy, particularly the North Sea ports with their better communications with the interior. The closing of North Sea harbors would have very serious consequences for the inland transport situation. Hence every effort must be made to resume traffic as soon as possible after a port has been closed.

(See memorandum of 10 May 1940 in War Diary, Part C, Vol. VI, "Mine Warfare".)

Submarine Situation

In the Hoofden:	U "7" and U "9".
On return passage:	U "65" and U "32".
Returned from supply operation to Trondheim:	U "A" and U "101".

Baltic Station reports the results of interrogation of the crew of the British submarine SEAL:

Armament and equipment: Six torpedo tubes, six reserve torpedoes, all still on board, 50 contact mines with horns outside the pressure hull. Mines laid; submarine was not equipped with degaussing device against magnetic mines, but was "de-magnetized" - which can apparently be done in a very short time without docking.

Hydrophones on port and starboard sides.

First minelaying operation on 29 April from Rosyth.

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According to a statement from a Dutch Admiral, British submarines have a device to discharge oil from special oil tanks in order to feign destruction of the submarine when being depth-charged.

Air Situation

For Air Force activities during western operations see Air Force Events of the Day.

During the night of 9 May in accordance with the order for Operation "Gelb", seven planes of the 9th Air Division dropped mines off the Dutch and Belgian coasts, off Helder, Ijmuiden, Hook of Holland, in the Scheldt, off Flushing, Zeebruegge and Ostend.

Second minelaying operation with 36 planes during the night of 10 May carried out according to plan.

Merchant Shipping

Own Shipping:

On 10 May Kiel, Eckernfoerde and Travemuende Bays, waters off Kappeln, Westermarkelsdorf, Wesermuende closed on account of mines. Open: Kiel Canal, Flensburg Estuary, Sassnitz and Swinemuende Bay.

From Las Palmas comes a report that while in harbor the German steamer CORRIENTES was shelled with 15 cm. guns by a ship at sea. Investigations are in progress.

Holland/Belgium:

Naval authorities have orders to hold Dutch and Belgian merchantmen in German harbors and for the present to bring in any Dutch and Belgian ships encountered at sea. The Minister of Transportation is issuing his orders for Dutch and Belgian ships in port. The ships on their way to Delfzyl will be stopped.

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At noon the following was distributed as special message and in accordance with Plan A:

"Announcement by the German Government of a declared area off the Belgian and Dutch coasts. As a defense against enemy operations, mines have been laid off all harbors on the Dutch and Belgian coasts. Ships are warned against putting in and out of these harbors."

The Admiralty in London sent the following radio message to all Dutch and Belgian merchantmen:

"Following instructions have been issued by the Royal Dutch and Belgian Governments:

Holland and Belgium are now at war with Germany. Dutch merchantmen bound for Holland, Belgium or Germany are to make for the nearest British or French port to receive instructions. Other Dutch and Belgian merchantmen are to continue their passages."

Our ships in the Atlantic have been instructed to regard Dutch and Belgian vessels as enemy ships, but to take no immediate offensive action in accordance with Paragraph 24a "Instructions for the Conduct of War against Merchant Shipping."

Commanding Admiral, Submarines has receive similar orders (but no immediate offensive action in accordance with Paragraph 28b of Instructions).

Norway:

Departial from pervious instructions, the following orders have been given to ships in the Atlantic:

"Norwegian merchantmen chartered by North America, Italy, Japan, Spain or Russia are to be treated as neutrals, If carrying contraband or otherwise infringing Prize Regulations proceed in accordance with these Regualtions. The same applies to ships which prove to be following instructions from Norwegian shipping companies in German occupied territory."

10 May: Chief, Naval Staff in Wilhelmshaven for discussions with Group West.

Knight's Cross of the Iron Cross awarded to Admiral Saalwaechter and Captain Bey.

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Items of Political Importance

Holland/Belgium:

For impression made abroad by the German advance against Holland and Belgium, see Foreign Press Report and Political Review.

Great Britain:

New British War Cabinet.

Prime Minister: Churchill, at the same time Minister of National Defense.

Lord President of the Council: Chamberlain.

Foreign Minister: Halifax.

War Minister: Eden.

Lord Privy Seal: Attlee.

Air Minister: Sinclair.

1st Lord of the Admiralty: Alexander.

France:

Statement by the Foreign Ministry (similar statement by the British Foreign Office):

"The French Government reserves the right to take such action as it thinks fit in the event of enemy air attacks on the civilian population in France, Great Britain or in countries supported by France."

French and British forces have landed in the Dutch West Indies, Curacao and Arub "to prevent German acts of sabotage" in the Dutch petroleum refineries.

U.S.A.:

At a press conference Roosevelt declared that in spite of recent events in Europe it was still possible for the U.S.A. to keep out of the war. He extended his sympathy to the Netherlands

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and referred to the German bombardment of open cities as being contrary to the promises given to him. Secretary of State Hull announced that during the next few days discussions will be held with all the South American states on the status of the Dutch East Indies.

Switzerland:

General mobilization ordered for 10 May.

Turkey:

Great anxiety about Italy's entry into the war continues. However, Turkey will probably try to remain neutral, even if Italy does enter the war, so long as the Turkish safety zone in the Balkans is not affected.

Denmark:

Admiral Rechnitzer has retired from his post of Commander, Naval Defenses. His successor is the former Chief, Coastal Fleet, Rear Admiral Briand de Prevecoeur.

Naval Staff very much regrets the retirement of Admiral Rechnitzer, who was very pro-German and always a good friend of the German Navy. Since the beginning of the war, while fully preserving Danish national interests, he has always tried to meet the wishes of the German Navy dictated by military necessity.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Chief, Naval Staff again pointed out the necessity of preserving the independence of the Group Admirals and of Commanding Admiral, Norway and of avoiding any restriction of their freedom of decision and initiative when issuing orders. The responsible control of operations rests fundamentally with the Group Admirals. Hence Naval Staff must confine itself to operational directives. This,

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however, does not mean that Naval Staff is not responsible, in the event of radical divergences in the assessment of the situation or in views on the commitment of Fleet forces, for giving the Group Commands clear and definite orders on its operational objectives with regard to warfare as a whole.

2. Report by Chief, Operations Branch on Naval Staff's views regarding the establishment of coastal batteries in the Norwegian/Danish area.

See Special Appendix, War Diary, Part C, Vol. X, "Coastal Defense".

3. Armed Forces High Command has issued instructions for speedy investigation and establishment of air bases between Mosjoen and Bodoe, so that effective support can be given to Group Narvik.
4. Report by Professor Connellius on the progress of experiments to eliminate torpedo failures and other measures.

The problem of making the G7e keep its depth has been satisfactorily solved. Adjustment has achieved a deviation of only $\frac{1}{4}$ $\frac{1}{2}$ m. The same problem with regard to the G7a is proving more difficult, but a completely satisfactory solution is expected in the near future.

Improved firing of the magnetic pistol promises favorable developments. Percussion firing is not yet functioning satisfactorily. Experiments to improve it continue.

All information to date on the British aerial mine and possible countermeasures are summarized in a memorandum to all naval commands (see l/Skl IE 5757 gkdos. of 11 May 1940 in War Diary, Part C, Vol. VI - Mine Warfare).

With regard to the range of effectiveness of this induction mine, it is clear that the greater the speed and size of the ship and the nearer she is to the mine, the more easily does the mine react. The explosions occur round the ship rather than underneath her. The most effective weapon against the British mine is the mine-exploding vessel with magnet gear. With large mine-exploding vessels the advance effect is 80 m, and on each side 90 m. Cable remote clearance gear and remote clearance gear are as effective against the British mine as

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against our own mines.

Degaussing equipment is somewhat less effective against the British mine than as against the "Bik" mine, but with relatively small expenditure considerably reduces the danger from mines in deep waters. In shallow water large ships must be protected by mine-exploding vessels or minesweeping gear. In War Diary, Part C, Vol. VI it is explained why, with our magnetic mines developed to their present stage, all German warships and important merchantmen were not long ago equipped with protective coils to diminish the magnetic depth effect. Here it can be stated that as early as January 1938, Naval Staff, Operations Division described the development of protective means as an urgent operational matter. Again in February 1939, an urgent request was made for the speedy provision of all ships under construction and those already in commission with suitable equipment and reference was made to the great operational significance of the whole question. (See this memorandum in War Diary, Part C, Vol. VI.)

Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

The cruiser BERWICK was detected in the Northern Patrol area. The Anglo-French Fleet in Alexandria put out on the morning of 10 May - destination unknown.

Fast liners QUEEN MARY and NORMANDIE put in to Sydney at the end of April; they are to transport Australian troops to the Near East. The QUEEN MARY is to carry 8,000 men.

North Sea/ Northern Waters/ Channel:

Northern Norway:

The RESOLUTION, ARK ROYAL, Commander, 1st Cruiser Squadron aboard the DEVONSHIRE, anti-aircraft cruiser CALCUTTA and several destroyers at present in the Narvik area. The PENELOPE put out from Skel Fjord on 11 May. On 10 May the Air Force

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scored bomb hits on a battleship in West Fjord and on a cruiser off Bodoe.

Central Norway:

The British Admiralty announces a declared area along the Norwegian coast east of a line 0° from position 60° N, 4° E to position 62° N, 4° E and then on 30° to 65° N.

Central North Sea:

In the course of the day the light enemy forces in the Central North Sea were reported several times by our armed reconnaissance and attacked. The slow speed of the formation indicates that it must be escorting a damaged vessel in to port (destroyer?).

Hoofden/Channel:

There was lively activity by French ships engaged in escort duties and transport in the Dutch/Belgian coastal area. British troops, escorted by British and French ships, appear to have landed in Helder and Flushing to come to the assistance of the Dutch. They must have swept or avoided their own aerial mines. Other French ships were detected minesweeping off Dunkirk and Ostend.

Radio intelligence has intercepted operations by minesweeper groups with "electric gear". A few mines were reported swept. At 1730 the Scheldt estuary was reported clear of mines.

British and French torpedo boats and destroyers are patrolling the Scheldt estuary and the sea route off the Belgian coast. Light French forces are protecting the sea routes south of the Maas to Dunkirk and are carrying out escort duties, evacuation of refugees and minesweeping, while British forces on the Maas, off the Hague, off Ijmuiden and in Helder are supporting operations on land. Landings are reported to be taking place in the Hague, Rotterdam and Ijmuiden among other places. The passage between Texel and Helder is not being used; instead, using the channel through the shallows. Several Dutch submarines and surface vessels, including the cruiser SUMATRA, are moving or being towed to England.

In the afternoon British destroyers at the Hague received orders to give all possible help to Rotterdam. In a report to his Government, the British Naval Attache describes the situation as very critical.

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Own Situation

Atlantic:

Ship "21" still in Hjelte Fjord. She plans to put out on 12 May. Ships in the Atlantic were informed of developments in the political and military situation (see Radiogram 2000).

Norway:

Narvik:

Usual activity by destroyers in Rombaken and Ofot Fjords. A cruiser shelled the town and Bjerkvik. Group reports that bomber protection is necessary when planes land; the situation on land is becoming more acute. The enemy is advancing from north and west. Boat traffic from Bogen to Haakvik. Enemy's advance in the direction of Beis Fjord is threatening the German flank in Narvik. Melting snow is making our movements more difficult.

Trondheim:

The operation from Trondheim with one steamer went off according to plan until the troops on board were landed near Hemnesoe (66° 15' N, 13° 45' E in Ranen Fjord). After the troops had been landed, however, the steamer was sunk by a British destroyer.

Bergen:

Attacks by enemy dive-bombers in the forenoon and afternoon. Petroleum dumps on Storholmen were set on fire.

North Sea:

About 1500 air reconnaissance sighted several destroyers and cruisers proceeding slowly on westerly course about 80 miles west of the northwest corner of the declared area; west of them there were two small cruisers on easterly course. Several hits were scored during an attack. Group West is planning to bring back ten steamers from Stavanger, to be escorted by pairs of minesweepers and PT boats. Route from a point 20 miles south of Lindesnes, along the western edge of the Skagerrak declared area and the Jutland coast to the Elbe. On the question of the sea routes from the west coast of Norway to

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home ports, Naval Staff's view is as follows:

1. -An early transfer into the Baltic via the Skagerrak and Kattegat of the route west coast - Germany is desirable for the following reasons: to free the North Sea, as a "postern gate" of the Fleet and submarine arm, from transport and merchant traffic; to avoid sortie routes being revealed by merchant shipping; to concentrate all escort assignments, for better utilization of forces, in the Kattegat and Skagerrak, which in the long run are less exposed to danger from the enemy.

At present, however, this solution is not altogether feasible. In the first place we have not sufficient escort forces and, secondly, the great danger from mines and submarines in the Skagerrak and Kattegat still exists.

2. For the meantime there does not seem to be any great risk to our own outward routes from the Heligoland Bight through their use by convoys or transport vessels proceeding to and from the west Norwegian coast. These routes can still be changed to a great extent, and at present there are no indications of a mining of the Heligoland Bight which would compel us to carry out extensive minesweeping and establish narrow buoyed channels.
3. Presumably, as it becomes more difficult for the enemy to carry out operations in the Skagerrak and Kattegat, he will move the main center of his submarine and minelaying activity to the North Sea. This, combined with a decrease in transport assignments in the Oslo are, will relieve this route and at a given time it may be found expedient to divert the traffic also to and from the Norwegian west coast via the Skagerrak and Baltic Sea entrances. The enemy's then anticipate concentration in the North Sea will also demand our concentration on certain fixed routes, to be used only for sorties by warships so that they are not detected too frequently and with too much certainty by the enemy.
4. Hence, when the submarine and mine situation in the Skagerrak-Kattegat is under control to some extent, transfer of the route from the west Norwegian coast through the Baltic Sea entrances will have to be ordered.

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Naval Staff's views are being brought to the notice of the Group Commands (see copy in War Diary, Part C, Vol. II). Group Baltic is to report when this transfer of traffic seems possible. However, any allocation of further escort forces or minesweepers from the North Sea is out of the question.

Naval Staff is making the GRILLE available immediately to Group West for use on minelaying operations.

Skagerrak, Kattegat, Western Baltic:

No reports of submarines.

Mine Situation:

Unchanged. 9(See Mine Situation Report, Radiogram 0900.) The Drogden Channel, Eckernfoerde Bay, waters off Kappeln, Westermarkeisdorf and Warnemuende are still closed. Exercises and trial runs may not be carried out in the Western Baltic except on routes laid down by Commanding Admiral, Defenses, Baltic.

A Finnish steamer struck a mine in Swedish territorial waters half a mile east of Lappe Grund Lightship.

Transport Situation

Proceeding according to plan. Formation towing the submarine SEAL put in to Kiel.

Armed Forces High Command has noticed a considerable decrease in radio traffic between Sweden and Great Britain, and this gives rise to the opinion that the cable between Marstrand and England has been repaired. Group Baltic has therefore been instructed to cut the cable again.

Group Baltic has ordered a change in the allocation of duties for Commanding Admiral, Defenses, Baltic and Baltic Station, since, owing to the development of the situation, the area under Commanding Admiral, Defenses, Baltic has been considerably extended and the center of activity moved to the Kattegat and Skagerrak. At present the Baltic is an inland sea, where only aerial minelaying has to be reconed with. The Baltic

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area can therefore be considered as an extension of coastal waters.

The assignments of Baltic Station are being extended and those of Commanding Admiral, Defenses, Baltic correspondingly reduced.

The following duties have now been allocated to Baltic Station:

- 1) Mine defense in the Western Baltic as far as and including Swinemuende;
- 2) Patrol of the Baltic approaches;
- 3) Direction of merchant shipping on mine-free routes;
- 4) Direction of pilot service.

The boundary line with Commanding Admiral, Defenses, Baltic runs from the east coast of Jutland along the Seelandsrev net barrage - north coast of Seeland to the Swedish coast near Kulla Gunnarsdorp (later along the net barrage at the northern outlet of the Sound). (See also Teletype 2230.)

Naval Staff does not consider this new arrangement by Group Baltic very good from the operational point of view, since the area of the Western Baltic and the defense of the Baltic entrances is closely connected with events in the Kattegat. It remains to be seen how the change will work out in practice.

Submarine Situation

No changes.

No reports from submarines U "7" and U "9". Submarines are being informed of the movements of enemy forces.

Until further notice operational area "Caesar" for submarine warfare against merchant ships is extended to :

54° 10' N

00° 20' W

54° 10' N

03° 00' E

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53° 30' N 06° 00' E and to the west, including the English Channel up to 5° W.

Air Situation

See Air Force Events of the Day.

The effect achieved by our Air Force in the whole operational area is very good. The French Air Force has suffered heavy losses.

Several transports off the Dutch coast were heavily damaged or destroyed by bombs.

In the Narvik area on 10 May one SD 500 hit was scored on a battleship in West Fjord; heavy smoke. Off Bodoe 1 SD 250, 2 SD 50 on the bow of a heavy cruiser; heavy smoke. Severe damage is assumed.

The 9th Air Division laid further mines off the Dutch and Belgian coasts according to plan and without losses. The Division has instructions to continue minelaying off the Dutch coast, primarily off the approaches of Flushing, Hook of Holland and Helder (passage between Tesele and Vlieland).

From detailed interrogation of the officers of the attacking and pilot planes which took part in the sinking of an enemy battleship off Namsos on 3 May, it now seems highly probable that a battleship was actually destroyed. They dived to 400 m. to carry out the bombing attack, so that they had good chances for observation. The battleship had two funnels and forward two quadruple turrets, one directed to starboard, the other to port. Observations are described as definite. There was a very heavy explosion and numerous parts of the ship were thrown into the air.

From this report Chief, Air Force General Staff thinks it possible that the ship was one of the modern KING GEORGE class. In view of the number of battleships damaged, it does not seem out of the question that a ship of this class was brought up to evacuate the Expeditionary Corps from Norway.

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The Intelligence Service is making every possible effort to find out definitely which British ship was lost on 3 May.

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Items of Political Importance

Holland/Belgium:

The King of the Belgians has sent a message to President Roosevelt, in which he indicates a desire for assistance.

The Queen of Holland has sent a telegram to the King of Italy, asking him to use his good offices for the protection of the civilian population.

The Pope has sent telegrams of sympathy to the rulers of Holland, Belgium and Luxemburg.

The King of England has sent a telegram to the King of the Belgians, the Queen of Holland and the Grand Duchess of Luxemburg (sympathy and assurance of help).

Dutch Colonies:

All German ships in the Netherlands Indies have been seized and all Germans interned.

The Governor spoke on the radio and refused help from any nation. The Netherlands Indies could help themselves.

The reaction to the German attack see foreign press. Serious, calm and objective comment in Sweden. In Italy our action has made a great impression and is met with approval; propaganda is supporting it. Pro-German demonstrations in the streets. In Switzerland the German action is severely condemned and great economic difficulties are put down as the cause. Great impression made in Turkey. Admiration for the German Army. General relief in the Balkans, where quiet is now expected. Unfavorable reception at first in Rumania. The Rumanian Government will not, however, entail any change in the Rumanian attitude. In Japan very strong pro-German response. The choice of time is regarded as particularly good. Comment in U.S.A. is slight. Germany's advance, however, is generally disapproved and is described by the press as the "greatest crime of the century". Neutrality law extended to Belgium, Luxemburg and the Netherlands.

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Survey of the Situation

Special Reports on the Enemy

Atlantic:

The Naval Attache in Washington reports: The cruisers DESPATCH and JEANNE D'ARC carried out the occupation of the Netherlands West Indies on 11 May as part of the protective occupation approved by the U.S.A. The cruisers landed troops and marines.

North Sea/Northern Waters:

Northern Norway:

Lively activity by enemy warships off Narvik. In the evening Group Narvik reported 1 battleship, 2 cruisers and 4 destroyers advancing towards Narvik, apparently in support of landing operations. Air reconnaissance detected 1 battleship, 1 cruiser and 3 transports in Lavangen Fjord and cruisers and transports off Harstad. Forces in Ofot Fjord were successfully attacked. A heavy cruiser reported off Tromsoe.

Central Norway:

The submarine CLYDE has left the Frohavet for the Utsire area. The minelaying submarine PORPOISE has left the Aalesund area and is on her way to Blyth. About four submarines seem to be on the southwest coast or west of the Skagerrak.

Central North Sea:

Armed reconnaissance by Commander, Naval Air, West detected the enemy formation towing a damaged vessel, under cruiser and destroyer escort, proceeding at 3 knots on a westerly course about 90 miles west of the declared area. Their attack was without success.

Channel/Hoofden:

Enemy destroyers are carrying out patrol and escort duties off the Dutch and Belgian coasts. Dunkirk appears to be the main base. Air reconnaissance detected naval vessels of various sizes off Flushing and the Hook of Holland. Only slight shipping traffic in Ijmuiden and Helder, in the Zuider Zee gunboats shelling ports on the east coast. A Dutch gunboat

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(530 tons) was hit by a heavy bomb off Stavoen. According to radio intelligence, Flushing and Walcheren are held by French troops.

A French submarine and a minesweeper have been damaged in German bombing attacks. Two wrecks were detected in the new channel, presumably successes of our aerial mines.

The British Admiralty announces the loss of the minelaying submarine SEAL.

For further shipping losses, see under Air situation.

Own Situation

Atlantic:

Ship "21" is leaving the Norwegian coast for the break-through into the Atlantic. Support by air reconnaissance.

Enemy movements and merchant shipping routes communicated to ships in the Atlantic (see Radiograms 1444, 1659, 1838).

Narvik:

At noon many naval vessels off Narvik. Norwegian flying-boats are supporting the fighting on land. Our positions are under heavy and effective fire. During the night of 12 May, after very heavy preparatory gunfire, troops were landed in Herjangs Fjord. Air support is requested.

Bergen:

An attack by enemy bombers was broken up by our heavy fighters. Probably little can be saved from the oil tanks set on fire during the last attack. In Kors Fjord bombing attack on a steamer which was beached.

Personnel of naval artillery battalions and prize crews have been transferred to Bergen. Anti-aircraft defense strengthened by twelve 2 cm. guns.

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Stavanger:

28 steamers ready to put out. Group West has ordered convoys assembled in Stavanger to depart.

North Sea Area;

Group West reports the following achievements in transport and defensive operations since 9 April:

11 transports (steamers) carrying material and 2,000 troops and 6 transports (submarines) carrying material have gone through in the western area. 1 enemy destroyer and 1 submarine sunk. 2 more submarines probably destroyed.

At 1300 armed reconnaissance forces of Commander, Naval Air, West unsuccessfully attacked the enemy formation consisting of two cruisers, several destroyers and minesweepers 60 miles east of Flamborough Head. Bombers belonging to the 10th Air Corps scored hits on a destroyer. Reconnaissance in the direction of the Zuider Zee - Dutch coast did not yield any special reports. Naval Staff agrees with Group West's plan to move the 2nd PT Boat Flotilla to a base of the Heligoland Bight. The transfer should be carried out soon, as PT boat operations in the direction Hoofden-Channel are urgently needed.

Mine Situation:

In the mouth of the Ems northwest of the Hubertgat buoy there was a mine detonation behind two vessels of the 6th Harbor Defense Flotilla.

Approval has been granted of the request by North Sea Station to establish a port command in Delfzyl.

For orders issued by North Sea Station for protection against bombs with delayed action firing see War Diary, Part B, Vol. V, Page 139.

The instructions reveal the serious effects which may be caused by the dropping of bombs with delayed action firing on important factories.

Skagerrak/Kattegat:

No reports of submarines. The danger from submarines has

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greatly decreased during the last few days.

Mine Situation:

British mine barrage off Frederikshavn swept by the 2nd Motor Minesweeper Flotilla. Formations of Commander, Minesweepers have been carrying out check and exploratory sweeps in the Skagerrak and Kattegat. No result.

An auxiliary sailing vessel struck a mine off Travemuende, 500 m. from the Steinriff buoy outside the channel and sank. There was a high column of water.

The HANSESTADT LUEBECK exploded a mine off Warnemuende, while it was in the sweep.

Enemy planes penetrated into the area Skagen, Frederikshavn, Laesoe Channel and north of Aarhus. Possibly they were dropping mines, but this was not observed.

Transport Situation

Transfer of the 2nd Mountain Division with equipment to Oslo and return of empty transports proceeded without interruption. Repair installations in Aalborg, which have been used for work on German vessels since the start of the occupation of Denmark, are now completely taken up by vessels of Commanding Admiral, Defenses, Baltic; docks will be full until the end of May. If possible the dockyard at Helsingoer is also to be used to repair these vessels. On the question of patrolling the northern gap in the Skagerrak declared area, after hearing the views of the Group and of Commanding Admiral, Norway, Naval Staff has issued the following order:

1. Admiral, South Norwegian Coast is to take over patrol and pilot service for the northern gap in the Skagerrak declared area. In accordance with the request of Commanding Admiral Norway, Group Baltic is to make a harbor defense flotilla available for this purpose.
2. For the present, arrangements are to be made with Commanding Admiral, Defenses, Baltic and Commanding Admiral, Defenses,

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North for minesweepers which happen to be passing to carry out check sweeps.

Commanding Admiral, Norway:

In a memorandum to Commander in Chief, Navy, Commanding Admiral, Norway reports the measures taken to date for the defense of Trondheim and states his opinion on its value as a submarine base and on the question of the defense of the coastal route along the west coast. In his report he emphasizes the strategic importance of Trondheim owing to the shape of its entrances, its position at the limit of British bomber range, its protected inner harbor and its apparently efficient dockyard. It is imperative to strengthen the anti-aircraft defenses, which at present are inadequate. The lack of light forces on the west coast is greatly felt. Protection of the sea route along the Norwegian coast is an urgent matter. Reasons:

- a) Supplies of food to the west coast are very short as rail communications have been interrupted for a long time.
- b) The valuable steamers and prizes captured must be sent home.
- c) Valuable raw materials from the coastal area Kristiansand to Sogne Fjord (foundry with copper, aluminum, iron alloys) must be sent to Germany.

Hence it is very important for coastal shipping to be started and preparations are being made by the Reich Commissar for Norway. The Navy must establish the necessary conditions for coastal shipping. These must comprise adequate protection against mines, submarines and planes and provision of escort detachments. According to Commanding Admiral, Norway, the most urgent need for coastal shipping is in the area round Bergen. In order to carry out the necessary tasks the following forces must be permanently assigned to Admiral, West Norwegian Coast:

- 1 submarine-chaser flotilla;
- 1 minesweeper flotilla;
- 1 motor minesweeper flotilla;
- 1 PT boat flotilla;
- if possible 1 torpedo boat flotilla.

Further, present harbor defense units must be strengthened.

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(For memorandum from the Commanding Admiral, see file "Weseruebung".)

Naval Staff fully agrees with the statements of Commanding Admiral, Norway on the expansion of Trondheim and protection of the coastal route. His requirements regarding allocation of forces are recognized in principle as a minimum, but for the moment they cannot be fulfilled.

At present the only thing which can be done is to turn over at once a patrol boat flotilla to reinforce the vessels now operating off the west coast. Permanent assignment of operational forces, such as PT boat and torpedo boat flotillas, is impossible at present owing to the lack of such units. Naval Staff will, however, keep in mind the question of reinforcing the defense forces off the west Norwegian coast as suggested by the Commanding Admiral.

Submarine Situation

No change.

Situation on Land

Penetration of the Grebbe line. Crossing forced over the Albert Canal and the Maas.

Air Situation

See Air Force Events of the Day.

During attacks on transports and naval forces off the Dutch and Belgian coasts the following were destroyed:

1 cruiser (probably SOUTHAMPTON class) by a 250 kg. hit between the two after turrets.

1 transport of 15,000 tons.

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Five more transports or merchantmen were set on fire; another large freighter was severely damaged.

In the North Sea the 2nd Group, 26th Bomber Wing scored bomb hits on a destroyer of the enemy towing unit. (Heavy list, deck awash.)

The 9th Air Division laid mines according to plan; 32 mines were dropped.

Merchant Shipping

Group Baltic has issued the following instructions for German and neutral shipping proceeding through the Kattegat and Skagerrak:

Shipping may proceed close to the east coast of Jutland. East-west or west-east passage north of the line Schultzgrund-Messeloe Island up to Swedish territorial waters off Kullen is prohibited. On the east side of the Kattegat and Skagerrak shipping is allowed only in Swedish territorial waters. Ships pass through at their own risk. There is danger from mines in the Western Baltic, Baltic entrances, Kattegat and Skagerrak.

In the confidential navigational warning, Group Baltic points out to shipping the mine situation in the Western Baltic and Baltic entrances and gives directions about seeking deep water.

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Items of Political Importance

Great Britain:

Churchill's speech in the House of Commons serious, calm and objective, contrary to his usual practice. He spoke on the aims of his Cabinet, which he described as representing the British nation and its definite resolve to achieve victory.

"I have nothing to offer but blood and toil, tears and sweat. Our aim is victory, for without victory there is no survival. Come then, let us go forward together with united strength." Halifax spoke in the House of Lords.

(See Political Review and Foreign Press.)

Holland:

The Dutch Royal family and Government have fled to London.

Allied propaganda is trying to gloss over the occupation of Curacao and Aruba, which is contrary to the Monroe doctrine, by maintaining that this is a protective measure, not an occupation. The U.S.A. will not raise any objections.

Italy:

Mussolini to Milan journalists: "We shall finish the war as victors at Germany's side."

Rumania:

The new Government states that it wishes to adhere to a policy of appeasement at home and one of neutrality abroad. Military precautions would be continued so that Rumania will not be dragged into a conflict on behalf of foreign interests.

Some difficulties have arisen at present in delivery and transport of Rumanian oil to Germany. Naval Staff has no information about the amount of oil not delivered.

U.S.A.

According to an agent's report, British negotiations with U.S. financial and government circles have gone so far that in future the British will be able to buy all war material without restriction on long-term credit.

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Japan:

The Government is greatly taken aback at the Allied landing in the Netherlands West Indies. The landing is contrary to the Dutch Government statement that it would not accept any offer of protection for the colonies by a foreign power.

Survey of the Situation

Special Reports on the Enemy

Atlantic/Indian Ocean:

Great Britain:

The RAMILLIES and the cruiser SYDNEY arrived in Aden on 12 May. On 11 May the HOBART moved from Aden to Berbera.

Shipping Loss:

The British steamer HAMLIA (4,416 tons) sent an S.O.S. south of Beachy Head, apparently because of a boiler explosion.

France:

French vessels on merchant shipping control have been instructed to proceed more circumspectly than up to now when they indentify Italian merchant ships.

Obviously the Western Powers wish to avoid anything which might lead to incidents with Italy.

North Sea/Northern Waters:

Narvik:

Radio intelligence has confirmed that a large-scale landing operation was carried out in Herjangs Fjord during the night. Admiral, Narvik has ordered Commander, 20th Cruiser Squadron to Skel Fjord. Besides the British ships detected several times, there seem to be two French cruisers in the Narvik area.

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About 2200 Group Narvik again reported 1 battleship, 2 cruisers and 4 destroyers putting into Narvik. The Norwegian radio station at Bodoe is maintaining communication with British coastal radio station.

Central North Sea:

According to an agent's report, three new British destroyers lying in Milldesbrough were damaged by bombs on 10 May. Further, he states that a French destroyer in the North Sea was heavily damaged by a bomb hit during the night of 6 May.

Hoofden/Channel:

British and French destroyers are engaged on patrol and escort duties off the Dutch and Belgian coasts and some of them are assisting the operations on land. Most of the British destroyers are vessels of the old "V-W" class converted for anti-aircraft duties (four 10.2 cm. anti-aircraft guns and eight 4 cm. guns). The main base for taking on supplies and ammunition is Dunkirk.

French troops are holding the island of Walcheren. French ships have been instructed to keep a look-out for enemy landings on the neighboring islands.

Admiral, North obviously intends to carry out a river operation (possibly in the mouth of the Maas against the bridge at Moerdyk) and is preparing a number of small vessels for this. In view of this operation the 18th Army Command makes an urgent request for minelaying of the river estuary, concentrating on protection of the bridges at Moerdyk. Unfortunately naval forces cannot participate in repulsing enemy attempts at attack. The only possibility is to drop more aerial mines. The 9th Air Division has ordered concentration on this in minelaying during the night of 13 May.

Air reconnaissance detected that Belgian and Dutch harbors were generally not so full as on 12 May. Forces have been warned about the danger of magnetic mines in the outer harbor of Dunkirk. (One ship lying outside the channel in the outer harbor broke up and sank after striking a mine.)

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Own Situation

Atlantic:

At noon Ship "21" had an action astern with the British submarine CLYDE which was returning from the Frohavet. Range 9 hm. The submarine was shaken off. The Commander reports that she did not recognize his camouflage nor the type of ship. Ship "21" is putting in to Stadtlandet to wait for favorable weather conditions. (Commander considers the present showery weather unfavorable and requests air reconnaissance.)

Narvik:

The enemy is carrying out a large-scale landing in Herjangs Fjord. Otherwise no special reports.

(See situation report, Radiogram 2237.)

Bergen:

Admiral, West Norwegian Coast reports an unsuccessful bombing attack on the tanks near Klubben in the western part of Byfjord. The attack was repulsed by anti-aircraft guns.

Central North Sea:

Armed reconnaissance flights against the destroyer formation in the central North Sea (towing unit) were without result, as no trace could be found of the enemy. Possibly the heavily damaged vessel which was being towed has been abandoned and the unit has therefore already reached port.

Group West and Fleet Command have been informed by memorandum (1/Skl. I Op. 813/40 Chfs) of Naval Staff's view on the question of restoring war readiness of the Fleet forces. The memorandum fully recognizes the necessity of training after the changes in personnel have been made and the dockyard period carried out.

However, one of the first considerations to be borne in mind when making plans is that the battleships must be used extensively and that the destroyers and torpedo boats must be ready for operations. At present, until the general situation becomes clearer, the time when the dockyard period commences cannot be fixed. Work on the ships must be restricted to such as can be finished in six weeks, since, for operational

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reasons, the period in dock cannot be extended further.

(For details see memorandum to Group West and Fleet Command in War Diary, Part C, Vol. II.)

Stavanger:

It is reported that 19 steamers in five convoys have put out according to plan.

Skagerrak/Kattegat:

Warning of submarines south of Stavern off Larvik. No submarine sighting reports were received from the remaining area, so that the danger from submarines still seems to be considerably diminished.

Mine Situation:

No enemy flights reported during the night of 12 May. A three-masted schooner struck a mine outside the channel off Travemuende; a mine was swept off Warnemuende.

The channel off Helsingborg, Drogden Channel, Eckernfoerde Bay, waters off Kappeln, Westermarkelsdorf and Travemuende are still closed. Entry into Warnemuende only in the wake of ferry convoys.

According to a communication from the Swedish Foreign Office, mines have been laid in the Kogrund Channel in Swedish territorial waters. Limits of the area are:

North	-	-	-	-	55° 29' N
East	-	-	-	-	12° 50.5' E
South	-	-	-	-	55° 26' N
West	-	-	-	-	12° 47.8' E.

A pilot service has been arranged. Pilots are available at Klagshamm and Skanoer.

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Transport Situation

All transport proceeded according to plan.

In view of the great expenditure of depth-charges during defense of the Skagerrak and Kattegat, Group Baltic does not consider present production figures to be adequate and requests an increase in the war supply schedule.

New considerations have led to an amendment of Group Baltic's instructions on the change in the allocation of duties of Commanding Admiral, Defenses, Baltic and Baltic Station (see War Diary, 11 May). Baltic Station is assigned the following duties:

- 1) Mine defense in the Western Baltic.
- 2) Direction of warships and merchant shipping on mine-free routes in the Western Baltic.
- 3) Control of pilot service at Gjedser.

The boundary line previously ordered will be moved to the southern outlets of the Baltic Sea entrances.

(See new order from Group Baltic, Radiogram 1210.)

Submarine Situation

U "65" and U "32" returned from operations. U "43" put out. Proceeding via Trondheim into the Atlantic.

U "7" and U "9" in the Hoofden operational area.

Air Situation

See Air Force Events of the Day.

The superiority of the German Air Force is becoming more and more marked. German anti-aircraft guns are extremely successful.

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Owing to weather conditions and heavy anti-aircraft fire from naval forces, no mines have been dropped in the shipping channels.

Owing to unfavorable weather conditions there have been no air operations in support of Narvik.

Situation on Land

The break into the Grøbbe line has been extended; attack on Rotterdam; Albert Canal and Maas crossed at several points. Crossing of the Maas forced at Sedan and Givet. General situation very favorable.

Merchant Shipping

Captains of German steamers have reported that in Swedish harbors living quarters and holds were examined by military search parties; cameras, firearms, ammunition and radio gear were sealed, the antennae removed and also sealed. The crew were not allowed ashore and only the captain had permission to visit shipping agents on a route laid down for him. Two Swedish sentries with fixed bayonets were posted in front of the ships. Besides that, three men did a round through the ship every half hour. Crews from Finnish, Norwegian, Danish, Esthonian and Latvian ships were allowed to go ashore unhindered. The Finnish sailors in particular jeered at the German crews shut up on board. The attention of the Swedish Naval Attache is being drawn to this incredible and shameful state of affairs. Further steps are being taken by the Ministry of Transportation.

The whole of Sweden is now blacked out. According to a communication from the Naval Attache in Stockholm all lights on the east coast of Sweden, including inland waterways, have consequently been extinguished also and radio beacons are not operating.

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Items of Political Importance

Holland:

On the evening of 14 May, the Dutch Commander in Chief, General Winkelmann, declared that in order to spare the population and avoid further bloodshed he was prepared to cease hostilities. The Dutch Army capitulated unconditionally. The province of Zeeland is excepted from the Armistice, as there is no communication with the troops there.

Italy:

New demonstrations against the Western Powers in many Italian cities. Placards violently attacking France and Britain have been posted up. Attacks on Yugoslavia. The British Consulates have ordered all British subjects traveling in Italy to leave at once. The Italians have demonstrated against the Vatican press (Observatore Romano).

Very extensive military measures have been taken. Three new classes have been called up. Trucks and motor vehicles commandeered. Six divisions in Albania at the moment.

Turkey:

The Military Attache reports that heavy Allied pressure is being put on Turkey to break off relations with Germany.

U.S.A.:

According to a very reliable source, the negotiations between the large U.S. concern "Bankers Trust" (Morgan group) and the British have gone so far that from now on Britain will be able to buy all war material without restriction and, as in 1914-18, will again receive long-term credits. The representative of British financial interests is again J.P. Morgan.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Commander in Chief, Home Fleet is very probably in the Irish

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Sea or the western outlet of the Channel.

The REVENGE, auxiliary cruisers RAMPURA, RAJPUTANA and the destroyers SAGUENAY and OTTAWA were detected on convoy duty in the North Atlantic. The two destroyers left Halifax on 12 May, the RAMPURA and another warship left there on 8 May.

France:

The cruiser MONTCALM (with Admiral aboard) and destroyer EPERVIER have arrived in the Clyde area from Narvik.

Northern Waters:

The usual destroyer activity is reported from Narvik. No fresh reports on the enemy. Long-range reconnaissance sighted a cruiser and a destroyer putting into Bodoe.

According to a communication from the Swedish Navy, the British Admiralty has announced the following minelaying:

- a) West Fjord north of a line from the island of Vaeroey at $67^{\circ} 39' N$, $12^{\circ} 43' E$, on bearing 126° to the mainland.
- b) Northeast and south of the island of Steinvaer at $69^{\circ} 10' N$, $16^{\circ} 35' E$.
- c) Minelaying intended east of a line from $60^{\circ} N$, $40^{\circ} E$, northwards to $62^{\circ} N$, from there on bearing 30° to $65^{\circ} N$.

Central North Sea:

The gunboat PENLICAN was towed into Rosyth on 3 May.

Hoofden/Channel:

Lively activity by British and French destroyers off the Dutch and Belgian coasts. The operations by French naval forces are commanded by Admiral, North at Dunkirk. The 2nd, 6th 11th and 14th Destroyer Divisions have been detected in this area (see Radio Monitoring Report 1025). Radio monitoring intercepted the destroyer MALCOLM and nine old-type destroyers in the Thames area. Radio intelligence gives us a good picture of the separate destroyer operations. From different radio messages it seems that the destroyers are assisting in the evacuation of the Hook of Holland area and the island of Walcheren. Their main base is Dunkirk. Following some

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heavy shelling of shore targets, their supplies of ammunition and other stocks are low.

Messages from a Dutch naval radio station reveal that the gunfire from warships against targets ashore is directed by radio from land.

The Dutch gunboat JOHANN MAURITZ VAN NASSAU was sunk by bombs. The minelayer JAN VAN BRAKEL sent an S.O.S. south of Helder.

Allied War against Merchant Shipping:

French commanders have received orders that contrary to Articles 110 and 111 of their "instructions", they are not to hold up Italian merchant ships escorted by warships, but are to proceed carefully and confine themselves to the identification of the merchantmen and their escorts.

Own Situation

Atlantic:

Ship "21" left Stadlandet during the night of 13 May; at 0900 she was at the outlet of the fjord. Air reconnaissance from Trondheim.

Ships in the Atlantic were informed of the situation and enemy movements.

Norway:

Narvik:

Usual destroyer activity off Narvik and in Rombaken Fjord. In the morning our planes made an unsuccessful attack on the destroyers. Situation on land unchanged. Continuous enemy air reconnaissance, apparently from aircraft carriers.

Trondheim:

No special events.

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Bergen:

The Norwegian minelayer GOR and another naval vessel were captured in Nord Fjord during an operation by M "1" with PT boats.

As part of the scheme to strengthen the defenses of Bergen, Admiral, West Norwegian Coast intends to fit up further torpedo tubes in the torpedo batteries after dismantling tubes from old Norwegian Torpedo boats. The anti-aircraft defense of Bergen will be further strengthened in the next few days.

Ten steamers have been sent from Bergen to Stavanger.

North Sea area:

Stavanger convoys returned according to plan.

Now that the Dutch coast is in German hands, Naval Staff considers the operational facilities for PT boats on the Belgian and French coasts and in the Channel to be particularly good in view of the nature of this area and the experiences of World War I. Further developments in the situation on land indicate that we shall soon be mopping up Northern France and Western Belgium and that there will be large-scale evacuations of troops by the enemy from the harbors of Northern France and Belgium. At this time it is imperative that we have a sufficient number of PT boats for operations in this area. Every effort must be made to use Helder and, as soon as possible, the Hook of Holland also as bases for PT boats.

In view of these urgent operational requirements the PT boat operations from the south Norwegian coast, although important, must take second place. Hence the 1st PT Boat Flotilla is being withdrawn from southern Norway and placed at the disposal of Group West for use on operations in the southern North Sea. A patrol boat flotilla of Commanding Admiral, Defenses, North will provide replacement in the Bergen area. In addition, it is planned to allocate PT boats of the fast submarine-chase flotilla to Admiral, West Norwegian Coast later on.

Orders and instructions to carry out the exchange as soon as possible have been issued to Group West (see Radiogram 1815).

In view of the capitulation of Holland, the Naval Coastal Organization, Southwest has been started, port commanders and the Coastal Defense Commander for Holland appointed (Coastal

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Defense Commander, Southwest - Vice-Admiral von Arnould de la Periere).

(For service instructions and provisional organization see War Diary, Part B, Vol. V, pages 140 and 141.)

For situation in Delfzyl, see report of North Sea Station - Radiogram 1656.

With regard to the Fleet forces, while every attempt must be made to get them ready as soon as possible to play their full part in operations, Naval Staff is of opinion that now when they are on exercises in the Baltic, this period must if possible be so adjusted that in future no more difficulties arise on the score of training. It is intolerable that the Fleet Command should have cause to hesitate to carry out large-scale operations or postpone urgent tasks because of the inadequate state of training of the heavy forces. Hence, Naval Staff has decided to extend the period for exercises in the Baltic until 24 May. Group West has been informed that, unless recalled prematurely in case of urgent necessity, this period for training can be counted on.

The Fleet reports that the period of exercises in the Baltic for the SCHARNHORST, HIPPER, NUERNBERG and the destroyers GALSTER, IHN and STEINBRINCK is scheduled to finish on 25 May. Return passage westward of all vessels is planned from 26 May, according to available minesweeper escort.

The GNEISENAU is still in dock. As changes in personnel have taken place, she also must have a training period beginning on 22 May and lasting until 5 June.

The delay in the date when the GNEISENAU will be ready for operations will make it imperative for the SCHARNHORST and HIPPER to carry out sorties into the northern North Sea beforehand. With the present enemy situation, Naval Staff does not see the slightest objection to these sorties being carried out even without the second battleship. We can hardly hold back our heavy ships any longer.

Regarding the KOELN and GRILLE, which were made available to Group West for minelaying to extend our declared area in the North Sea, High Command, Navy, Service Division points out the serious difficulties which must arise for training at the Ships' Gunnery School if these vessels are kept any longer and

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not returned before 21 May. As the cancellation of courses of instruction would entail considerable disadvantages for the new vessels to be commissioned in the autumn, Naval Staff thinks that the KOELN and GRILLE should be returned soon, especially as it feels that Group West can easily use the available minelayers for laying the new declared areas, even though their slower speed entails certain difficulties. The fact that superior light enemy forces have on one occasion appeared north of our declared mine area is no reason why the minelayers should be excluded from this task, which properly belongs to them, especially as our PT boats and planes are providing such good defense.

Skagerrak/Kattegat/Western Baltic:Transport Situation:

Continued according to plan.

Group Baltic reports that during the Norway operation from 9 April 1940 up to and including 13 May 66,700 men (not counting the 3,200 men carried by warships on 9 April) were transported through the Skagerrak and Kattegat to Kristiansand, Larvik and Oslo. About 1,047 men or 1.57% were lost in shipping accidents.

To transport men and equipment 136 passages were made by transport ships under escort, with a total shipping space of about 666,000 G.R.T.; six ships totaling 26,800 G.R.T. or 4.1% were sunk by torpedoes. Of the empty transports, which also sailed under escort, 3 steamers totaling 13,000 G.R.T. were sunk.

The following were lost while on escort duty: Gunnery training ship BRUMMER and nine other vessels (minesweepers, patrol boats, and submarine-chasers).

Successes in operations against submarines:

In 61 planned operations against submarines, seven submarines were certainly destroyed since capsizing and pieces of wreckage were observed and one submarine (SEAL) was captured. Five were probably destroyed, since distinct signs of destruction were seen.

Another twelve were possible destroyed or damaged.

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The transport of men and material and the successful measures for their protection represent an excellent achievement, acknowledged by Commander in Chief, Navy in the following telegram to Commanding Admiral, Group Baltic:

"The task of transporting supplies to Norway and escorting them has now been substantially concluded. It has been carried out with increasing success. I know that strenuous demands have been made on all the ships and units employed. The Fuehrer has expressed his appreciation of what has been done.

I send my very sincere appreciation and may special thanks to Commanding Admiral, Group Baltic and Commanding Admiral, Defenses, Baltic for their excellent preparation and conduct of operations and to the commanders and crews of the ships and units for their admirable achievement, their steady courage and endurance and their outstanding successes.

They have all played a great and decisive part in the rapid completion of the Norwegian campaign."

For the fulfillment of further transport and escort duties, transport must be restricted to a level which we can keep up over a long period, in view of the severe strain on all units which has led to serious engine defects and breakdowns.

Armed Forces High Command, National Defense, has been informed of this necessity and its attention called to the difficulties caused by the use of ground mines in the Western Baltic and Kattegat and our subsequent conclusions.

For the future we plan transport as follows:

If ships are loaded and taken under escort from

Aalborg: three transport convoys weekly, each with three ships.

If ships are loaded and taken under escort from

Stettin: (this is highly inadvisable, on account of the lengthened supply route by sea and great danger from ground mines) only two transport convoys weekly, each with three ships.

In addition, there will be single fast troop transport on the steamer PIONIER (500-600 men).

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(See memorandum Skl. 5953/40 of 14 May in War Diary, Part C, Vol. III.)

Reports on the Enemy:

Warning of submarines south of Larvik, probably false alarm. No reliable reports of submarines have been received for several days.

Mine Situation:

Mine set off by cable remote clearance gear during check sweep east of Lappegrund lightship. Two mine detonations near Kuehlungsborn. Other check and exploratory sweeps were without result.

During the night of 14 May there were several enemy flights over the Kiel Canal, Mecklenburg Bay, Warnemuende, Flensburg and Eckernfoerde Bays. Four mines were seen to be dropped in the Kiel Canal.

(See Mine Report, Radiogram 0918.)

Submarine Situation

U "7" and U "9" have commenced return passage. U "43" on passage to Trondheim.

Commanding Admiral, Submarines has been instructed to provide small submarines, if necessary from the Submarine School, as reliefs for U "7" and "9". If he considers operations necessary, he is first to await a report of experiences from U "7" and U "9".

Situation on Land

Holland capitulated. Break-through into the French fortifications in the Sedan area. Maas crossed on a broad front.

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Air Situation

See Air Force Events of the Day.

The 4th and 30th Bomber Wings achieved very remarkable successes in attacks on shipping off the Belgian and Dutch coasts:

one destroyer (1,500 tons) destroyed by two 500 kg. bombs;

one cruiser (9-10,000 tons) set on fire;

one cruiser (9-10,000 tons) sunk by two 500 kg. bombs (heavy smoke, flash, list, sinking observed);

another cruiser or large destroyer sunk after being hit several times by 500 kg. bombs.

In addition, several large transports and merchantmen, including a vessel of 29,000 tons, were set on fire or heavily damaged.

The 9th Air Division carried out minelaying according to plan with 23 planes of the 106th coast Patrol Group and 12 Ju 88's of the 4th Bomber Wing; 24 LMA and 24 LMB mines were dropped.

Merchant Shipping

North Sea:

North Sea Station reports on the situation in Delfzyl harbor on 14 May as follows:

Work by salvage tugs on the Delfzyl barrage position is in full swing. Given favorable conditions it is reckoned that in a few days the gap in the barrage can be cleared by removing the sunken dredger and by re-sinking it in shallow water at the eastern side of the harbor. It should then be possible for medium-sized vessels also to pass through at high tide. Eleven German vessels lying in Delfzyl cannot, however, pass in and out until the hopper barge, which was filled with stones and then sunk, has been cut away. We cannot carry out blasting at this point because of the danger to the remaining harbor installations.

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Baltic Sea:

The Legation in Stockholm reported on 10 May: "Shipping is now possible as far as Sundsvall; still about 1m. of ice in Lulea. Lulea probably open from 25 May."

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Items of Political Importance

Great Britain:

Amongst other Ministerial appointments, Lord Beaverbrook, the newspaper magnate, has been appointed Minister of Aircraft Production. A new defense organization, the "Local Defense Volunteers", has been formed. Its purpose is to report and combat parachutists and it will be composed of volunteers from 17 to 75 years of age. The "Civil Defense Service" will continue as an independent body.

Holland:

Reuter reports that the Dutch Ambassador in London has announced a message from his Government that in spite of the capitulation of the Dutch Army a state of war still exists between Holland and Germany.

Belgium:

The Belgian Government has moved to Ostend.

Italy:

During a discussion of the Navy's budget in the Senate the Italian Under Secretary of State for the Navy pointed out in the presence of the Duce the great disadvantages which Italy was suffering as a result of the Allied blockade. The unfavorable geographical, strategic and economic situation of Italy, which permitted such blockade measures, stood in urgent need of a change.

U.S.A.:

The U.S.A. have declared themselves willing to join in the united protest of the Pan-American Republics against Germany for her attack on Belgium and Holland.

Rumania:

At present the Rumanian attitude towards Germany is very unfriendly. The press contains sharp attacks on her. Hostility and jeering at Germans in the Rumanian Army.

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Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

Great Britain:

According to an intelligence report of March the Icelandic fishing vessels are being fitted out with small radio telephony transmitters. Two hundred of them have already been equipped.

The old battleship WARSPITE left Alexandria on 13 May.

France:

The Italian attitude is causing great concern in France. The tense military situation in the West demands very cautious political attitude towards Italy. A command station has again been instructed that it is extremely important to avoid incidents; Italian merchant ships, escorted by warships, are not on any account to be stopped.

On 15 May the Mediterranean Fleet received an order that when ashore the only cap-bands permitted are those inscribed "Marine national". The naval station in the Antilles instructed a submarine in the West Indies to carry out a careful patrol, as the Germans in question had not succeeded in escaping to San Domingo.

Norway:

No new reports of special importance.

Air reconnaissance sighted 1 cruiser, 4 destroyers and numerous merchant ships south of Skaland and the Tjelsund. In the forenoon 1 battleship, 1 cruiser and some destroyers were reported in West Fjord. There were 2 heavy cruisers and 4 destroyers in the Harstad area. In the afternoon there was 1 battleship (?) north of Harstad (NELSON class?).

North Sea/Hoofden/Channel:

The British Ministry of Economic Warfare announced officially that the control stations Downs and Kirkwall have been closed.

Subsequent decoding of intercepted radio messages has revealed

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that the damage vessel which was towed through the central North Sea to the English coast from 10 to 12 May was the destroyer KELLY, which was damaged by a bomb at noon on 10 May. (Penciled note: torpedoed by S "31" on the evening of the 19th - Opdenhoof.) So far radio intelligence has not furnished any evidence that she was finally sunk.

Further lively activity by light British and French forces in the Hoofden and Channel. The following British forces are known to be in the Hoofden area: Commander, 2nd Cruiser Squadron, the cruisers ARETHUSA and BIRMINGHAM and about 30 destroyers of the 1st, 16th and 19th Destroyer Flotillas. During the morning three old-type destroyers were patrolling near the Flushing ferry across the Scheldt. The movements of the enemy were considerably hampered by German bomber attacks. The destroyer VALENTINE ran aground after being hit by a bomb (British Admiralty admits this loss); another destroyer was severely damaged.

As on previous days, French ships supported the fighting on land by gunfire and reported that they had used up their ammunition stocks by shelling motorized columns on land. In the evening, the 2nd Torpedo Boat Division (FOUGUEUX, FRONDEUR and L'ADROIT) put out from Dunkirk as reliefs.

Numerous minesweepers are being used to watch for and clear mines dropped by planes. Two French minesweepers struck mines in the Wielingen Channel and were destroyed.

Dutch Navy:

Following the definite statement by Reuter that the Dutch capitulation does not include the Dutch Navy, Naval Staff has issued an order that Dutch naval vessels are still to be treated as enemy ships until they surrender.

Own Situation

Chief, Naval Staff and Chief of Staff, Naval Staff visited Commanding Admiral, Norway for discussions and went for inspections to Oslo and Trondheim. Visit to the Reich Commissar and Commander, Armed Forces.

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Main Points of Discussion:

1. Future value of Norway as an operational area.
2. Plans for establishment of bases in Norway:
 - a) Trondheim - main base for the Fleet and submarines;
 - b) Oslo - rear base for the Fleet;
 - c) Bergen - supply facilities for light forces and submarines
 - d) Kristiansand - supply facilities for light forces and submarines;
 - e) Stavanger - supply facilities for forces of Admiral, West Norwegian Coast.
3. Danger to Norway from enemy action. Defense of the coast. Agreed with the suggestion of Commanding Admiral, Norway on coastal defense. Naval Staff's plans are still being developed (see War Diary, Part C, Vol. X).
4. The organization inside Norway.
5. Possibilities of permanent and temporary allocation of forces. Shortage of ships which can be used for operational purposes makes it impossible to leave such ships in Norway. Auxiliary units must suffice for coastal duties.
6. Defense of sea communications on the west coast.
7. Cooperation with the other services, particularly the Air Force (anti-aircraft defenses in the harbors).
8. Use of Norwegian shipyards to build merchantmen, leaving German yards free to build warships.

In his report, Commanding Admiral, Norway (Admiral Boehm) points out that the solution of the following problems is urgently necessary:

- a) The safest possible sea communications in the coastal or skerries area of southern and western Norway from Oslo to Sogne Fjord.
- b) The expansion of Trondheim as a future base for Fleet operations.

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Chief, Naval Staff agreed with the Commanding Admiral's requirements and gave his consent to the following points:

- a) In view of the large number of patrol and escort vessels required in the Norwegian area, no more small vessels will be handed over for use in home waters.
- b) Commanding Admiral, Norway can proceed immediately with construction of whale-catchers, small tankers and other small vessels in efficient Norwegian dockyards. This matter is urgent also from the point of view that the workers and personnel of the dockyards in question are dependent financially upon such orders. Should they remain idle any longer unemployment would arise and this must be avoided.

Atlantic:

Nothing to report.

Ships in the Atlantic were informed of the situation and enemy movements.

To carry on the tradition Ship "21" is to be given the name WIDDER for use within the service.

(See Radiograms 1345 and 1453.)

Norway:

Narvik:

Plans have been made for long-range Ju 88's to operate from Trondheim to support Group Narvik from 16 May onwards. It is also intended to use Ju 87 dive-bombers as soon as an intermediate landing field between Trondheim and Narvik is found.

To assist Narvik (keeping the inner part of Rombaken Fjord clear so as to prevent destroyers from shelling the ore railroad), an attempt is to be made to lay mines by planes, using the first TMA mines (moored mines with non-contact firing). These are to be laid near the Stroemen Channel in Rombaken Fjord. However, at present we have only eight TMA mines ready, but as the Stroemen Channel is fairly narrow these should be sufficient. The Air Force General attached to Commander in Chief, Navy is responsible for this minelaying, which is to be carried out by

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He 59's touching down on the water.

(See Radiograms 2300 and 2330.)

Negotiations with Sweden about the evacuation of the destroyer crews as shipwrecked sailors are not yet concluded. For the meantime Navy personnel who are no longer useful in the present situation will be evacuated.

Bergen:

Ships "7" and "18" have been put under Admiral, West Norwegian Coast for operational and administrative purposes.

North Sea/Channel:

On account of weather conditions minelaying by the KOELN group has had to be postponed.

Convoys from Stavanger have entered the Elbe.

Operations Staff, Commander in Chief, Air Force has requested Naval Staff to point out to Group West that reconnaissance and patrol for our own ships south of 58° latitude must be done by Commander, Naval Air, West, as the 5th Air Force has scarcely sufficient planes to carry out reconnaissance and patrol north of that latitude. The 5th Air Force has been instructed to fulfill such requests only in exceptional cases if circumstances permit.

Following capitulation of the Dutch Armed Forces, the Naval Liaison Officer attached to Commander, 18th Army (Captian Hain) and the representative of the Dutch Navy have signed an additional protocol to the surrender terms.

(See Radiogram 2045.)

Skagerrak/Kattegat/Western Baltic:

Danger from Submarines:

Planes of Commander, Naval Air, Baltic have attacked a submarine off Vinga (air bubble patch, continuous air bubbles, oil patch); submarine possibly destroyed.

A plane reported having sighted a submarine off Halloe.

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According to a report from Danish fishing vessels, a submarine was sighted near Seelands-Odde.

In the afternoon and evening, warnings of submarines southeast of Arendal and south of Larvik.

These numerous warnings seem to indicate that enemy submarines are again appearing in the Skagerrak. The report of a submarine in the Kattegat is thought to be incorrect.

Mine Situation:

The tanker HIDDENSEE sank after striking a mine five miles south of Sejroe. Two mines were swept by remote clearance gear north of Drogden lighthouse. After the Keil Canal had been swept and the aerial mines dropped during the night of 14 May found, the Canal was opened again in the evening. Happily there were no difficulties during the sweeping in the Kiel Canal. There was no damage to the canal embankment.

Every morning at 0900 the Station Commands are now to give reports of mines in their areas to all offices concerned, so that the information can be passed on to all naval forces, dockyard vessels and merchantmen.

Group Baltic has given orders that the Danish barrages in the Alsensund, the Little Belt, the Great Belt, the Groensund and off Drogden, which were very much damaged by ice, are not to be relaid; the barrages are to be cleared away entirely. Instead, the net barrage at Seelandsrev is being strengthened to three rows of nets; it is also intended that the barrages at the northern outlet of the Sound shall consist of three rows.

Transport Situation

Transport proceeding according to plan. Group Baltic reports its plan to have ground anti-aircraft guns of the Air Force shoot down Swedish planes which circle in Danish territorial waters in the Sound or break neutrality regulations outside territorial waters.

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Submarine Situation

On passage into the Atlantic: U "37" and U "43".

On return passage: U "7".

Submarine reports one miss and four torpedo failures. Very little traffic. Patrols by destroyers and planes.

Put in: U."9".

This submarine reports sinking an enemy submarine of the GRAMPUS type, a tanker and a steamer.

With the approval of Commander in Chief, Air Force, Air Commander, Trondheim has been instructed to carry out bomber attacks to prevent enemy attempts to salvage the wreck of submarine U "64" in Herjaengs Fjord.

Air Situation

See Air Force Events of the Day.

During attacks by the 30th and 4th Bomber Wings on naval targets a destroyer was sunk in the Scheldt estuary. A cruiser (or destroyer) was damaged by SD 250. Large fire. A destroyer set on fire.

Several transports and merchantmen were also heavily damaged or destroyed. After consultation with Naval Staff, the 9th Air Division was instructed to lay mines in the western part of the Scheldt right up to Antwerp and off Ostend (night of 15 May).

Merchant Shipping

Naval Staff issued the following directive to Coastal Defense Commander, Southwest:

"Enemy Merchant shipping in Dutch or Belgian harbors is to be

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commandeered, neutral shipping to be held. Only American, Russian, Italian and Japanese ships are to be released."

It is laid down in the surrender protocol of the Dutch Navy that neutral merchantmen may not put out to sea from Dutch harbors.

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Items of Political Importance

Great Britain (South Africa):

According to a report from Daventry, conciliatory negotiations are taking place between Smuts and Hertzog following the events in Holland.

Holland:

The Governor General of the Netherlands Indies is to remain directly responsible to the Queen, who will reign from London.

Anti-German demonstrations reported from Java.

The German Embassy in Tokio reports that it is not generally thought in Japan that there will be any change in the status quo in the Netherlands Indies. Japan will also not take any measures. She will not land troops in the Netherlands Indies unless internal trouble should break out there and Japanese interests stand in need of protection. Another possible reason for landing troops would be if a third power attempted to gain a footing in the Netherlands Indies. The Dutch Ambassador in Tokio declared on behalf of his Government that neither Great Britain, the U.S.A. nor France intended to intervene in the Netherlands Indies.

Italy:

The British and American Governments have requested their nationals to leave the country. The Consul General in Genoa reports:

"British ships in Italian ports are instructed to discharge their cargo and put to sea as soon as possible."

Greece:

According to a report from the German Embassy, there has been a perceptible relaxation of tension throughout the country, now that the Western Powers are held in the West. The only danger of a war in the Mediterranean would be in the event of Italy taking action. There is still a great deal of mistrust of Italy on this point.

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Survey of the Situation

Chief, Naval Staff and Chief of Staff, Naval Staff in Norway.

Special Reports on the Enemy

Atlantic/Mediterranean:

Great Britain:

Movement of Enemy Forces:

The anti-aircraft cruisers CARLISLE and CALUCTTA are proceeding through the Channel, possibly on their way to dock for repairs.

The cruisers CORNWALL and DORSETSHIRE, which were in Freetown are making for Gibraltar.

There was a significant increase in British radio traffic between Britain and Mediterranean stations during the night of 15 May. According to Reuter, the Anglo-French Fleet left Alexandria on 15 May but, according to an Italian report, it was to put in again on the same day. Reuter reports Fleet exercises off Alexandria.

From Madrid a report from the police department in Gibraltar has been received, according to which guns and infantry were landed in Gibraltar with the greatest secrecy on 14 May. Preparations were made to evacuate women and children, who would presumably be sent to French Morocco.

France:

Individual changes in disposition and transfers have been observed in the Mediterranean during the last few days. The forces at Bizerta seem to have been strengthened. There is confirmation of our previous impression that French ships have been assigned patrol of the Western Mediterranean and British ships that of the Eastern Mediterranean.

Norway:

Narvik:

Air reconnaissance discovered enemy forces in their usual formation. There seems to be one battleship always off West

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Fjord, another north of Harstad covering the lighter vessels there. Radio intelligence detected Commander, 1st Cruiser Squadron and the cruiser MANCHESTER in the Narvik area. About noon air reconnaissance reported an aircraft carrier at the southern outlet of the Tjelsund.

North Sea:

Nothing special to report.

Daventry describes the Dutch Navy as a substantial reinforcement for the Allied Fleets (4 cruisers, 8 destroyers, 21 submarines, 10 torpedo boats and a large number of merchantmen).

The cruiser SUMATRA has already been operating with the British Navy in the North Sea for some days.

Hoofden/Channel:

Lively activity by British and French destroyers in the West Scheldt area and off Vandelaar lightship. Obviously some of them are taking part in the battles for South Beveland.

Submarine-chasers have also been sent to the area off the Scheldt.

The necessity of using numerous vessels for transport, escort and patrol duties off the Belgian and Dutch coasts exposes these vessels to the effective attacks of the German Air Force and considerably increases the difficulties of their tasks. Radio traffic gives a clear picture of the difficulties under which the enemy operations are taking place. French vessels of the 2nd Destroyer Division were off Flushing during the night of 15 May and were attacked there several times by our planes.

A French auxiliary ship had to be abandoned. Preparations seem to have been made for the evacuation of the island of Walcheren.

Own Situation

Atlantic:

Nothing special to report.

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The auxiliary cruisers were informed of our suspicion that the enemy has a defense against magnetic firing, which greatly restricts its use. With recent experiences in mind, the ships have been given instructions for magnetic firing and depth-setting for magnetic and percussion firing.

(See Radiogram 1730.)

Information on the situation, see Radiogram 1900.

Norway/Northern Waters:

Narvik:

No special events. Intermediate landing field for Ju 87 dive-bombers found near Mosjoen. Dive-bombers therefore to be used in support of Narvik as soon as possible.

Trondheim:

Chief, Naval Staff with Chief of Staff, Naval Staff and Commanding Admiral, Norway are in Trondheim to receive reports and hold discussions on the situation.

Bergen:

At noon dive-bombers attacked Bergen. No special damage. Commanding Admiral, Norway has given Admiral, West Norwegian Coast instructions to start sending bombs and fuel to Trondheim on small Norwegian vessels, high premiums being paid.

North Sea area:

According to documents found on the submarine SEAL, there is an enemy mine barrage off Skudesnes, which is to be incorporated in our own barrage system.

On account of weather conditions and lack of destroyers, the KOELN operation had again to be postponed for 24 hours.

Hoofden/Channel:

The Attache at the Hague reports that the Dutch Naval Staff has taken the necessary steps to extinguish all lights on the Dutch coast (except on Zeeland). Information was also given,

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without exact data as yet, of minelaying off Helder and off the coast near Egmond.

(See Teletype 1252.)

Skagerrak/Kattegat:

No new reports of submarines. Enemy planes sighted off Aarhus, Sejroe and Revsnaes. Probably danger from aerial mines in the SamsøeBelt.

Planes made an unsuccessful attack on the air base at Aalborg during the night of 16 May.

Minesweeping by our formations according to plan; nothing special to report.

Transport Situation

Transport of troops and materiel proceeded without incident. Armed Forces High Command has agreed with Naval Staff's suggestion to cut down transport operations. There will be no more large-scale transports carrying troops, horses and supplies from Stettin. All large scale transport operations will take place from Aalborg only.

The following instructions were given to Group Baltic, Commanding Admiral, Defenses, Baltic and Commanding Admiral, Norway:

1. From 22 May onwards for about seven weeks, 23,727 men, 13,154 horses and 5,735 vehicles will be transported to Norway, using the Aalborg - Oslo route only; each week there will be three convoys, each consisting of three ships.
2. Supply and Transportation Office of the Armed Forces, North plans that later on small transports and return transports beginning at this time shall proceed again from or to Stettin; attempts will be made to transfer these transports also to Aalborg.
3. Supply and Transportation Office of the Armed Forces, North requests that the PETER WESSEL be used as an additional fast transport for troops from Frederikshavn to Larvik.

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Submarine Situation

Hoofden Operational Area;

U "7" and U "9" again put out for the operational area

Atlantic Operational Area:

U "37" and U "43" are on outward passage. U "122" put out with supplies for Trondheim. The submarine reports a bomber attack at the western outlet of Route "1" and ineffective torpedo attack at approximately the same point.

In view of the experiences of the last transports carrying aviation gasoline to Trondheim, which reveal great danger to the submarines, no more submarines will be used for this purpose.

Situation on Land:

Situation as a whole extremely favorable. Northern army is at the Dyle, The main body of our troops between Namur and Sedan has crossed the Maas. Namur occupied. Troops pushing on to the west.

Air Situation

See Air Force Events of the Day.

During attacks off Flushing, the 30th Bomber Wing sank and enemy cruiser (or destroyer) and heavily damaged another cruiser or destroyer. (It is obvious that these were not cruisers, but French destroyers reported by radio intelligence to be in this area.)

A gunboat was sunk off the West Scheldt.

A tanker and several freighters were heavily damaged by bomb hits and some of them beached.

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The 10th Air Corps scored one hit (SD 50) each on a battleship and a cruiser in the sea area round Narvik.

Merchant Shipping

The following directive on the treatment of merchantmen in Dutch harbors has been received from Armed Forces High Command:

Merchantmen lying in Dutch harbors are not permitted to put out. Enemy and neutral ships are to be dealt with according to Prize Law, procedure as in Norway. Italian, Spanish, Russian and Japanese ships are exempted from the embargo on putting to sea and from any sort of interference. Such coastal shipping as must be permitted for the needs of the population and for economic purposes must be watched.

Instructions to be passed on to subordinate commands.

North Sea Station reports that salvage work on the barrage at Delfzyl will enable ships of up to 4.20 m. draught to pass through from 16 May and ships of up to 7 m. draught from 19 May. The width of the gap in the barrage is 14 m.

The Liaison Officer to the Army General Staff, Captain Loyke, is being informed of the Navy's plans for the near future.

The following points give a summary:

1. There are to be continual operations by small submarines in the Hoofden area.
2. Minelaying is to be continued by planes in the Channel ports, concentrating on Ostend, Dunkirk, Calais, also Folkestone, Dover, Thames and Harwich.
3. PT boats are to carry out operations in the Hoofden against transports and enemy forces.
4. Submarines are to resume war in the Atlantic, secondary aim to create diversion for Norway and Hoofden area.
5. Mine defense of North Sea - Jutland - Skagerrak is to be increased by extension of the West Will to the northwest. Cruisers and destroyers are to be used for this purpose.

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6. From the beginning of June operations are to be carried out by battleships and cruisers in the sea area between Norway and the Shetlands and to the north of it, as a diversion to relieve Narvik and to create difficulties for enemy supplies.
 7. Dutch coastal bases are to be expanded as harbors of refuge for our own light forces (PT boats) and submarines.
 8. Transports to Oslo are to be continued as allowed by available escort forces.
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Items of Political Importance

Italy:

According to U.S. reports, on 15 May Roosevelt sent a new peace appeal to Mussolini, calling on him to prevent an extension of the war in Europe.

It is typical of Roosevelt's anti-German policy that he is trying just now to hold back Italy from taking an active part at Germany's side.

In a speech before Congress Roosevelt asked for an increase in aircraft production and deliveries to foreign countries.

As a result of foreign orders U.S. production of warplanes has risen from 6,000 to 12,000. It must reach such a stage that at least 50,000 planes can be delivered annually.

The German Embassy in Washington reports that anti-German feeling in the U.S.A. is growing and the press is publishing inflammatory propaganda. Slowly but surely the President is changing his policy from neutrality to active participation in the war.

Portugal:

The German Embassy in Lisbon reports that the head of the Government, Salazar, still wishes to remain neutral at all costs even though Italy's action should force Spain to enter the war.

France:

An order of the day from the Supreme Commander of the French Army, General Gamelin, brings out the extreme seriousness of France's situation:

"The fate of our country, of our Allies and of the world depends upon the fight which is now going on. Every soldier who cannot advance should rather die than desert that part of our soil which is entrusted to him. As always in the dark days of our history, the order of the day must be "Victory or death." We must be victorious."

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Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

Great Britain:

The South African Ministry of Defense announces that mine barrages have been discovered south of Capetown off Cape Agulhas. Mines have already exploded; losses so far not known.

Ship "16" has successfully carried out her minelaying operation.

Since the enemy must thus know now that German ships have appeared off the South African coast, Naval Staff sees no reason for withholding our announcement. Indeed, an announcement seems to be called for, to increase the propaganda effect. With an eye to International Law, we must emphasize that the mines were laid off British naval bases. (See also considerations, War Diary, Part B, Vol. VIII, 23 May, para. V, 2.)

The following working is suggested for the Armed Forces High Command communique: "Naval vessels laid mines off South African ports used as bases by British naval forces."

The British Admiralty has prescribed that British and Norwegian ships may not leave Gibraltar eastbound until further notice.

The Italian liner REX passed Gibraltar on 17 May without being stopped; the CONTE DI SAVOYA arrived in Gibraltar on 17 May and also does not seem to have been stopped or searched. Radio intelligence picked up the instructions to French forces not to stop these ships.

At 0800 on 16 May the Australian Naval Board informed all Australian commands and warships that the situation with regard to Italy had deteriorated. The measures ordered on 2 September 1939 were again put into force.

A close watch is to be kept on Italian ships: sightings are to be reported immediately. Plans for seizing Italian ships are to be considered, but for the meantime Australian warships are to keep to their schedule.

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France:

The TOURVILLE AND DUGUESNE are included in the concentration of forces at Alexandria.

Reports of Neutrals:

The Embassy in Lisbon reports that the U.S. Government has made enquiries there as to whether it could increase its squadron in Lisbon to a maximum of 50 ships. No reply has yet been given by the Portuguese Government.

Northern Waters/North Sea:

Norway:

According to radio intelligence, Commander, Aircraft Carriers and the carriers ARK ROYAL and GLORIOUS are still in the sea area off Northern Norway. (At 2200 ARK ROYAL was about 100 miles west of West Fjord.)

North Sea:

British bombers made an unsuccessful attack west of the Skagerrak on the convoy reported west of Egeroe in the early hours of the morning.

Hoofden/Channel:

French destroyers, including the CYCLONE, SIROCCO and FOUGUEUX, are continuing their operations in the Scheldt estuaries.

From a large number of radio messages it is clear that the enemy considers the situation off the Scheldt and on the island of Walcheren very critical. The Admiral of the French naval forces off the Scheldt was informed towards evening that the evacuation of Walcheren had begun and additional destroyers and mail steamers should be sent there. At 2200 all French ships were ordered to retire to the area off Flushing. (See radiogram 2230.)

The destroyer BOUCLIER and another ship were damaged by bombs.

Yesterday the British Admiralty announced to British naval forces that mines had been laid off the Dutch coast in the area between Ijmuiden and Egmond (52° 30' N - 52° 45' N -

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04° 06' E - Dutch coast).

Strong enemy air forces carried out attacks against northwest and west Germany during the night of 17 May. Hamburg and Bremen were the main targets. Many planes were also located over the Heligoland Bight.

An agent reports that the Operations Division of the French Navy is in Rambouillet, the Operations Division of the Army in St. Germain.

Own Situation

Chief, Naval Staff returned by air from Norway on the evening of 17 May.

Atlantic:

No special events. Ships were informed of the situation and enemy situation. (See Radiograms 1629 and 2253.)

Norway:

Narvik:

Situation unchanged.

Negotiations with the Swedish Government on the question of return transport of our destroyer crews are proceeding favorably.

(See also Radiogram 1000.)

Trondheim:

Drifting mines were discovered south of the island of Hitra.

Bergen:

Bomber attack on tanks near Kløkken without result. Two transports are on their way carrying anti-aircraft guns to reinforce the defense of Bergen.

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Plans have been made for resumption of coastal shipping between Stavanger and Trondheim. Port commanders will issue certificates of permission to sail.

North Sea:

British bombers made several unsuccessful attacks on the groups of steamers proceeding from Stavanger to the Heligoland Bight; the slower group was then diverted to Kristiansand.

Group West reports that it will be impossible to turn the NUERNBERG over to the Ships' Gunnery School from 25 May, as immediately after completion of exercises the ship will be required for operations in the North Sea. After the NUERNBERG has arrived, the GRILLE will be released to the Ships' Gunnery School. In view of mining operations, the KOELN cannot be returned before 1 June.

As the prolonged absence of the cruiser KOELN will cause great difficulties in the training of important specialized personnel, Naval Staff cannot agree with Group West's plans. The KOELN and GRILLE must be placed at the disposal of the Ships' Gunnery School, at the latest by 21 May. If the plans for minelaying cannot be carried out by this date, the Group will have to fall back on minelayers, which despite their slower speed can without hesitation be used for such operations. If necessary the barrage operations must be postponed to a later date which, in view of the present situation in the North Sea, can quite easily take place. Group West will receive instructions to this effect from Naval Staff on 18 May.

Naval Staff has signified its agreement with the Fleet Command's plans reported on 14 May for the schedule of exercises in the Baltic and transfer of vessels. Orders have been issued to the Fleet to make every effort to have the naval forces return to a North Sea base immediately on completion of exercises.

Holland/Belgium/Channel:

Measures are being taken to investigate Dutch ports, check over the coastal defenses, seize and secure warships and merchantmen, naval stores harbor installations, depots, storage tanks, stocks of oil, etc.

Coastal Defense Commander, Southwest reports that the bulk of the Dutch Navy has been able to transfer to Britain. The

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only vessels in Dutch harbors are the following;

The armored coastal vessel HERTOEG HENDRIK, cruiser GELDERLAND, submarines O "8" and O "11", minelayers BALDER and TOR and some auxiliary vessels.

There are still some small patrol and auxiliary vessels in Terschelling and Texel. The coastal defense installations must be examined further regarding firing readiness; however, there seems to be a number of serviceable 15 cm. and 7.5 cm. batteries on the islands and in Helder.

North Sea Station has found some small vessels under construction near Groningen; these would be suitable as harbor defense boats.

Harlingen harbor is reported to be very suitable as a base for light forces. North Sea Station further reports that the islands of Schiermonnikoog and Ameland have been occupied by naval detachments.

For mines laid in the canals forming the rear connections to Delfzyl see Radiogram 1300.

In reply to a query by Naval Staff, Group West reports that the Dutch coast should be exploited for PT boat operations as soon as possible. Helder is to be the base for the present. If conditions permit this, the base can be advanced later. Depot ships are not to be transferred at present. The necessary conditions for PT boats operations are to be established in Helder, in conjunction with installations on land. The most urgent tasks are provision of bomb-proof pens and transfer of mines. Investigations are in progress in Helder.

Skagerrak/Kattegat:

No new reports of submarines. Enemy planes flew in over Schleswig-Holstein to the east during the night of 17 May. Report of mines dropped in the Kiel Canal. A patrol vessel reported a four-engined plane with German markings east of Skagen. The plane did not give any recognition signals and dropped a white parachute bomb. Presumably it was a camouflaged British plane.

The cable between Great Britain and Sweden was again cut as ordered. Stockholm radio news reports that the connecting cable to Sweden has been damaged.

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Transport Situation

All transports according to plan.

Submarine Situation

Submarine U "7" started return passage owing to defect.

On outward passage: U "9", U "122", U "37" and U "43".

The percussion pistol on the captured British submarine SEAL has proved to be a very sound, efficient device. Commanding Admiral, Submarines considers the introduction of this pistol for our torpedoes, as planned by the Torpedo Inspectorate, to be urgent in order finally to eliminate the difficulties of our own percussion firing. Speed is essential. Commanding Admiral, Submarines is therefore willing to forego the adjustability of the safety range and firing safety of the torpedo warhead (position of the initial charge).

Situation on Land

Northern Army before the ring of defense around Antwerp. Attack on the island of Walcheren. Enemy south of Loewen in general retreat towards west and southwest. Breakthrough between Namur and Sedan has been extended to 100 km.

Air Situation

See Air Force Events of the Day, 17 May.

A destroyer in Dunkirk harbor was sunk by a 500 kg. direct hit.

A 25,000-28,000 ton steamer with her back broken was observed beached off Dunkirk; the steamer VILLE DE BRUSSEL, ex-American PRESIDENT HARDING (13,869 tons, is lying destroyed in the

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Scheldt estuary northwest of Antwerp.

The Air Force scored hits on cruisers and transports in the Narvik area.

The 9th Air Division continued its minelaying offensive and dropped 46 LMB's in the Scheldt and off Ostend.

Merchant Shipping

The captain of the steamer FRANZ HANIEL, who returned from Vaesterras on 14 May, reports that he alone was permitted to go ashore from 1000 to 1800. The crew of the German ship were treated as inferior beings, members of the crew who were sitting on the pier close to the ship were chased back on board. The steamer HINRICH PETERS reports that when she put in to Haevringe on 7 May she was searched by a control party especially for any concealed or secret radio transmitters.

Strong representations will again be made to the Swedish Navy, through the Naval Attache, that such irritating and discriminatory measures against German merchant ships be stopped immediately. At noon on 9 May the British Admiralty sent a radio message concerning the German tanker RUDOLF ALBRECHT to several home commands, also to Admiral, Western Approaches and Commanders, North and South Atlantic. The tanker is on her way from the Azores to Teneriffe.

The Naval Attache in Rome reports:

The British have detained six Italian tankers in Gibraltar and taken them to Marseilles, where they are to be held after discharging their cargo. By order of the Duce, six British tankers, unfortunately empty, have been held in Italian harbors and brought to Taranto.

According to an intelligence report, British vessels still lying in Italian harbors are making haste to put to sea; Italian vessels are delaying passages across the Atlantic. The Italian naval authorities are commandeering a great number of tugs, lighters and coastal steamers.

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A French report states that a Dutch shipping committee has been formed in London. Dutch ships receive their orders from there (similar to the organization, Shipping and Trading Board, London in the case of Norway).

An examination of the papers of the American steamer McCORMICK, up to now held in Bergen, gives rise to suspicion regarding her destination. Further negotiations are in progress. In the meantime Admiral, West Norwegian Coast has demanded that her cargo be discharged.

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Items of Political Importance

French and British statements reveal the gravity of the situation, but are trying to calm the people by special optimistic reports. The Supreme Command claims to be master of its decisions and is still confident as to the final result.

The French Cabinet is being re-formed; the 85-year-old Marshal Petain is to be Vice-President, Reynaud Prime Minister and War Minister, Daladier Foreign Minister and Mandel Minister for the Interior. For decrees from the First Lord of the Admiralty to the British Navy and from the French Commander in Chief to the French Navy, see War Diary, Part B, Vol. V, Page 142.

Great Britain:

Faroe Islands occupied. Strong protests from the Danish Government.

Italy:

Public demonstrations against the Western Powers continue. The situation is described as being extremely tense. Reports from Italy mention the imminence of Italy's entry into the war.

Naval Staff does not take this view and thinks that Italy will wait and see how the German struggle in the West develops. Moreover, at the moment it would be highly undesirable for Italy to enter the war, especially if the aim and direction of Italian operations were not in absolute harmony with the wishes of the German political and military command. At present Germany gains most from all allied Italy who gives only passive support and uses the time to build up her armaments and economy as much as possible and grasps this most favorable opportunity, when the Western Allies have adopted a cautious attitude, to import the maximum quantity of vital raw materials from overseas.

Holland:

General von Falkenhausen appointed Military Governor in Holland. Slow return to normal life in Holland. Willing cooperation discernible. Many circles deeply disappointed in their own Government. Bitterness against Great Britain.

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Hungary

Hungarian Army has been mobilized.

Conference on the Situation with Chief, Naval Staff

Special Items

1. Chief, Naval Staff gave a summary on his impressions in Norway and the result of his discussions with the Commanding Admiral. He states that he is in full agreement with the steps taken so far by the Commanding Admiral and with his views on the defense of the Norwegian coastal area, expansion of bases and defense of the coastal route.

Chief, Naval Staff emphasized that the Navy's main duties must be in the Norwegian area and these must take precedence over activities in the western operational area. All the efforts of the Navy must therefore be concentrated on the Norwegian area. It is the Navy's duty to see to it that no part of Central and Southern Norway is lost through action from the sea and that coastal traffic, if possible with escorts, can be resumed in a short time also along the west Norwegian coast. Trondheim is extremely suitable for expansion as a base. Chief, Naval Staff has ordered its expansion as a base for submarines and for surface forces as a priority measure. Further measures ordered are:

- a) Defense of the coast as far as Bodo by setting up coastal batteries at essential points.
(See War Diary, Part C, Vol. X.)
- b) Provision of sufficient personnel and equipment for the Norwegian area.
- c) Commanding Admiral to be largely independent. His post is not comparable with the station commands; it calls for wider powers of authority.
- d) No more small vessels from the Norwegian area to be moved to home waters.
- e) Warships (including whaling ships) lying in Norwegian

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shipyards to be completed in accordance with their original plans. On no account conversion to German improvements or installation of special gear, which might delay their completion.

- f) Commanding Admiral, Norway can himself give orders for whaling vessels, small tankers and other small vessels.
- g) An increase in the anti-aircraft defenses of Trondheim is urgently necessary so that the port can be used as a base.

2. Commitment of the Battleships and Cruisers

The attempt finally to achieve greater activity and frequent, vigorous operations of many kinds by battleships and cruisers and the knowledge of the wide divergence of opinion unfortunately existing between Group West and Fleet Command on the one hand and Naval Staff on the other has caused Naval Staff to express its views to Group West and the Fleet Admirals on the operational possibilities and aims of the naval forces in a detailed review. This should achieve clarity of the tasks arising from the present situation. Naval Staff cannot agree with the scruples of the Group and the Fleet Command, who put great emphasis on the dangers in coastal waters and the Shetlands/Norway passage, the training difficulties and the technical and mechanical defects, and do not foresee any great chances of success for our few heavy ships. It must be remembered that it is just because our heavy forces are so few in number that they can only affect the events of the war and its outcome by the greatest activity. The only way to achieve success is by frequent, continual commitment of the battleships and cruisers and change of operational targets and not by single sorties occurring at very long intervals. It is not so important to direct operations against a definite objective discovered by radio intelligence or air reconnaissance as to appear frequently in the operational area with a view to one of the various operational aims.

From an assessment of the situation in the North Sea/northern waters area the operational aims are as follows:

Defense of the German sea communications between the Skegerrak and Trondheim by frequent spasmodic appearances of the battleships in this area and sorties against enemy forces threatening this route.

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Sorties against the enemy forces in the remote blockade on the lines Hebrides-Faroes-Iceland. (At present mainly auxiliary cruisers.)

Sorties into the Shetlands-Faroes area. Disruption of and attacks on enemy supplies and convoys to Northern Norway and particularly to the Narvik area. Attacks against the enemy positions in the area West Fjord-Harstad. Relief for the German troops advancing towards Bodoe on the land route by destruction of the light enemy forces operating off Bodoe. (For deliberations of Naval Staff on the commitment of the battleships and cruisers see memorandum 1/Skl 1 op. 845/40, Gkdos., Chfs. of 18 May in War Diary, Part C, Vol. II.)

3. Commander in Chief, Air Force, Operations Staff has passed on an order from the Field Marshal that the 3rd Squadron, 506th Group is, with immediate effect, to come under the orders of the 9th Air Division and that all operational tasks are to be carried out solely under the responsible direction of that Air Division.

Group West points out that there is no warrant for this order of Commander in Chief, Air Force in the basic organization at present existing.

Chief, Naval Staff recognizes that at the moment everything depends on concentrating all available forces on minelaying off the Dutch-Belgian coasts and for this reason agrees that for the moment the 106th Group (to which the 3rd Squadron, 506th Group belongs) should be placed under the 9th Air Division. However, Naval Staff must reserve the right to withdraw the Group or some of its squadrons as soon as new naval tasks demand their employment on other operational or reconnaissance duties. Commander in Chief, Air Force, Operations Staff will be informed accordingly and it will be expressly pointed out that the right of Commander in Chief, Navy over the 106th Group as over all other coastal patrol air formations remains unaffected by temporary subordination to the 9th Air Division. (See teletype 1430.)

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Survey of the Situation

Special Reports on the Enemy

Mediterranean/Indian Ocean:

Great Britain:

The Italian Navy states that groups of the formations in Alexandria have put in again; the remainder are expected to return.

Various British radiograms reveal the anxiety about Italy's entry into the war; for example, during the night of 16 May the British Admiralty instructed nine steamers to proceed via the Cape, to coal at Mombasa and not to go on to Aden except in case of emergency. The cruisers LIVERPOOL and HOBART, with several destroyers and gunboats, are in the Aden area. The aircraft carrier EAGLE and the cruisers AUSTRALIA and LEANDER are in the East Indies.

According to a press report, the second contingent of Australian troops have arrived in Egypt. Presumably the naval forces stationed in the Indian Ocean and Australian area are being used mainly to escort troop transports.

The old battleship RAMILLIES has already appeared in radio traffic with Malta and is probably already in the Eastern Mediterranean.

France:

No special reports.

An auxiliary cruiser was ordered to break off her operation immediately and return to Algiers; one vessel was ordered to proceed at full speed to Oran.

Admiral, Force "X" with the cruiser TOURVILLE as his flagship, has appeared in the Eastern Mediterranean.

Northern Waters/North Sea:

Norway:

Air reconnaissance reports enemy naval forces with an aircraft

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carrier 70 miles west of the southern tip of the Lofoten Islands, a battleship with destroyers in And Fjord, a battleship (or cruiser) and destroyers off Narvik.

According to radio intelligence two carriers (apparently the FURIOUS and the GLORIOUS) are to return to Scapa on 21 May.

North Sea:

No reports on the enemy.

Hoofden/Channel:

A British report officially announces the decision to evacuate Beveland and Walcheren. All important military objective were previously destroyed by the Dutch.

French and British destroyers are continuing their patrol of the area off the Dutch and Belgian coasts; they escort transport movements and take part in the fighting on land by shelling shore targets. The 11th French Destroyer Division has been ordered to prevent German attempts at landing on the south bank of the Scheldt estuary (possibly the enemy has discovered something about our plans for Operation "STEIN"). A French submarine-chaser was damaged by shells. During the evening French torpedo boats off the Scheldt reported heavy German bomber attacks and damage to some vessels (including the destroyer BOUCLIER). The torpedo boats were ordered to fire on the bridges and lock at Flushing.

Danger from mines is reported off Dunkirk. The port entrance is closed.

Brest has issued a warning to shipping about unsafe navigation on the French Atlantic coast between Vierge and Penmarch. Ships are to pass at a distance of 6 miles and request pilots if they wish to put in.

Numerous enemy flights to northwest Germany during the night of 18 May. Bomber attacks on 27 places; mines probably dropped over the mouths of the Weser and Elbe and in the Diel Canal. Only slight material damage during an attack on the docks at Wilhelmshaven.

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Own Situation

Atlantic:

Ship "16" was informed of the British announcement about minefields off Cape Agulhas and of the inclusion of the fact of minelaying in the war communique with a view to increasing the indirect effect.

Ships in the Atlantic were informed of the enemy situation and movements of ships.

Norway:

Narvik:

Shelling by enemy destroyers in Rombaken Fjord. Harassing fire by the shore battery at Emmenes on Narvik. Our troops in a very serious situation. Enemy pressure increasing. Division has no more reserve. The Swedish Government has agreed that 2,000 men of the destroyer crews from Narvik should be transported back through Sweden. Agreements on the transport operation will be reached by the Attaches in accordance with instructions from Armed Forces High Command.

Trondheim:)
) No special reports.

Bergen:)

North Sea:

During the night of 17 May the KOELN formation carried out the plan to lay mines to extend the North Sea declared area.

Groups of steamers from Stavanger are proceeding without incident through the Heligoland Bight into the Elbe.

The Fleet Command reports as a very serious result of the GNEISENAU's particularly slight mine hit that the safety valves of the main turbines, the turbo-auxiliary engines with a few exceptions in all the turbine and boiler rooms and all turbo-electric engines shut down simultaneously. The ship was thus unable to move and out of action for about twenty minutes. The Fleet request immediate measures to prevent this, as it is rightly thought that the possible consequences of these

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phenomena in waters where there is danger from mines and submarines are very serious indeed, especially as there is a strong suspicion that heavy bombardment or hits from torpedoes would cause the same effects.

High Command, Navy, Construction Division is taking suitable measures to ensure that safety valves do not function unless intended.

Dutch/Belgian coasts:

Naval detachments have begun to occupy Helder. Harbor defense flotillas are being formed for the ports as far as Flushing. In Helder 4,000 tons of oil belonging to the Dutch Navy in storage tanks and barges were seized.

The Naval Liaison Officer with the 18 th Army reports that the Army Command plans to transfer a large number of troops from the islands of Walcheren and South Beveland south over the Scheldt behind the canal from Ghent to Neuzen. Group "Stein" is to transfer them across probably on 20 and 21 May. The Army requests that the operation be protected against enemy action from the sea by submarines or planes.

Group West has been instructed by Naval Staff to support the operation by Group "Stein" the use of as many PT boats as possible in the Scheldt area and to the west of it.

If necessary Helder is to be used as a base; the area is to be cleared of mines by using steamers lying there as mine-exploding vessels, if this cannot be done with other facilities.

Group West is further instructed to provide for continuous operations by PT boats in the area south of the Hoofden, as troops are being embarked in Ostend and farther to the west.

The employment of PT boats on these offensive operations takes precedence over their employment as escorts for minelaying operations in the Central North Sea (see directive, radiogram 1330).

Skagerrak, Kattegat, Western Baltic:

Planes and submarine-chasers have given new sighting reports and warnings of submarines south of Oslo Fjord and west of

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Vaederoebod. Enemy planes again dropped mines in the Kiel Canal during the night of 17 May. At the moment the Kiel Canal, waters off Kappeln and entrance to Wismar are closed.

Commanding Admiral, Defenses, Baltic has notified prescribed courses for the Baltic Sea entrances, see teletype 1100.

Until further notice warships in the Western Baltic will proceed only on prescribed routes. Routes will be checked for mines as soon as Baltic Station has sufficient vessels for this purpose. Up to date there is no reason to suspect mines on prescribed routes. Important ships will be provided with minesweeper escort.

Transport Situation

Proceeded without incident.

Group Baltic has issued orders that anti-aircraft guns or air forces are to attack Swedish planes which violate neutrality regulations by flying over Danish territory or Danish territorial waters.

Submarine Situation

North Sea:

- In the operational area Hoofden: U "9".
- On passage : U "60", "62".
- On return passage: U "7".
- In Trondheim: U "43", U "122".

Atlantic:

U "37" west of the Shetlands.

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Commanding Admiral, Submarines reports probable operational readiness of submarines:

North Sea Submarines by 23 May - 3 submarines ("8", "56", "13")
by 28 May - 1 submarine ("58")
" 15 June - 2 submarines ("57", "59")
"
Atlantic submarines " 22 May - 3 submarines ("8", "101", "29")
" 29 May - 3 submarines ("48", "51", "46")
" 4 June - 3 submarines ("38", "47", "52")
" 8 June - 3 submarines ("230", "34", "65")
" 20 June - 1 submarine ("31").

Transport submarines U "26" - 24 May
U "25" - 7 June
U "A" - 10 June.

At present at sea U "9", "60", "62", "37", "43", "122".

When the whole Oslo-Trondheim railroad is reatored, Naval Staff cannot agree with the prolonged employment of submarines as transports for supplies to Trondheim. The railroad is scheduled to come into use about 1 June, and from this date the difficulties of transporting supplies to Trondheim must be regarded as obviated.

In view of this situation Naval Staff can no longer permit still more submarines, which are vitally important weapons, to be withdrawn from naval warfare and used for purely transport duties, for which they are ill-suited in any case. Under these circumstances Naval Staff requests Armed Forces High Command (National Defense) that the submarines which will again be in operational readiness in June should be immediately released for operations in the Atlantic.

Situation on Land

Victorious advance continuing. Antwerp captured. Break-through extended. Our armies have reached St. Quentin and La Fere; advance guards are in the eastern outskirts of Laon. Strong detachments are being brought up to the break-through and the northern front is being held.

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Air Situation

See Air Force Events of the Day.

Holland/Belgium:

The 30th Bomber Wing successfully attacked enemy naval forces and transports off the Dutch and Belgian coasts.

During the night of 18 May the 9th Air Division dropped mines in enemy harbors on the stretch of coast from Zeebrugge to Le Havre. Main points were Dunkirk, Calais, Boulogne and Dieppe. At the same time successful bomber attacks were made on harbor installations, anti-aircraft batteries and merchant ships. Simultaneous bomber attacks succeeded in diverting the enemy's attention from the aerial minelaying.

Norway:

Operations mainly concerned with reconnaissance and attacks on land targets. A transport (3,000 tons) sunk off Bodoe, and a steamer (1,500 tons) sunk in Solberg Fjord.

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Items of Political Importance

France:

General Weygand, previously Commander in Chief, Near East, has been appointed Chief of the French General Staff and Commander in Chief in all theaters in succession to General Gamelin, who is blamed for the failure of the Northern Army's operations.

(For further details see Foreign Press.)

Great Britain:

Minister of Information Duff Cooper: "If we lose the present struggle we still have not lost the war. But if Germany loses this battle, then she has irrevocably lost the war. The French and British governments are more determined than ever to win the war."

Lloyd George states in the press: "If the German troops reach the Channel ports we shall have to prepare ourselves for much greater sacrifices than at present."

For the rest he points out the great difficulties which Italy's doubtful attitude is causing the Western Powers. Italian intervention would bring a complete change in the strategic situation.

Spain:

The Military Attache in Madrid reports that Spain's present great weakness makes her participation in the war impossible. She lacks grain, fuel, guns, ammunition, tools and technical experts.

U.S.A.:

Congress has accepted Roosevelt's re-armament proposals. The Army is to be increased to 280,000 men. Armaments to be prepared for another million men. 7,000 pilots and 13,000 mechanics are being called up into the Air Corps.

Roosevelt's re-armament program has the approval of almost all authoritative circles and very wide sections of the population.

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Survey of the Situation

Special Reports on the Enemy

Atlantic:

At 1300 British reconnaissance planes were sent out against a submarine (U "37") reported 60 miles west of the Hebrides at 1100.

Indian Ocean:

Admiral, Colombo sent the following message to all British ships in the Indian Ocean: "German merchant raiders, camouflaged as Japanese ships, may be in the Indian Ocean. Report immediately by radio if you have sighted suspicious ships." In addition all British merchant ships in the Indian Ocean have been informed that from 19 May the harbors of Aden and Port Sudan and all British harbors on the East African coast will be closed at night. The ships have been instructed to proceed with dimmed lights and put out their navigation lights also west of 70° longitude.

Naval Staff is passing on this information and enemy measures to Ship "16".

Northern Waters:

Narvik area:

No special reports on the enemy.

North Sea:

Three French submarines (large modern type) are operating in the North Sea. Four enemy submarines apparently in the area of the North Frisian Islands, two more off Texel.

Hoofden/Channel:

Air reconnaissance discovered a large number of merchantmen off the French Channel coast, mostly transports and supply ships and some transports carrying refugees. As before French and British destroyers are carrying out patrol, escort and transport duties. The British destroyer WHITLEY, after being hit by a bomb off Nieuport, ran aground and sank. The 11th French

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Destroyer Division (CORDELIERE, BRANLEBAS, INCOMPRISE) which was exposed to heavy bomber attacks in the Scheldt area, was compelled to retire to Dunkirk and Cherbourg as all vessels were damaged.

Obviously as a result of aerial minelaying a French Commander has instructed all ships not to come closer than the 20m. limit off Boulogne and to make for a provisional anchorage about 6 miles north of Boulogne. Warnings of aerial minelaying were also given regarding Dunkirk during the night of 18 May. Putting in to Dunkirk is forbidden.

Own Situation

Atlantic:

No news from the auxiliary cruisers. They are being informed of enemy movements and the situation (see radiograms 1000 and 1058).

Norway:

Narvik:

Situation on land very acute, further developments depend solely on the immediate arrival of reinforcements. Sweden has finally refused to permit transit of arms and ammunition for Group Narvik.

Trondheim:

The island of Roervik northnorthwest of Namsos was occupied by the Army in order to protect supplies by sea to Mosjoen for the advancing mountain division.

Commanding Admiral, Norway intends to set up a 10.5 cm. battery in Molde Fjord (3 guns from the ALBATROSS) in the Molde area as soon as possible, so as to provide a refuge for coastal shipping. The first transports to Trondheim, not however ones of a regular service, will put out this week. At present the date when regular coastal transport will be resumed cannot be foreseen. The most urgent need is to satisfy the requirements of the Air

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Force in respect of bombs and fuel for air operations over Narvik.

Bergen:

Admiral, West Norwegian Coast reports that Ship "18" has captured the Norwegian torpedo boats TROLL and SNOEGG and the submarine "B 6" off Floroe.

Patrol boats are operating from Bergen as Army transports on the west coast.

Reports from agents about the existence of illegal forces led to an action which on the evening of 16 May resulted in the capture of a Norwegian fishing vessel carrying three mines, dynamite and small arms. Interrogation give valuable data about organization and minelaying carried out.

Plans have been made for a 15 cm. battery (3 or 4 guns) to be set up as soon as possible near Bleuig north of Haugesund in order to protect the route Boemmel Fjord - Karmsund. Investigation are in progress.

North Sea;

All convoys from Stavanger have put in according to plan.

The minelaying formation KOELN has put to sea for the next operation to extend the North Sea declared area. During the afternoon fighter cover shot down a British Lockheed bomber which flew over the formation.

Nine PT boats were transferred to Borkum for sorties in the Channel and along the Dutch-Belgian coasts. (Formation consisting of the KARL PETERS and 9 PT boats was reported at 1215 north of Norderney by an enemy submarine as a "battleship with several destroyers".)

Mine Situation

A harbor defense flotilla swept 10 mines in the Hubertgat.

In accordance with instructions from Naval Staff that a minimum number of destroyers must always be in operational

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readiness, the Fleet Command has ordered that the SCHOEMANN, BEITZEN and HEINEMANN are not to go into dock until the GALSTER, IHN and STEINBRINCK have put into Wilhelmshaven, probably on 27 May. This date to be anticipated only if the operational situation permits.

For bomber attacks during the night 18 May see radiogram 0600.

Holland/Belgium:

Parts of the 6th Naval Artillery Battalion from Helder will occupy the islands of Texel, Vlieland and Terschelling on 19 and 20 May. Army troops withdrawn to Helder. Coastal guns on Texel taken over by the Navy; Dutch naval offices are assisting very willingly in the task of taking over (see teletypes 1520 and 2400).

Coastal Defense Commander, Southwest plans to form harbor defense flotillas immediately in Harlingen, Helder, IJmuiden, Hook of Holland, Flushing (6 motor fishing vessels each).

IN view of the urgent need to clear up the mine situation and sweep channels, he requests that clearance gear and mine specialists be sent over at once. High Command, Navy is meeting this request. According to information received from the Dutch, river estuaries and canals are extensively mined with both German and British aerial mines.

At the request of the 18th Army Command, forces of North Sea Station are being sent immediately to occupy the coastal defense installations at Flushing. In view of the Army's plans (crossing of the Scheldt) installations must be occupied by 20 May.

The first survey shows that all coastal guns on the island of Walcheren are destroyed. There are only two 12 cm. guns and one patrol boat in Flushing dock. A mine depot has been seized.

All the guns without exception in the Hook of Holland are unserviceable; up to now on Texel we have found two modern 12 cm. twin mountings ready for firing.

The survey is being continued.

For the results of survey in Antwerp see record of telephone conversation 2400.

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This shows that the British have succeeded in a remarkably short time in systematically and almost completely clearing the harbor at Antwerp. Except for four unseaworthy steamers the harbor is completely empty. The British have taken away all floating cranes, pump ships, oil barges, etc. Oil depots set on fire. There are still about 8,000 tons of lubricating oil, 12,000 tons of light oil and 20,000 tons of crude lubricating oil. Apparently some of the oil stocks have been made unusable. Investigations are in progress.

At least 300 motor fishing vessels can be commandeered in the Dutch area.

5 modern steam trawlers with bow protection gear. Warships under construction:

- 1 cruiser to be launched September 1940,
 - 2 submarines (ready August 1940, January 1941),
 - 2 PT boats (ready except for the propellers),
 - 2 motor minesweepers (ready August 1940),
- also 2 destroyers, 1 submarine sunk in the channel; salvaging possible.

Skagerrak/Kattegat/Western Baltic:

Warningsoof submarines north of Skagen and in Oslo Fjord. Action taken against oil traces indicated the possibility that not submarines, but wrecks were involved.

Mine Situation:

No new reports of mines, Exploratory sweeps and check sweeping of routes without result. Messages received reveal that the motor tanker KIDDENSEE sank on 15 May in 20 m. water in the Samsøe Belt after a mine explosion. Obviously the ship disobeyed the general instructions to use the deep 40 m. channel leading through the Samsøe Belt. Group Commands, commanders of escort forces and dockyards are again being reminded that it is essential for ships to make for maximum water depths.

Transports duly on passage to Oslo. Urgent transports have all been concluded.

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Submarine Situation

Atlantic:

U "37" west of the Hebrides.

U "43" west of the Shetlands.

North Sea/Hoofden:

U "62", U "8" on passage. U"60" put into Heligoland again on account of trouble with her gyro-compass.

In Trondheim: U "122".

Situation on Land

Crossing of the Scheldt west of Antwerp, enemy retiring in the direction of Ghent-Courtrai, Break-through extended in the south. Attack against strong enemy forces in the area Valenciennes-Cambrai-Peronne. Commander in Chief of the 7th French Army, General Giraud, taken prisoner.

Air Situation

See Air Force Events of the Day.

The 30th Bomber Wing reports the sinking of a destroyer northwest of Dunkirk and the sinking of another destroyer north of Dunkirk. A transport ship was heavily damaged.

67 planes of the 9th Air Division laid mines in the harbors of Calais-Boulogne and Le Havre. 64 mines were dropped.

Night operations planned against British airfields had to be abandoned as the formations were urgently needed in the fighting on land.

The enemy is continuing his bomber attacks on German territory. Main center of attack during the night of 19 May was the

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Dortmund-Ems Canal.

24 incendiary bombs were dropped on the petroleum works at Salzbergen.

Merchant Shipping

Own Shipping:

The Venezuelan Navy is boarding German vessels and putting the engines out of action. German vessels lying off Oranjestad-Aruba are scuttling themselves. Four German ships in the Netherlands Indies have set themselves on fire or been scuttled.

Foreign Shipping:

British ships in Italian harbors have been instructed to leave. Italian ships which would normally have left for the Atlantic crossing have been delayed.

Italian naval authorities are commandeering tugs, lighters and coastal vessels.

On account of the deterioration in relations with Italy, the Australian Navy has been instructed to take special measures to watch Italian Shipping, report any Italian ships sighted and consider plans for their possible capture.

Commanding Admiral, Norway reports that the American Naval Attache maintains that the examination of the papers of the McCORMICK gives no grounds for seizing her. On the other hand, Admiral, West Norwegian Coast has suspicions of "continued passage". It is therefore planned now to bring the vessel into Bergen and unload there. (See Radiogram 1330.)

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Items of Political Importance

Great Britain:

Serious radio address by Churchill on 19 May, in which he urges the utmost efforts because, after the present great struggle in France is over, Germany's entire offensive power will be concentrated against Great Britain.

France:

The Foreign Office has taken special note that in Reynaud's last speech in the Chamber he did not mention the British Allies at all. In the interpretation of the speech for abroad the Foreign Office states that this omission is a concession to the anti-British mood of the French masses. Churchill's sudden journey to Paris can also be ascribed to differences of opinion regarding future conduct of the war.

Belgium

The Belgian Government has moved from Ostend to Dunkirk. It has thus left Belgian territory.

Italy:

Mussolini is said to have expressed sharp opposition to any propaganda for the occupation of Dalmatia by Italy.

Count Ciano states in a speech at Milan: "The Milan Fascist knows that the Italy of the war and revolution, of the heroic deeds in Ethiopia and of the victory in Spain cannot remain aloof from the events of European life, in which Rome will and must play her part. In this spirit of loyalty the Italian people are preparing for new tasks which they may be called on to perform."

Russia:

Reports from Great Britain state that Lloyd George is to be sent as special Ambassador to Moscow. For some time there has been the general impression that Great Britain, under the strong pressure of events, is again making considerable efforts to gain Russia's favor and is endeavoring anew to conclude a trade agreement.

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U.S.A.:

In confidence Roosevelt told the new President of Costa Rica, who has returned from Washington, that the U.S.A.'s entry into the war on the side of the Allies could be expected this year. It was desirable that the whole continent should unanimously declare war on Germany. Several South American states, but Mexico in particular, were causing Roosevelt some anxiety in this respect.

Chile:

The Embassy reports that the Foreign Minister has stated the Government's determination to maintain the strictest neutrality.

Special Reports on the Enemy

Atlantic:

Great Britain:

The Radio Monitoring Service detected the cruiser HAWKINS, with Commander, South American Division, in the eastern part of the South Atlantic.

France:

Radio intelligence intercepted various convoy movements in the Gibraltar-Biscay area.

Mediterranean:

Great Britain:

Data gained from radio intelligence and special reports provide the following picture of the reinforcement of British Mediterranean forces:

In Gibraltar: The cruisers DORSETSHIRE, CORNWALL and CARLISLE, about 15 destroyers, 8 at least of which were previously in the home area. The NUBIAN and 6 destroyers of the "H" and "K" classes are proceeding eastward.

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In the Eastern Mediterranean: 4 battleships, 1 carrier (ARGUS), 2 ORION and 5 cruisers of "C" and "D" classes, 4-5 auxiliary cruisers, 12 destroyers, about 14 submarines, plus the NUBIAN and 6 modern destroyers coming from Gibraltar. Probably 10 more destroyers will be withdrawn eastwards from Gibraltar.

France:

Two French transports carrying 6000 and 1,900 colonial troops passed Port Said on 13 and 16 May respectively in the direction of Marseilles.

Indian Ocean:

Task Force "P" has been formed in the Aden area from the cruiser HOBART, the auxiliary cruiser CHANTALA and some anti-submarine trawlers. On the evening of 19 May Commander, 4th Cruiser Squadron aboard the LIVERPOOL informed the cruiser HOBART that there was neither a state of war with Italy nor has a telegram about the threat of war been received, but that all measures regarding anti-submarine defense should be taken (in the Strait of Perim?).

Neutrals:

According to an agent's reports, Italian merchant ships have been directed to return speedily to Italy.

Northern Waters:

No new reports from Northern Norway. According to radio deciphering, a convoy arrived in Harstad on 17 May.

Daventry reports a successful raid by British planes on Vaernes airfield near Trondheim. It may be assumed that the attacking planes came from one of the carriers which were, according to radio intelligence, due to arrive in Scapa on 21 May from Northern Norway.

North Sea:

The report about the PT boats with their depot ship (falsely reported as battleship and destroyers) proceeding to Borkum was passed on to all British forces by the Admiralty. The cruisers MANCHESTER, SOUTHAMPTON, SHEFFIELD and BIRMINGHAM,

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also - for information - Commanders, 2nd 18th Cruiser Squadrons and Commanders, Thames and Rosyth Stations, received an urgent operational radiogram from the Admiralty during the night of 19 May; it is possibly connected with this report.

Hoofden/Channel:

Air reconnaissance by the 30th Bomber Wing did not spot any great amount of shipping off the Belgian coast in the forenoon, but there are numerous steamers in the ports from Ostend westwards. It is assumed that transport movements only take place at night. No clear picture of the enemy transport situation could be gained. The enemy is possibly removing single units of troops as well as refugees from the Belgian and French ports. Numerous ammunition and supply transports are also running. It is apparent from many enemy radiograms that German Air Force attacks and the effects of mines laid are causing these movements great difficulties and heavy losses. The Admiralty admits the loss of the destroyer WHITLEY on 20 May. Radio intelligence discovered severe damage to the destroyer WOLSEY off Dunkirk and the destruction of an unidentified vessel off Nieupoort. The destroyer L'ADROIT was beached near Dunkirk, the fleet tanker NIGER sank in the same area. The French steamer PAVON and the British steamer RIFSNES were sunk by bombs. Other vessels were damaged. Because of these losses the Commanders on the French and Belgian coasts urgently request cover of modern fighter forces.

Own SituationAtlantic:

Naval Staff assumes command of Ship "21". She is to report crossing 60° N in the Atlantic by short signal. On receipt of this signal, the supply ship KOENIGSBERG will receive sailing orders. Ship "21" has been instructed not to make an appearance before her rendezvous with the KOENIGSBERG, so as not to endanger the latter's departure and the rendezvous.

Norway:Narvik:

Minelaying cannot be carried out in Rombaken Fjord until after.

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24 May since, according to a report from the 10th Air Corps, transfer of fuel and ground staff to Mosjoen can only be effected by sea and cannot be carried out from Trondheim until 23 May. The 10th Air Corps also considers that minelaying in the three entrances to the Thelsund offers good prospects and requests 9 more TMA mines.

The request cannot be granted, since there are for the present no more mines of this type available apart from the 8 so far provided.

Trondheim/Bergen:

Nothing special to report.

For preliminary review of the organization of the Navy in Norway, see War Diary, Part B, Vol. V, page 143.

Commanding Admiral, Norway proposes that neutral Baltic ships which are released should at once return from the west coast via Kristiansand into the Baltic. Further passage taking advantage of Swedish territorial waters. Former instructions to the neutrals to proceed into the Baltic only through the North Sea and Kiel Canal have led to constant difficulties with diplomatic representatives, since crews have declined to pass through the North Sea on account of the increased danger. Naval Staff has given its consent. Escort, if necessary at all, is to be arranged with Commanding Admiral, Norway.

North Sea:

The minelaying formation KOELN has carried out its assignment as planned. According to instructions, Group West will release the KOELN and GRILLE to the Ships' Gunnery school in the Baltic. Further operations to extend the North Sea closed area must now be carried out by the NUERNBERG or the minelayers.

Group West is requested to give its views on the question of extending the declared area in the Heligoland Bight to the southwest. Naval Staff states:

"Mine defense of the Heligoland Bight has - as it was intended to - proved to be an effective defense of coastal waters to the west and north.

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The changed situation in the southern North Sea caused by the western offensive forces us to consider the question of extending this mine defense southwestwards.

1. The sea area between the extended declared area and the Dutch-Belgian coast becomes our coastal waters to the same extent as the sea area between the declared area and the coast of Jutland.
2. The newly acquired coast is considerably closer to the enemy coast than the coastal strip of the Heligoland Bight. Defense by mine barrages in an extended declared area "Southwest" can, therefore, also offer only slight defense compared with the Heligoland Bight.
3. This defense will cover the Ems-Maas-Scheldt sea route and exclude any threat from the flank to our operations into the Thames area, especially if a break through the British declared area is made impossible for the enemy by mine barrages along this area.
4. With the present position of the declared area, the area between the southern edge of the declared area and the Dutch islands is an especially weak spot (bottleneck), since it is easy to block. The enemy has undoubtedly not done this already (except off the coast against the Germany-Holland steamer traffic in grid square 8317) so that his own submarines can sail in and out unhindered.
5. The relatively short distances from Dutch bases allow mine barrages to be laid even in short nights."

(See letter to Group West and sketch in War Diary, Part C, Vol. VI.)

Holland/Belgium/Channel:

Operation "Stein" (crossing over the Scheldt southwards) is abandoned. Group West was informed by telephone of Naval Staff's opinion that in spite of this the PT boat sortie against the Belgian coast must be adhered to under all circumstances. It is an urgent operational necessity that naval forces should now make an appearance in this area and under present circumstance only the PT boats come into question. The Group was informed that according to data available to Naval Staff, the new enemy situation in the

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Hoofden area does not show any enemy movements east of Ostend, but that, on the other hand, large concentrations of shipping off Ostend, Dunkirk and Calais make a PT boat attack west of 3° E as far as Dover-Calais seem worthwhile.

Nine boats of the 1st and 2nd PT Boat Flotillas were then dispatched on the first operation against enemy transport movements off the Belgian coast.

For report of North Sea Station on the situation in the Delfzyl sector, see radiogram 2130.

Skagerrak/Kattegat/Western Baltic;

No indication of the presence of enemy submarines. Check and exploratory sweeps for mines were uneventful.

Mine Situation:

No new enemy flights.

The area off Schoenhagen and Westermarkelsdorf and the entrance to Wismar are still closed.

Transports:

Transports carrying material and troops and empty transports according to plan. Nothing special to report.

Submarine Situation

Atlantic:

U "43" west of the Hebrides.

U "37" west of Ireland.

U "28" sailed.

North Sea/Hoofden:

U "60", "62".

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On Passage:

to the Scapa area: U "8".

in Trondheim: U "122".

Situation on Land

Attacks against Ghent-Tournai in northern Belgium. Arras and Amiens reached. Advance units east of Abbeville. Apparently fairly strong new enemy defensive front being formed south of the Somme and along the Aisne.

Air Situation

See Air Force Events of the Day.

During operations against naval targets off the French and Belgian coasts, 1 transport was sunk and several transport steamers damaged and set on fire. Air reconnaissance reports that there are many ships in Dieppe and Boulogne.

The 9th Air Division carried out aerial minelaying off the French and Belgian ports of embarkation up to and including Le Havre and, at the same time, successful bombing attacks on shipping targets.

Merchant Shipping

Own Shipping:

The consulates at Luanda and Lourenco Marques have received instructions for the steamers lying in their area from the Ministry of Transportation. These are to refuel, remain in port for the time being and practise drill for destroying and setting the ships on fire.

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Foreign Shipping:

All agent's report from Las Palmas dated 19 May states:

"All Italian steamers, even trawlers, have been instructed to return to Italy with the greatest speed."

The Naval Attache in Spain reports on 18 May:

"Agent's report: Italian shipping agents have been ordered to send home at once all ships bound for Port Sudan."

Operational stations have been informed of the following decision taken by Naval Staff:

"Norwegian merchantmen in Germany which are not held under Prize Law because of carrying contraband but only as Norwegians, are to be released, if not required by the Navy, at the request of the Ministry of Transportation; a later settlement on conditions of ownership is reserved. The question of crews will be arranged by the Ministry of Transportation."

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Items of Political Importance

Great Britain:

General nervousness is increasing. The Secret Service discovered an alleged Fifth Column plot yesterday. It is feared that members of the Fifth Column may arrive in Great Britain on Dutch ships. Ships are being strictly searched.

The British press and reports show the greatest satisfaction over Weygand's appointment as Supreme Commander.

France:

The former General Secretary of the Foreign Ministry, Leger, has been relieved of his post. According to foreign diplomatic circles this step is of decisive significance for the future trend of French foreign policy. For years Leger has been in almost the position of a dictator at the Quai d'Orsay and is widely made responsible for post-war French foreign policy, especially during the past few years.

Public speech by Reynaud in the Senate about the great danger in which France finds herself. Wish for the utmost resolution. Panicky mood in Paris.

Holland:

Attitude towards Germany surprisingly good considering present conditions; this is primarily ascribed to the German Armed Forces' correct behavior. Officials and private administration prepared to cooperate loyally.

Italy:

The Naval Attache in Rome reports:

"During the past few days there have been increasing signs that Italian political circles expect Italy to enter the war very soon as the result of the German offensive. The people are also being prepared for a speedier decision than has so far been generally expected. On the other hand, in the highest military offices there are no tangible signs of Italy's immediate entry into the war. Decisions are delayed again and again under the pretext of armament not yet being

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completed. My opinion is still that Italy will not enter the war until it is quite clear that the Western Powers are no longer able to take decisive action against her."

This opinion of the Naval Attache is also confirmed by other well-informed sources. It is further confirmed that Italy would only enter the war against the Western Powers and not against Yugoslavia.

Russia:

The German Embassy in Moscow reports that the Russian press is adopting a very favorable attitude towards German military successes. Italy's attitude is no longer the subject of hostile, but of favorable criticism.

From the other side it can be stated that the Italian press is now also observing great reserve regarding Russia.

Turkey:

It is assumed in Turkey that Weygand's first step as Chief of the French General Staff will be to withdraw a section of his Army from Syria to France. If occasion arises the remainder of his troops are to be united with the Turkish Army under the command of the Turkish Marshal Tscharkmak.

Survey of the Situation

Chief, Naval Staff at the Fuehrer headquarters. Report made to the Fuehrer at noon;

- a) Report on Norway's coastal defenses and Naval Staff's plans for coastal fortification. Expansion of Trondheim as a main base.
- b) Continuation of transports to Norway to a limited extent.
- c) Chief, Naval Staff requested the release of the submarines withdrawn for transport purposes, in the interests of the conduct of submarine warfare. The Fuehrer agreed, after rail communication is established with Trondheim, if the submarines are made available on request for specially important transports.

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- d) Naval Staff's plans for operational naval warfare:
- 1) Battleship sorties into the northern North Sea and northern waters to afford relief for operations on land in Northern Norway and as strategic defense of the Skagerrak and Southern Norway.
 - 2) PT boat operations in the Hoofden and Channel.
 - 3) Resumption of submarine warfare in the Atlantic. Submarine disposition in the Hoofden.
 - 4) Auxiliary cruiser warfare. When asked, the Fuehrer decided that the French-occupied island of Aruba may not be bombarded for the present in view of U.S. interests.
 - 5) Mine warfare: Extension of the North Sea closed area. Reinforcement of the Skagerrak barrage.

- e) Navy's plans for the Dutch-Belgian area. Bases at present in Helder and the Scheldt region:

Chief, Naval Staff expressed the opinion that enemy landings are not to be expected because of air superiority and command of the hinterland, and that coastal defense can therefore be limited to a few heavy and medium batteries.

- f) Chief, Naval Staff requested the Fuehrer for his appreciation of the situation regarding the duration of the war, since the question is confronting Naval Staff as to whether it is correct to withdraw a large part of the submarines from active submarine warfare at the present moment in favor of submarine training, which will not show any results until after autumn 1940. Naval Staff believes that in principle it is not justifiable to use all the training submarines on operations at the moment and then later, when new boats arrive, to have no crews, but is of opinion that the submarine construction and training program must basically take into account the requirements of a long war, since it is possible that when larger numbers of submarines are available submarine warfare will once again acquire decisive importance. The Fuehrer agreed with this viewpoint and expressed his intention of having concentration shifted to the submarine and Ju 88 program after the conclusion of the main operations against France, for the purpose of waging

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war against Great Britain.

- g) Chief, Naval Staff finally discussed with the Fuehrer alone the possibility of a later landing in Great Britain, this having formed a part of Naval Staff's deliberations since the end of 1939 (Study "Northwest"). He pointed out the necessity of the Army deciding exactly how landing divisions are to be composed to offer any prerequisite at all for carrying out transport by sea.

(See also Commander in Chief, Navy's memorandum in War Diary, Part C, Vol. VII.)

Special Reports on the Enemy

Atlantic:

Great Britain:

At 1200 a British vessel reported a merchant ship east of Glettinganes (about 13 miles away) on course 120°. Glettinganes lies on the eastern side of Iceland. It is not to be assumed that Ship "21" was in this area. The ship was, however, informed about the British report.

Preparations for the evacuation of French nationals are reported from Gibraltar.

The British press is endeavoring to minimize the significance of the minelaying off Cape Agulhas in order to avoid disquiet, and states that there is no indication as to the origin of the mines and that no ships have been lost. An explosion was observed in October.

France:

Two submarines received urgent orders from Admiral, Africa not to stop the Italian steamer VIGILLIO (west of the Canaries at noon on 21 May), so as to avoid any incident. The steamer is to undergo the normal search in Gibraltar.

Indian Ocean:

Because of a report on a suspicious plane, readiness was ordered for air defense in the Aden area on 20 May.

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Norway:

Radio intelligence reports lively radio traffic between Bodoe and British home radio stations. The enemy headquarters are said to be in Tromsoe.

On 20 May air reconnaissance spotted a battleship on the "R" class in the Tjelsund, a cruiser in Ofot Fjord and a heavy cruiser off Harstad.

The Radio Monitoring Service intercepted a report about disembarkation carried out in the Narvik area.

The Admiralty announces the loss of the cruiser EFFINGHAM through running on an unknown reef on the Norwegian coast. This is obviously the cruiser reported by the Air Force to be severely damaged by a bomb hit near Bodoe on 10 May.

North Sea/Hoofden/Channel:

The enemy vessels in the eastern Channel are based primarily on Dover, the Downs and Cherbourg.

Radio traffic deals almost entirely with defensive measures on the Channel coast; unloading of ammunition from damaged steamers, diversion of vessels obviously bound for Dunkirk to Cherbourg or Le Havre, requests for personnel and material for minesweeping, for defense and for demolition (Dunkirk).

Dunkirk requests gear for clearing magnetic mines and also describes the situation with regard to embarkation on destroyers for the Downs as impossible because of the lack of fighter defense.

According to this report, an evacuation of troops from Dunkirk appears to have commenced already.

The total loss of the minelayer PRINCESS VICTORIA through striking a mine is announced.

Air Force reconnaissance in the afternoon detected a general shipping movement from the Dunkirk-Calais area to the west and southwest. The ports themselves appear to contain relatively little shipping.

Mine warnings for Boulogne and Le Havre were intercepted and British special minesweepers dispatched to Le Havre.

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The French Navy Department authorized Admiral, North to use the light guns from damaged vessels between Le Havre and the Straits of Dover for operations against German armored troops.

(See radiograms 1850, 1900, 1935, 2045.)

Own Situation

Atlantic:

Auxiliary cruisers were informed of the enemy situation and movements of forces (radiograms 1901, 1630).

Norway:

Narvik:

Nothing special to report.

The Naval Attache reports that agreement has been reached with Sweden regarding return transport of destroyer crews in four groups. Further arrangements with the Swedish authorities must be made dependent to a great extent on the military considerations of Group Narvik. A return transport of all "shipwrecked" in one batch, as the Swedes wish, is not at all possible, since with the present difficult tactical situation it is only possible to withdraw the naval units by installments from the defense of Narvik. The first transport is scheduled for 30 May.

Trondheim:

Night attack by planes on Vaernes airfield on 20 May was unsuccessful because of anti-aircraft defense.

Bergen:

Admiral, West Norwegian Coast reports that the Norwegian torpedo boats TROLL and SNOEGG and the minelayers GOR and VALE, as well as submarine B "6", have been brought in to Bergen. The vessels are all serviceable.

Three small coastal vessels are to be dispatched to Trondheim with bombs.

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North Sea:

Group West considers that the situation in the estuaries has altered through the enemy use of aerial mines so that no attempt by enemy submarines to penetrate into the Elbe need now be feared. It is therefore abandoning the construction of the heavy Elbe barrage.

Hoofden/Channel:

The first operation against the French and Belgian coasts was carried out as planned by the 1st and 2nd PT Boat Flotillas during the night of 20 May. Reconnaissance of Ostend, Nieuport and Dunkirk was carried out. The operation was hampered by a full moon, but favored by air attacks made simultaneously. The boats were several times unsuccessfully bombed by enemy planes on the outward trip southwest of IJmuiden. S "32" sank a vessel without lights, probably a supply ship of 2,000 tons. S "25" had torpedo misses (water apparently too shallow) on a French torpedo cruiser and destroyers west of Dunkirk (see radiogram 1715). The boats put in to Borkum.

The first operation by our PT boats, which are eminently suited for use in the Hoofden/Channel area, has thus been successfully carried out. The fact that the boats managed to fire on destroyers in the immediate vicinity of the enemy ports justifies the expectation that continual operations from the Dutch coast will attain further successes. The first operation will give the PT boat commanders increased enthusiasm.

Group West requests anti-aircraft protection for Helder and the Hook of Holland with respect to their use as PT boat bases. The necessary steps are being taken.

Holland/Belgium:

Incorporation of naval forces in coastal defense is making further progress. For disposition in the area of Coastal Defense Commander, Southwest see radiogram 1730. Naval Artillery Regiment 21 and Naval Artillery Battalions 201, 203, and 205 have arrived in Holland. Naval Artillery Regiment 22 is being formed. For present organization in Holland see War Diary, Part B, Vol. V page 141.

Large quantities of various types of oil were secured in Flushing and Rotterdam. (in Flushing this included about 20,000 tons of crude oil and 15,000 tons of bunker oil, in Rotterdam 300,000

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tons of oil.) Twelve large oil tanks were set on fire by enemy bombing attacks during the night of 20 May. The Coastal Defense Commander therefore urgently requests anti-aircraft defense. Immediate steps are being taken by Commander in Chief, Air Force. Later anti-aircraft defense will be arranged in agreement with Commander in Chief, Air Force.

With reference to minesweeping and guard duties in ports and estuaries within the area of Coastal Defense Commander, Southwest, it has been decided in conjunction with Commanding Admiral, Defenses, North and Commander, Minesweepers, West, that the entire minesweeping service devolves on these two Commanders and guard service on Admiral, Southwest. (For corresponding orders for redistribution of coastal minesweeping and guard flotillas see radiogram 1655, mine situation in the Scheldt estuary, 2120.)

Skagerrak/Kattegat/Western Baltic:

Anti-submarine action following an alleged submarine sighting south of Oslo Fjord was unsuccessful.

Mine Situation:

A Swedish ship was damaged by striking a mine en route from the west coast of Sweden to the Baltic.

With regard to the blocking of the northern entrance to the Sound, the Swedish Navy has now - according to the Naval Attache's report - agreed to a net barrage, but desires also a gap in the barrage on the Swedish side for unimpeded Swedish traffic in Swedish territorial waters. The Swedes are willing to guarantee very strict control by means of barrage patrol and shore batteries. A diplomatic reply is still to follow. Naval Staff sees no fundamental objection to making allowances for Swedish wishes.

Transport Situation

The fast transports of troops by the steamer PIONEER between Frederikshaven and Larvik continue as planned with remarkable speed. Escort by torpedo boats and motor minesweepers. Convoys to Oslo and return transports uneventful.

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Commanding Admiral, Norway's proposal to direct the return passage of the merchantmen lying on the west coast of Norway via the Skagerrak into the Baltic is supported by Group West since the lack of escort forces - which are urgently required for other assignments - render constant return through the North Sea impossible. Group Baltic agrees for the present to a single return trip via Kristiansand through the entrances to the Baltic, but objects to constant use of the northern gap in the Skagerrak declared area as long as the expansion of artillery defense and the lack of forces do not guarantee sufficient safety of this route. Naval Staff does not share these objections and agrees with Group West's opinion which does not regard this reservation as decisive, especially since use of the gap in the barrage in its present state has already proved practicable.

Submarine Situation

Atlantic:

U "37" in the operational area

U "43" west of Ireland

U "28" central North Sea.

North Sea/Hoofden:

U "9", "60", "62", "8", "56".

On passage: U "101".

Situation on Land

Situation in Belgium unchanged. No advance at the Scheldt. Southern group is again advancing. Channel coast reached near Abbeville, which is in our hands. The left wing has swung in towards Boulogne-Calais. Heavy fighting in the neighborhood of Valenciennes and Arras. Southern front Somme-Aisne/Oise Canal-Aisne.

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Air Situation

See Air Force events of the Day.

The 9th Air Division's success report for the night of 20 May includes, in addition to the execution of aerial minelaying as planned, the sinking of seven steamers and the damaging of numerous other merchant ships and transports. Aerial minelaying operations during the night of 21 May concentrated on Le Havre.

During 21 May strong bomber formations again operated very effectively along the Channel coast. Several steamers (tankers and transports) were destroyed or damaged by bomb hits. The 30th Bomber Wing reports a cruiser (destroyer?) set on fire northwest on Dunkirk.

Merchant Shipping

Own Shipping:

At the request of Group Baltic it was pointed out to the Ministry of Transportation that merchant shipping must definitely keep to the mine-free courses laid down by Commanding Admiral, Defenses, Baltic for the safety of personnel and vessels. Mark points will be indicated by the disposition of boats (yachts). Data about courses is to be treated as secret.

Group West reports that to date 31 ships have arrived in the Elbe from the west coast of Norway via the North Sea.

Foreign Shipping:

Naval Staff, at the request of the Danish Government, has given permission for Danish fishing smacks to call at all German ports, since Denmark wishes to double her exports of fish to Germany as other markets are closed.

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Items of Political Importance

Great Britain:

Adoption of a far-reaching law giving the Government power over people and property in Great Britain for the purpose of mobilizing all the reserves of the country and putting all forces into the struggle (see appendix to Foreign Press Report No. 210/40.)

Adoption of a law to introduce the death penalty for espionage and sabotage. Plans to increase the production of coal; miners between 65 and 80 to resume work. Authorities commandeering iron gratings, ornamental gates, railings, etc. because of the urgent need for iron. Introduction of overtime and Sunday work to increase aircraft production. The question of transferring the machinery of Government of Canada in the event of a large-scale German assault on Great Britain is being considered.

France:

Very great consternation about Reynaud's speech in the Senate revealing France's true situation. Responsibility for France's future destiny is now thrust on General Weygand.

Turkish political circles are of opinion that the new changes in the French Foreign Ministry indicate a complete reversal of foreign policy.

It is believed, in connection with Roosevelt's message to Mussolini, that France will be prepared to make great sacrifices to Italy and that under Petain's influence a policy of compromise with Spain also may be expected.

Balkans/Mediterranean:

Weygand's recall from the Orient Army makes an extension of the war to southeast Europe even less probable.

Since Russia and Italy are not at present planning to attack the Balkans and there are signs that Turkey is withdrawing from the Western Powers' mutual assistance pact, no warlike developments in the Balkans are expected in the immediate future. Deliveries here from the Balkans and Russia are completely satisfactory.

Disquiet in Yugoslavia about the Italian attitude continues.

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According to definite information there would, however, be no question of an attack on Yugoslavia if Italy entered the war. Mussolini still strictly prohibits any propaganda for operations against her. Spain is very anxious lest she be drawn into the war and is avoiding any friction with the enemy despite her benevolent neutrality towards us.

There are at present no indications that Italy's entry into the war is directly imminent.

U.S.A.:

Unrestricted inflammatory and atrocity propaganda is preparing the way for Roosevelt's aim that the American continent should enter the war. References to America's danger if the Allies are beaten. U.S. political and economic pressure on Central and South America to force them to take the same line. At present there are still strong obstacles to open entry into the war because of the presidential elections and Japan's indefinite attitude (but deliveries of planes and elimination of credit barrier).

Entry into the war is not expected in the immediate future.

Conference on the Situation with Chief, Naval Staff

1. Group West intends to put the cruiser NUERNBERG at the disposal of the Naval Anti-aircraft School "if Naval Staff has no operational assignments for the ship". Naval Staff recognizes many possibilities for cruiser sorties into the Shetlands/Bergen area in view of the present altered situation in the North Sea area and regrets that the Group itself foresees no operational assignments for the ship.

With respect to the earliest possible resumption of operational activity by the battleships, the Group obviously inclines to the opinion that operations by only one battleship with one cruiser (HIPPER) are not justifiable. Naval Staff, on the contrary, is of opinion that as the enemy situation is at present battleship sorties can and must be carried out very effectively even with only one battleship and one heavy cruiser, if one of the battleships is not available because of repairs or breakdowns.

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Chief, Naval Staff perceives with anxiety that there are still differences of opinion between Naval Staff and the higher operational commands about fundamental questions of operations by naval vessels, especially Flëet forces. Naval Staff has the impression that the great inner change in the strategic viewpoint, which - born from the inferiority of the German Navy - manifests itself in a conscious withdrawal from operational methods earlier considered correct and expresses itself in ruthless offensive action and constant initiative and activity, has still by no means penetrated to the operational commands and has not yet become material for thought by them. Naval Staff feels the deviation of viewpoints to be all the more serious since the Navy can only fulfill its own assignments in the great struggle for Germany's future and assure its own future development if all its sections endeavor, without regard to the numerically unfavorable ratio of forces, to seek their targets in the greatest offensive spirit and to inflict damage on the enemy even if large-scale operations are required.

Chief, Naval Staff has summarized his ideas on this subject in an order to the Group Commanding Admirals, Commanding Admiral, Fleet and Commanding Admiral, Submarines (SkI, I op. 860/40 gkdos. Chef's dated 23 May) and expressed the expectation that the higher commands and Commanding Admirals will make the Fuehrer's first principle "no great success without great effort" their own in all operational considerations.

(See text of the order in War Diary, Part C, Vol. II.)

2. Report on Naval Staff's directive to Group West, etc. regarding coastal fortifications in the Dutch-Belgian area. See War Diary, Part C, Vol. X.
3. Report by Naval Staff, Service Division about the organization of Commanders on the Dutch-Belgian coast and the limits of their command areas. From an operational viewpoint, the area up to the Zuider Zee, i.e. up to the island of Vlieland inclusive, must be regarded as belonging to the North Sea area, while from the island of Texel southwards another type of area operationally commences, having a special character. It is therefore planned to establish a new Commanding Admiral for the area (commencing from Texel) Dutch/Belgian/north French coast, under whom there will be two Admirals for the areas:

- 1) Netherlands (including Antwerp, and

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2) Belgian/North French coasts.

Special Reports on the Enemy

Atlantic/Mediterranean/Indian Ocean:

Great Britain:

The appearance of a large number of auxiliary cruisers in all areas is detected in consequence of the great withdrawal of battle forces from escort and patrol duties. Eight auxiliary cruisers are operating on escort duties on the North Atlantic route, of which three are at present in the Eastern Atlantic or already in the British coastal area.

The auxiliary cruiser DERBYSHIRE was west of the Channel on 19 May; four more auxiliary cruisers were in the area west of Vigo to west of Gibraltar on 17 May (escort service to Gibraltar and Freetown?).

The distribution of auxiliary cruisers was transmitted to our ships in the Atlantic (see radiogram 1121).

The cruisers CORNWALL, DORSETSHIRE and two destroyers left Gibraltar today eastwards.

The cruiser CUMBERLAND arrived in the Cape area on 21 May.

The cruiser LIVERPOOL left Aden on 21 May to relieve the cruiser HOBART in the Strait of Perim.

France:

Radio monitoring intercepted convoy movements off the coast of Spain and anti-submarine measures in the Bay of Biscay. (See radiogram 2115.)

The cruiser SUFFREN was detected in Port Said, the aircraft carrier BEARN with three destroyers in Gibraltar. Both are scheduled as reinforcement for the Mediterranean forces.

Orders were issued for the evacuation of the French in Gibraltar.

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Northern Waters/North Sea:

Norway:

The aircraft carriers FURIOUS and GLORIOUS, escorted by four destroyers, were detected west of West Fjord and 67° 20' N, 2° 55' E on the way to Scapa. According to this their return appears to have been delayed. An anti-aircraft cruiser was reported off Narvik shelling our troops' positions. Bombers sighted a battle cruiser(?) in the Tjelsund and several transports in the fjords, and made successful bombing attacks.

According to a report from Dublin, the aircraft carrier FURIOUS is said to have been damaged by bombs off Andalsnes. The report states further that no British ship came out of the Norway operation without damage.

North Sea:

The old battleship RESOLUTION has put into Scapa (?).

Hoofden/Channel:

Radio intelligence detected various movements by French forces operating on escort and transport assignments in the area Dover-Dunkirk-Boulogne-Cherbourg. The large destroyer JAGUAR is carrying out a hurried transport of ammunition for an operation planned for the coming night and is to arrive in Dunkirk west roads about 0030 on 23 May.

Working parties with explosives are ready in Cherbourg to destroy Dunkirk harbor installations when instructed. Numerous measures in radiograms intercepted indicate that the evacuation of the coastal area is being prepared and that endeavors are being made to remove valuable material and aviation gasoline. Lack of tugs is reported. The approach of German armored formations to Boulogne and Calais is also reflected in radio traffic and has led to various urgent requests for support.

German PT boats were reported by the enemy during the night at 0115 on 23 May north of Dunkirk.

For data from the Radio Monitoring Service on the activities of enemy forces from 12-19 May, see Radio Monitoring Report No.20/40.

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Own Situation

Atlantic:

The auxiliary cruisers Ships "21" and "36" reported their positions by short signal.

As already reported, Ship "36" (Weyher) sank a 5-10,000 ton steamer 1,000 miles west by south of the Azores on 22 April and is now in the Cape Horn area (large grid square HHO. The ship has enough fuel for more than 12 weeks. The rendezvous with the supply ship WINNETOU must therefore have taken place as planned.

Ship "21" reports her position 180 miles southeast of the southern tip of Greenland (grid square AJ 35). Her break through the Denmark Strait was thus successful,

Because of this report, Naval Staff has ordered the supply ship KOENIGSBERG to sail from Para.

The auxiliary cruisers' reports give proof of the great efficiency of the short signal procedure, which opens up far-reaching possibilities of communication and thus of operational control without endangering the safety of the naval forces. The ships in the Atlantic were informed by Naval Staff about the political situation, enemy movements and the development of operations in the west.

Norway:

Narvik:

Nothing special to report.

Bergen:

Installation of a torpedo battery in Nord Fjord completed. A Norwegian patrol vessel was sunk by M "1". Three coasters sailed for Trondheim with bombs and aviation gasoline. It is planned to have the 5th Motor Minesweeper Flotilla check the British declared area near Stadtlandet for mines.

Hoofden/Channel:

Sortie by 8 boats of the 1st and 2nd PT Boat Flotillas into the area off the French and Belgian coasts during the night of

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22 May. Strong enemy destroyer patrols between Ostend and the Thames. The boats were soon heard in the still night, which, however, was not a disadvantage since the enemy listening posts suspected air attacks and threw their searchlights towards the sky. The 2nd PT Boat Flotilla was stopped by aircraft parachute flares off the Scheldt estuary and the sortie into the Thames area was broken off because the night was too light. S "21" (v. Mirbach) and S "23" (Christiansen) sank a French destroyer off Dunkirk and were then chased by the enemy. This was obviously the large destroyer JAGUAR arriving off Dunkirk with ammunition during the night, according to radio intelligence observations. (It was possible to pass on the result of radio intelligence to the PT boats in good time.)

Holland/Belgium:

Admiral, Southwest reports that the British cleared all Dutch mines and all German aerial mines when leaving the Hook of Holland. This port is therefore - also because of better facilities for distribution in the harbor - considered more suitable as a PT boat base than Helder.

Regarding firing readiness of coastal batteries it is reported:

1. Texel: four modern 12 cm., two 2 cm. guns
2. Helder: two 15 cm., four 7.5 cm., two 2 cm guns
3. Ijmuiden: two 24 cm. (old guns), three 7.5 cm., two 2 cm.
4. Hook of Holland: two 24 cm. (old guns), two 15 cm, two 2 cm.
two more 24 cm. are speedily being made ready
5. Walcheren: two French 5 cm. eight Dutch anti-aircraft machine-guns, two 2 cm.

Twelve 15 cm. Army howitzers have been set up in the Hook of Holland at present for coastal defense.

North Sea:

Because mines were suspected in the Elbe and a steamer ran aground in the Hubertgat the Elbe and Ems were temporarily closed. The Elbe was opened again in the afternoon after three detonations

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The battleship SCHARNHORST is reported not to be in war readiness because of breakdowns in her engines. (Leaks in flanges, steam conduits and valves and breakdowns of the feedpumps and oil pump regulators.) She must go into dock from 26-31 May.

As from 22 May Commander, Torpedo Boats come under Group West. It is left to Group West's discretion to transfer him later on to a Dutch base after previous investigation.

Skagerrak/Kattegat/Western Baltic:

No enemy submarines sighted.

Mine Situation:

When checking the Samsoe Belt with cable remote clearance gear there were heavy mine detonations 600 m. south of the spot where the steamer HIDDENSEE was wrecked. No new minelaying by planes observed.

Transports to Oslo and Larvik carried out as planned. After the departure of the transports now sailing from Stettin and after the cancellations requested by Naval Staff, there are still the following transport requirements according to a communication from Armed Forces High Command:

17,637 men
8,098 horses
2,860 vehicles.

Efforts are being made towards further cancellations. It is not planned to transport back large formations from Norway until the present transports are completed.

Transfer of the prize steamers from the west coast to the Baltic via Kristiansand has commenced.

Eastern Baltic:

For Danish naval communication about Swedish minefields near the Aalands see letter 1600.

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Submarine Situation

Atlantic: U "37", "43".

On passage: U "28", "101".

North Sea:

Hoofden: U "9", "60", "62".

On passage U "8", in the Scapa area,
U "56" at position west of Pentland Firth.

A survey of submarine operations in May/June gives the following picture:

Large boats:

At present in the Atlantic or on passage: 4

Also available by 20 June: 12

Transport submarines: 4 ("25", "26", "UA",
"123")

Warship Construction Testing Command: 2 (U "99", "102")

In dock 1 (U "31" - 27 July)

Small boats:

In the North Sea operational area: 5

Also available by 15 June: 5

In dock 1

At the Submarine School 15

Important Data from the British Submarine SEAL:

Interrogation of prisoners gives definite proof of the application of a new-type protective procedure by British submarines against magnetic mine and torpedo fuses through demagnetizing by means of a cable loop, which is laid round the boat while it is at the pier in dock and is removed again after treatment. The

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Minelaying Experimental Command has established a definite weakening of the SEAL's magnetic field, so that extensive protection against magnetic firing can be assumed.

(See also War Diary, Vols. V, VI.)

Situation on land

Troops in the Ghent area making further attacks to the west. Stubborn enemy resistance in the area between Tournai and Valenciennes. Mopping-up of the area around Maubeuge; west wing making a sortie against Boulogne/Calais. Most advanced units before Boulogne.

In the evening the 6th French Destroyer Division already reported on Boulogne roads shelling by a German armoured division from shore. Aim: Thrust along the coast to prevent large enemy forces escaping via the Channel ports.

Air Situation

See Air Force Events of the Day.

The 30th Bomber Wing scored hits on transports and destroyers between Ostend and Calais. In the Narvik area the 26th Bomber Wing sank a transport in Gratangen Fjord and scored hits on a battleship in the Tjelsund; another transport was severely damaged off Bjerkevik.

Merchant Shipping

Belgian merchant ships have painted over their neutrality markings and are no longer identifiable as Belgians.

Group West announces the following:

Effective immediately the following area along the west coast of Denmark is opened for fishing by the Danes: Bounded in the

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north by the line from the coast at $56^{\circ} 50' N$ to $6^{\circ} 40' E$.
From here to point $55^{\circ} 35' N, 6^{\circ} 40' E$ from here to point
 $55^{\circ} 35' N, 7^{\circ} 40' E$ from here to point $55^{\circ} 15' N, 7^{\circ} 40' E$,
from here eastwards to the coast.

Danish fishing vessels are given strict instructions under no
circumstances to leave this area, since otherwise they can
expect to be confiscated or sunk without warning.

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Items of Political ImportanceWestern Powers:

The situation is assessed very seriously in Great Britain and France. Anxiety about a large-scale offensive against Great Britain. Assumed that German fighting strength has been greatly weakened by previous operations and is for the present no longer capable of very large-scale action. Endeavor to gain time in order to strengthen defensive power and develop defense positions. Hope of success is keeping Italy out of the war still. Endeavors to gain Russia's goodwill.

Spain:

The Embassy in Madrid reports that the Spanish Foreign Minister is now less worried than before regarding the possibility of Spain being involved in the war. Even Italy's expected entry into the war will not definitely draw in Spain. Since the latest German victory France and Great Britain have even less desire to have Spain as an opponent, which would immediately be the case in the event of encroachments in Tangier, Morocco, Gibraltar or the Balearic Islands. If, contrary to expectations, it is a long-drawn-out war, he believes the U.S.A. will intervene.

Rumania:

General mobilization because of a possible threat from Russia. According to a communication from the Army General Staff, there is also news that the number of troops in the Russian zone bordering Rumania is above normal.

News of a possible Russian attack on Rumania and Bessarabia contradicts information to date, according to which Russia is not planning an attack on Bessarabia for the time being.

Turkey/Russia:

For extract from report of the Military Attache in Ankara on the communication of an agent about Russo-Turkish relations and the aims and purpose of the Weygand Orient Army, see War Diary, Part B, Vol. V, page 144.

Japan:

According to a report from Tokio, Germany also has now stated, following the U.S.A., Great Britain and France, that she has no

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interest in an alteration of the status quo in the Dutch East Indies. Naval circles see a historically unique chance to seize the Dutch East Indies, which cannot be exploited as a result of the China conflict. There are signs of a wish to end the conflict by means of negotiations. The Naval Attache in Tokio reports that, according to an agent's statement, the Japanese Navy is making preparations to prevent any alteration of the status quo in the Dutch East Indies by third powers.

Any movement of the Japanese Fleet in the direction of the Dutch East Indies is being very strictly watched north of Manila by the British, south of it by the Americans.

Japan's foreign policy is veering round. Pro-German circles are becoming stronger.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Report by Chief, Operations Branch on Naval Staff's survey of the situation regarding Group Baltic's area of operations. The survey of the situation was brought to the notice of the Group Commands and Commanding Admiral, Norway (in l/Skl I op. 858/40 Chefs. dated 23 May, see War Diary, Part C, Vol. III) for the purpose of coordinating the operational views of all offices.

The tasks for Group Baltic arising from the present situation are:

- a) Defense of supply communications to Norway;
- b) Defense of sea communications in the entire Baltic area;
- c) Control of neutral trading in the Baltic.

Execution of these assignments by defense of the Skagerrak and Kattegat against attempts by light surface forces to break through, anti-submarine action and defense against the enemy use of aerial mines.

2. In order to relieve the Narvik position, Chief, Naval Staff had ordered an investigation of the question of submarines

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again being used in the Narvik area. Commanding Admiral, Submarines, however, strongly advised against such operations since previous experience with regard to the constant brightness of the nights and the enemy's favorable chances of patrol indicate only very slight prospects of success here and a diversion of submarines for this area would also entail a highly undesirable waste of the few at present available for warfare in the Atlantic.

Survey of the SituationSpecial Reports on the EnemyAtlantic:

The B.B.C. reports that further Canadian units, including French Canadians, have landed on the west coast of Great Britain. Radio intelligence intercepted the convoy being escorted in.

According to subsequent radio deciphering, the old battleship RESOLUTION put into Scapa on 21 May with destroyer escort. It is not improbable that the ship was damaged by a bomb hit in the Narvik area and is now to undergo repairs.

Mediterranean/Indian Ocean:Great Britain:

No alterations with respect to the British Mediterranean Fleet appear to have taken place. According to an intelligence report, there were in Alexandria on 19 May: 4 battleships 3 cruisers (2 LEANDER and 1 DRAGON), 5 destroyers, the MEDWAY with 5 "P" class submarines and the RESOURCE).

The EAGLE and the GLOUCESTER put in to Aden on 22 May. The LIVERPOOL and HOBART sailed on 21 May.

France:

The PROVENCE, BRETAGNE, TIGER and LYNX left Alexandria on 20 May to proceed to French Morocco. There are no fresh reports about the 1st (Old) Battleship Division, which was detected in Oran at the end of April.

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Northern Waters:

Air reconnaissance reports a cruiser, an anti-aircraft cruiser, a torpedo cruiser and 2 destroyers in Ofot Fjord.

North Sea:

According to radio intelligence there are at present 8 enemy submarines in the operational area; 1 in the North Norwegian area, 4 on the southwest coast of Norway and off the Skagerrak, 1 on return passage and 2 between the Heligoland Bight and the enemy submarine bases.

According to these discoveries there are at present no enemy submarines east of the Skagerrak barrage.

Hoofden/Channel:

Numerous radiograms afford an insight into the activity of light enemy forces on the French and Belgian Channel coasts. Their main task lies in the Bologne-Calais area, supporting the fighting on land from the sea. In so doing they were several times bombarded by German tank guns.

The German armored divisions' swift advance has caused the French Navy Department urgently to order all coastal stations and naval forces to support to the full the Army's endeavors to cut off the German armored forces' rear communications.

The large destroyers CHACAL and LEOPARD are engaged in coastal patrol in the area Boulogne-Downs-Dunkirk. A radiogram from one of the commanders in Boulogne to Admiral, North is worthy of note; it states that the British destroyer VANOC is off Boulogne to carry out evacuation (apparently of British troops). This step was, however, not requested by Commander, Boulogne and was rejected, since it would mean the end of still effective resistance.

In the Scheldt area French vessels were instructed to prevent attempts to land on the southern bank, since there were indication of preparations for a German attack near Flushing.

Enemy losses are again considerable: The destroyer ORAGE was sunk. The destroyer FRONDEUR was severely damaged and other destroyers, probably including the FOUGUEUX, damaged. The French Navy Department announces the loss of the destroyer

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L'ADROIT, the tanker NIGER and the submarine DORIS.

Own Situation

Atlantic:

Ships in the Atlantic were informed of enemy movements and about new data on British auxiliary cruisers, also about the appreciation of Japan's attitude and the state of operations in the west.

(See radiograms 0613, 1814, and 1703.)

Norway:

Narvik:

Pressure by superior enemy forces on our land front is becoming stronger. Group Narvik requests air support. Enemy planes which have so far appeared are thought to be carrier-borne planes of the Blackburn and Sea Gladiator type. The first laying of TMA mines was carried out as planned in the Stroemen Channel in Rombaken Fjord by a flight of He 59's.

Bergen:

Nothing special to report.

Naval Staff has placed at Commanding Admiral, Norway's disposal the torpedo boats TROLL and SNOEGG, which were secured in the west coast area of Norway. Further allocation at Commanding Admiral, Norway's discretion. Other vessels secured are also at Commanding Admiral, Norway's disposal, except for submarines.

North Sea/Hoofden/Channel:

PT boats - except S "24" and S "25", which went to Wilhelmshaven for repairs - put in to Den Helder.

Group West has been directed to continue constant PT boat operations and to try to transfer the boats speedily to a base as far west as possible on the Dutch or Belgian coast. Choice of the port is left to Group West's discretion. Naval Staff considers the Hook of Holland very suitable at present.

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The Fleet Command has been ordered to break off the SCHARNHORST's training at once and to establish her war readiness only with the greatest haste, since Naval Staff attaches the greatest importance to the speedy execution of a battleship operation in the northern North Sea and northern waters.

Holland/Belgium:

The Admiral reports that he now considers the Dutch coast-excluding the Scheldt sector - to be secure against attacks from the sea. Further expansion is being carried out. Defense against attacks from the air is not yet adequate. The Air Force has started expansion of air defense. Chief among further defense measures is, in addition to the expansion of coastal defense, mine defense in the entrances and in the canals.

The Admiral reports with reference to the suitability of the ports for the conduct of naval warfare:

Hook of Holland:

Operational harbor for small boat formations. Harbor entrance blocked day and night by a floating barrage.

Helder:

Equipment base, later operational harbor. Mine situation still obscure.

Ijmuiden:

Importance slight as regards naval war. Defense still incomplete

Flushing:

Suitable later as operational harbor and equipment station.

Skagerrak/Kattegat:

A plane reported sighting a submarine near Skagen (no confirmation)

Mine Situation:

The steamer FRANZ HANIEL struck a mine northeast of Gabelsflach.

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A mine was found in a fishing net in Eckernfoerde Bay. Otherwise no fresh discoveries of mines dropped. Check sweeps of the sea areas by units of Commander, Minesweepers, Baltic also produced nothing new.

Transports as scheduled.

Submarine Situation

Atlantic:

In the operational area: U "37", U "43".

On passage: U "28", U "101".

North Sea:

U "9" Cross Sand, south of 52° 24'N;

U "60" north of U "9";

U "62" Hoofden;

U "8" west of the line Cape Wrath on
150°;

U "56" east of U "8"; point of
concentration in the
south

On passage: U "26".

Merchant Shipping

Own Shipping:

Forstate of German merchant shipping on 18 May see file
Merchant Shipping Situation.

Norwegian run:

Group Baltic has issued the following guiding principles for
stopping steamers in the Skagerrak:

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1. Do not stop U.S., Japanese, Italian and Russian steamers.
2. Naval air forces not to stop steamers flying the German and Norwegian flags up to a distance of 5 miles from the south coast of Norway. Naval forces to check the convoy certificates of Norwegian ships occasionally.
3. Stop all steamers flying a foreign flag except those named under 1. and 2. in the entire Skagerrak area outside Swedish territorial waters and provide them with course instructions to Kristiansand, Larvik, Horten, Skagen, Frederikshaven, or bring them in. Forward to German ports as soon as possible. Concentrate on steamers on westerly course. Commanding Admiral, Norway is requested to instruct shipping on the south coast of Norway to remain within a distance of only 5 miles from coast.

Foreign Shipping:

Naval Staff has instructed Commanding Admiral, Norway and Admiral, West Norwegian Coast to carry out the unloading of the U.S. steamer McCORMICK's cargo without suffering any further delaying action from the captain. In case of necessity the U.S. Consul is to be informed that copies of the papers have been sent to Berlin and that their examination will probably last a fairly long time.

Situation on Land

Army Group B made a successful advance. Scheldt crossing forced between Ghent and Tournai. Heavy fighting in the Arras-Valenciennes area. Armored divisions attacking the line St. Omer - Calais - Boulogne.

Air Situation

See Air Force Events of the Day.

During bombing operations over Narvik, the 10th Air Corps

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scored a hit on the stern of a cruiser. Commander, Naval Air, Baltic reports that three TMA mines were laid without difficulty in the Stroemen Channel in Rombaken Fjord.

Commander in Chief, Air Force has ordered the 9th Air Division to operate exclusively against Boulogne, Dunkirk and Calais with mines and bombs in view of the situation on land.

With reference to the operational plans of Fleet forces, Naval Staff has requested Air Force Operations Staff for the most continuous reconnaissance possible of the Orkneys-Shetlands area.

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Items of Political Importance

Western Powers:

Radio address by the King of England, in which he hypocritically speaks of the British ideals of freedom, justice and peace, and slanders Germany. "It is a matter of life and death. Defeat means the destruction of our world". The address closes with a reference to the great seriousness of the situation and an appeal to the peoples of the British Empire to throw everything into the struggle.

Some British newspapers point out the extremely serious threat to Great Britain which would arise from a German possession of the Channel coast.

The War Cabinet met in France on 23 May and examined the military and diplomatic situation and the refugee problem. A resolve was taken, in agreement with the Commander in Chief, to undertake no further evacuations without written orders from the latter. Also, no transfer of Government officials from Paris and environs and no moving of industrial undertakings, apart from the factories of military importance which have been in the process of removal for some months.

Norway:

King Haakon calls for further endurance, thanking the Allies for their help so far.

Italy:

Endeavors by the Western Powers to enter into negotiations with Italy for the purpose of mitigating Allied blockade measures for the Italian economy. The Allies emphasize that they wish to avoid Italy suffering the slightest damage from the blockade.

It may now be too late for such a gesture of friendship, which is certainly not easy for the Western Powers to make. The Italian Government will hardly be prepared to accept any bribes whatever at the present moment.

Italian propaganda and official publications have now taken up a definite attitude to the systematic preparations for Italy's entry into the war later and emphasize in no uncertain terms the necessity of the political new order in Europe by a German-Italian victory.

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Rumania:

Tension between Russia and Rumania. Fear of an imminent attack on Bessarabia, which Rumania will resist with armed force. Query from the Rumanian General Staff via the Military Attache what the German High Command knows about Russian measures and what our military and political judgment of them is. German intervention suggested.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Conference about a Fleet operation towards Northern Norway. Because of the situation in Narvik, which is becoming more and more difficult, Naval Staff considers it necessary to bring effective and direct relief to Group Narvik. The enemy situation makes operations against the British forces in the Narvik area appear promising. Even a sortie into West Fjord as far as Narvik and into Vaags Fjord as far as Harstad appears entirely feasible with the Channel conditions as they are. The effect of such an operation on the situation of the sorely pressed Narvik group is obvious. Trondheim, the anti-aircraft defenses of which must be reinforced with all available means by this time, is available as a base and refuelling point for the escorting light forces if necessary even for battleships.

The earliest possible date for the operation must be aimed at with regard to the enemy situation and the situation on land in Narvik. Chief, Naval Staff has ordered the speedy issue of the necessary directives and establishment of the battleships' readiness.

Naval Staff has altered its previous decision and ordered the Fleet Command to arrange the period of exercises by the GNEISENAU and other forces so that passage into the North Sea is commenced on 1 June.

With reference to the cruisers and destroyers (to be transferred to the North Sea on 25/26 May as per previous Fleet orders), with which Group West wished if possible to undertake a further minelaying operation (extension of the North Sea declared area), Naval Staff considers it undesirable to move

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the forces to the North Sea now previous to the operation "North"; this might possibly also arouse disadvantageous enemy attention. Naval Staff has therefore ordered that the cruisers and destroyers are to remain in the Baltic for the present. Further decision by Group West after arrival of Naval Staff's operational directive. (See radiogram 1817.)

The tankers ADRIA and SCHWARZES MEER, as well as the supply ship DITHMARSCHEN, will be put at Group West's disposal for an operation in Northern Norway. Group West has been instructed to dispatch the tankers fully laden to Trondheim without delay.

Commanding Admiral, Norway is also investigating the possibility of furnace oil supplies in Bergen and Trondheim from available reserve stocks.

2. Commanding Admiral, Norway reported that investigations have been made regarding a location for setting up a heavy battery in Trondheim. Chief, Naval Staff then ordered the setting-up of a heavy battery (3 guns at least) in the Trondheim area.
3. Order from Chief, Naval Staff that the cruiser PRINZ EUGEN is to be in full operational readiness four months after commissioning.
4. Use of magnetic mines: Recent data proves that the enemy has developed an effective means of clearing our magnetic mines, and has used it with obviously very good results during the present Holland-Belgium operation. In order to render enemy minesweeping activities more difficult, Naval Staff has released use of the additional devices for magnetic firing (period delay mechanism).

By the end of May 200 period delay mechanisms will be available, plus 200 in June and 300 in July (delay fittings not at present available).

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Survey of the Situation

Special Reports on the Enemy

Atlantic:

Disposition of forces:

Three British destroyers are said to be available in Liverpool on 24 May for the transfer of a new aircraft carrier, probably the ILLUSTRIOUS or FORMIDABLE, to Portsmouth. Three more destroyers are to fetch the HODD from Portsmouth on the afternoon of 26 May for her transfer to Liverpool.

The cruisers CORNWALL and DORSETSHIRE are proceeding from Gibraltar to Great Britain.

The Radio Monitoring Service detected various movements of auxiliary cruisers and anti-submarine vessels.

According to a Reuter report, the defense authorities in Capetown have announced that the measures taken to remove the mine detected near Cape Agulhas were successful. No ships were damaged. (Reassuring report.)

Mediterranean:

On the afternoon of 24 May French stations in the Mediterranean were instructed not to stop any further Italian or U.S. Ships coming from or proceeding to a Mediterranean port, to make no check for contraband and export goods or undertake examination of passengers and mail. This comes into force immediately.

Only ships difficult to identify should be stopped. Ships which voluntarily or because of obligations incurred call at an intermediate port are to be cleared in the shortest possible space of time.

Northern Waters:

Radio intelligence detected Commander, 18th Cruiser Squadron and the cruisers SOUTHAMPTON and VIDICTIVE in the Narvik area. The carrier ARK ROYAL is suspected to be there still. Air reconnaissance reports single cruisers and destroyers off Narvik, also large transports in the Tjelsund. Further cruisers were detected off Tromsø and near Harstad. There are still large transports and numerous small vessels off

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Harstad. An uncertain air reconnaissance report mentions one battleship each off Tromsoe and Harstad.

The carriers FURIOUS and GLORIOUS were in Scapa on 23 May. Since the FURIOUS was asking an airfield about the weather for her planes, it is not impossible that she is temporarily being withdrawn from operations and is relinquishing her planes during this period. The carrier GLORIOUS sailed from Scapa in the afternoon.

North Sea:

Commander, Battle Cruiser Squadron is suspected to be in Scapa.

Hoofden/Channel:

Lively gunfire against shore targets from large French destroyers. The CHACAL was lost in the course of this after severe damage sustained through running aground near Cap D'Alprech. The destroyer FOUGUEUX was severely damaged. The 6th Destroyer Division received orders to be ready for action in the Dunkirk area from the morning of 25 May. Our PT boats report several destroyers and a convoy on notheasterly course in the area off Ostend.

Supplies of ammunition for coastal defense and presumably also for troops ashore were brought up on small coasters.

Accoding to a Daventry report, British troops left Boulogne after the outer fortifications of the town were taken by Germans.

Own Situation

Atlantic:

Nothing special to report.

Norway:

No reports from Narvik.

From Trondheim the THEODOR RIEDEL reports another breakdown in the low pressure pinion. Next trial run not before the beginning of June.

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Admiral, West Norwegian Coast reports the departure of the trawler FREESE for relief as reconnaissance and weather reconnaissance vessel in the Iceland area.

Other wise nothing special to report.

Hoofden/Channel:

PT boat sortie during the night of 24 May into the Ostend and Dunkirk area. No successes. The Dunkirk group attacked the destroyer of a convoy unsuccessfully.

Holland/Belgium:

Admiral, Southwest reports that before they fled Dutch minelayers dropped mines overboard at random east of Flushing. He draws attention again to Rotterdam's meager anti-aircraft defense.

Skagerrak/Kattegat/Western Baltic:

No new reports of submarines or mines.

The northern entrance to the Sound has been opened again. Apart from the area suspected of mines southwest of Sejroe at present there are no more closed areas in the Kattegat. The Drogden Channel from Copenhagen through the Kongedyb to Drogden lighthouse is now open. A buoyed channel 200 m. wide leads from Copenhagen via Drogden lighthouse to the northern pilot station at the Sound. Permission has been given to fish from all Danish ports in the area of Commanding Admiral, Defenses, Baltic, except for the area 10 miles wide east of the eastern limit of the declared area and for the area east of Skagen. For Seeland net barrage see radiogram 2155.

Transport Situation

All transports as planned.

Armed Forces High Command has consented that after the execution of the present transports from Stettin all further transports to Norway should sail basically from Aalborg and return transports likewise only to Aalborg.

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Submarine Situation

No change.

In the operational area or on passage:

Atlantic:	U "37", "43", "28", "101"
North Sea:	U "60", "62", "9", "26".
West of the Orkneys:	U "8", "56".

Merchant Shipping

Own Shipping:

The steamer HERTA D. FRITZEN was damaged by a bomb hit in the Western Ems.

Foreign Shipping:

With reference to yesterday's guiding principles from Group Baltic about stopping steamers in the Skagerrak, Commanding Admiral, Norway states that at present only Norwegian ships for coastal traffic are given passes. The Reich Commissar, however, attaches the greatest importance to resumption of trade relations between Norway and the Baltic States, even with neutral ships.

Commanding Admiral, Norway therefore suggests:

1. Passes be issued for runs to Norway to neutral steamers also, through the Foreign Office and German consulates or German military offices.
2. All steamers are to remain up to a distance of 5 miles from the Norwegian coast and then proceed within Swedish territorial waters or take a route to be decided upon by Commanding Admiral, Defense, Baltic. Such ships will not be stopped, but passes will occasionally be checked.
3. Steamers detected outside the defined areas are to be brought in.

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Situation on Land

Ghent has surrendered. The Belgians are still tenaciously holding the Ghent Canal. Stubborn enemy resistance between Danain and Arras. Boulogne taken by armored divisions of Group Kleist. Units are south of Calais and have formed a bridgehead at Gravelines.

Air Situation

See Air Focre Events of the Day.

A subsequent report shows severe effect of hits on large enemy destroyers in Boulogne on 23 May and damage to other destroyers.

In the Narvik area on 23 May:

3 SC 250 hits on the bow of a battleship near Harstad.

5 SD 250 hits on cruisers near Harstad.

2 SD 500 hits on cruisers in Ofot Fjord.

(Hits on the deck near the forward foremast, column of fire, high wall of smoke, steep white column of smoke, destruction possible.)

During bombing operations on 24 May further successful hits were again scored in the Narvik area. The battleship hit on 23 May received three more 250 kg. hits on the stern. An aircraft carrier was allegedly hit with two SC 250's.

Two small steamers were sunk in the Bodoe area and two damaged. Successful hits on several transports and freighters in the Channel area.

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Items of Political Importance

Great Britain:

Very strong impression made by the British law giving the Government authority over persons and property.

Sir Samuel Hoare (Air Minister in the former Cabinet) appointed British Ambassador in the Special Mission to Madrid.

France:

Fifteen French generals and high-ranking officers have been relieved of their commands because of alleged inefficiency during the German offensive.

The Embassy in Berne reports that according to statements by the Italian and Spanish Ambassadors, there is serious danger of revolution in France. Petains inclusion in the Cabinet and Weygand's appeal have taken place too late to restore the Government's prestige.

Italy:

The calling-up of reservists in Abyssinia has been in process since 22 May.

Italian merchant shipping to East Asia ceased completely two days ago; it is still proceeding to the U.S.A. for the present (information from the Italian Naval Attache).

The Embassy in Rome reports that the speedy development of the military and political situation makes Italy's entry into the war seem probable very soon, possibly even at the beginning of June.

Feverish preparation for war at present. The Naval Attache reports that he does not believe Italy will enter the war before the end of June.

U.S.A.:

The protest by the 21 American States against the occupation of Holland and Belgium has been handed over to the President of the Republic of Panama. The President of Panama, however, has put forward objections to passing on this protest himself,

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whether directly to Germany or to the League of Nations. The decision has been arrived at, apparently in agreement with Washington, that this protest is not to be passed on to Germany at all. Secretary of State Hull states that it is sufficient for the Pan-American States to have expressed their indignation about the invasion.

Berlin has consequently received no official protest so that no official cognizance need be taken of it.

The Attache in Washington reports that President Roosevelt's armament program will meet with considerable difficulties both as regards production and finance. The conviction still stands that U.S.A. intervention in Europe with really adequate force is not conceivable before the middle of 1941.

Japan:

The Foreign Office is of opinion that the Japanese Government is tending to improve relations with Germany again; these have for some time not been so close. This may be explained partly as the result of our military successes, partly, however, may have been caused by new principles in Japanese foreign policy. According to reports from Tokio, the next target confronting the Japanese is to induce the British to leave Hongkong. The conclusion of a peace with Chiang Kai-Shek is essential for the execution of these plans.

The German reply to the Japanese query regarding the Dutch East Indies differs materially from that of the Western Powers. The Western Powers have recognized the status quo, Germany has stated that she is not interested in the fate of the Dutch East Indies. This has been very warmly received in Japan, because Germany would probably make no difficulties if their possession passed into other hands.*

Conference on the Situation with Chief, Naval StaffSpecial Items:

Report by Chief, Operations Branch on the directive (AI op. 868/40 Chfs. dated 25 May) on the Northern Norway operation in accordance with the guiding principles laid down yesterday

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by Chief, Naval Staff. Group West has been directed to plan for the execution of an operation on the lines shown by Naval Staff (attack on enemy naval forces and transport units in the area Bodoe - West Fjord - Narvik - Vaags Fjord * Harstad) at as early a date as possible, some time after 2 June, and to make preparations without delay. Final execution will depend on the further development of the enemy situation and the weather prospects.

(See Directive dated 25 May in War Diary, Part C, Vol. II.)

The 21st Army Group (for information 5th Air Force and Commanding Admiral, Norway) was informed of Naval Staff's plans for the North Norway operation (in 1 Skl. I Op. 369/40 dated 25 May, see War Diary, Part C, Vol. II). It was requested to indicate shore targets in the scheduled operational area which can be considered as alternative targets for shelling from the sea. Naval Staff means, as such, places of disembarkation, military camps and artillery positions.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Nothing special to report.

Northern Waters:

Air reconnaissance reported a battleship north of Harstad, several heavy and light cruisers and several transports off Harstad. Three cruisers or destroyers off Narvik.

North Sea:

According to a report from Ireland, the battleship NELSON is said to have been sunk in the North Sea on 11 May (allegedly information from a survivor).

This report is being treated with great reserve. Loss through striking a mine is not impossible. No data from radio monitoring. As the result of attacks in the Narvik area on

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10 May, the Air Force reported a severe hit on the seten of a battleship and heavy smoke. It is also possible that the NELSON was already destroyed off Namsos on 3 May. Further confirmation of such a heavy loss is to be awaited.

Hoofden/Channel:

The battle-cruiser HOOD has gone to Liverpool.

The aircraft carrier transferred to Portsmouth was the ILLUSTRIOUS.

Radio monitoring in the French Channel coast area shows lively transport traffic in Channel ports. Evacuation of refugees and officers and the landing of single units were detected at Dunkirk. Zeebrugge was closed by blockships and the locks destroyed as instructed. Troops evacuated from the town.

A diversion via North Hinder lightship has been ordered from Dover to Dunkirk, probably in view of the mine situation. Dover harbor is temporarily closed because of danger from aerial mines.

Large-type French destroyers and other destroyers are still being used to attack shore targets and are constantly informed about the advance of the German units. The larg French destroyer EPERVIER was ordered to destroy the wreck of the CHACAL drifting near Cape Gris Nez. A British patrol vessel reported the wreck of the British destroyer WESSEX 3½ miles northwest of Calais. A French submarine sent a distress report.

With regard to the apparently difficult mine situation, all British steamers bound for Dunkirk, Calais, Gravelines, Boulogne and Dieppe were instructed at 0300 to proceed to St. Helens (Isle of Wight). The ports of Le Havre and Rouen are only open to degaussed French ships. Other ships are likewise to proceed to St. Helens. The special prospects of success thus afforded for the use of aerial mines in the Isle of Wight area were pointed out to the Air Force (9th Air Division).

Own Situation

Atlantic:

Ships in the Atlantic were informed of enemy movements and

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own situation (see radiograms 1409 and 1447).

Norway:

Nothing special to report from Narvik.

Trondheim reports the successful arrival of the first four transports with bombs and fuel. Commanding Admiral, Norway reports that the main naval base at Trondheim is at present protected only by one 8.8 cm. anti-aircraft battery, since the Air Force removed the other batteries to protect Vaernes airfield because of concentration of air operations on Narvik. Commanding Admiral, Norway requests the immediate allocation of two more 10.5 cm. anti-aircraft batteries with light anti-aircraft defense and crews and the provision of four modern searchlight groups.

Trondheim's protection against the air is of decisive importance for the coming Fleet operations. Speedy equipment is requested from High Command, Navy/Naval Staff, Service Division.

Bergen:

Admiral, West Norwegian Coast requests a submarine-chaser flotilla bases on Stavanger from Group West to combat enemy submarines on the southwest coast.

North Sea:

Nothing to report apart from enemy flights over the Hubertgat, Elbe estuary and North Frisian coast during the night of 24 May. Mines were probably dropped.

Group West reports the position of barrages 16A and 16B in the extended North Sea mined area:

16A from 56° 37' N 3° 33' E
to 56° 51' N, 3° 24.5' E.

16B from 56° 54' N, 3° 42' E.
to 57° 8' N, 3° 36' E.

Depth-setting 3 m. below mean low water springs, explosive floats 6-8 m. below mean low water springs.

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Hoofden/Channel:

Another PT boat operation during the night of 25 May. One of four enemy planes which attacked them at 1900 west of Egmond was shot down. Boats advanced to Blankenberghe without encountering targets. Unsuccessful air attacks while homeward bound.

Skagerrak/Kattegat/Western Baltic:

No submarine reports. Enemy planes flew over the Kiel Canal during the night of 25 May. Dropping of mines not observed.

Steamer and drifter transports carrying personnel and materiel continued according to plan.

Group Baltic reports that the return of the cruiser EMDEN is planned for 30 May, with torpedo boat and submarine-chaser escort.

Speedy return is necessary in view of the present complete withdrawal of enemy submarines from the Skagerrak area.

Submarine Situation

U "28" and U "101" have been allocated the entire Channel area from Boulogne to Quessant as operational area. Otherwise unchanged. U "26" en route for Trondheim with a total cargo of 43 tons, including ten 1,000 kg., five 500 kg. and twenty-five 250 kg. bombs and a large quantity of 2 cm. and 3.7 cm. ammunition.

Merchant Shipping

Foreign Shipping:

The U.S. Embassy reports that the steamer PRESIDENT ROOSEVELT will probably arrive in Galway (Ireland) on 1 June for the purpose of taking off U.S. citizens.

The French Navy Department has ordered vessels in the West Indies to prevent all Dutch ships sailing until the conclusion

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of negotiations in progress.

For Commanding Admiral, Norway's report on the legal seizure of the cargo of the U.S. steamer CORMICK in Bergen see radiogram 0030.

Situation on Land

Substantially unchanged. The left wing is holding back, the right wing is advancing as planned. Belgian powers of resistance are still decreasing. Roughly 40 divisions are estimated to be in the encircled northern area. Strong troop movements towards the coast. Fighting around Calais not yet concluded.

Air Situation

See Air Force Events of the Day.

The following were scored during bombing attacks in the Narvik area:

Two SD 50 hits amidships and on the port deck of an aircraft carrier. Fire and explosion resulted. One hour later one SD 1,000 20 cm. off the side, 1 SD 1,000 hit on the port bow. Plane reports ship stopped. Bow flooded, 20° list to port. One SC 250 hit on a cruiser off Harstad, one SC 250 hit on a battleship north of Harstad, dense smoke.

Air Force reports from the Narvik area on types of ships are frequently most contradictory and have also from time to time been found to be erroneous according to radio monitoring observations. Air Force General Staff is therefore urgently requested by Naval Staff for simultaneous photographic reconnaissance. The aircraft carrier reported as destroyed and sunk by the Air Force on the basis of today's combat reports was not sunk according to radio intelligence. Naval Staff considers that she was probably damaged.

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Sunday

Items of Political Importance

Great Britain:

General Ironside has been appointed Chief of Home Defense Forces, for the organization of the country's defense. The previous Chief, General Kirk, has retired.

Churchill stated at a Trades Union Congress that he has special appreciation for the workers and counts on cooperation from the Executive Committee of the Trades Unions. He carried a resolution in which these unions pledge full cooperation.

France:

Many arrests of suspected persons and defeatists. A number of high police officials have been removed from office. Clothing industry taken over by the military. Great difficulties met in solving the refugee problem.

Tunisia's change-over to a state of war. Large-scale defense measures.

Italy:

Continuation of official propaganda for speedy entry into the war on Germany's side.

The Italian Defense Chief told a German representative that there is no question of Italy attacking Yugoslavia.

Sweden:

Authoritative Swedish offices are said to be endeavoring to influence the old Norwegian Government to abandon resistance.

Russia:

An Air Section on the Black Sea coast transmitted to the commander of an Air Brigade in Moscow:

"Alert No. 2 has been ordered in the Black Sea Fleet. Responsibility for patrolling the frontier lies with the Staff of the Black Sea Fleet. We have been ordered to hold planes

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in readiness with bombs and to lead aircraft bombs at once."

Greece:

The Military Attache in Athens reports:

"Reservists are being called up in Greece and troops reinforced in the Peloponnesus in view of the feared violation of Greek neutrality by Great Britain or Italy in the case of Italy's expected entry into the war."

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Northern Norway operation:

With reference to the decisive importance of Trondheim as the base for carrying out operation Northern Norway, Chief, Naval Staff wishes all local preparations in Trondheim to be made immediately.

Increased attention is to be given especially to: the protection of the scheduled anchorages; the setting up of the heavy anti-aircraft batteries ordered for Trondheim's harbor defense by Commander in Chief, Air Force; the provision of ships for transport operations in the Mo-Bodoe area, which may have to be escorted.

Commanding Admiral, Norway has received a directive to this effect (in l Skl. I Op. 877/40 Chfs, dated 27 May, see War Diary: Part C, Vol. II). It is suggested that he transfer to Trondheim for the duration of the operation, since the naval operations in the Trondheim-Narvik area will assuredly give rise to demands for cooperation between naval forces and Army units.

2. Chief, Naval Staff requests preliminary consideration within Naval Staff on the problem of a German expansion after a victorious end to the war (especially with reference to a possibly speedy defeat of France and conclusion of a separate peace) and on the question of

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which bases the Navy is to demand from France and Great Britain for the protection of the greater German living space and for the fulfillment of its task in the protection of sea communications to a German colonial territory in Central Africa.

Survey of the SituationSpecial Reports on the EnemyAtlantic:

The cruiser DORSETSHIRE has been appearing in home area radio traffic since 24 May. The CORNWALL did not return to Great Britain but was proceeding to Freetown on 25 May. The EMERALD is in the western part of the Channel.

The great British lack of destroyers is expressed in an order of 24 May, according to which the Canadian destroyers RESTIGOUCHE, OTTAWA AND SKEENA were ordered from Canada and the destroyer FRASER on the same day from Bermuda to Great Britain.

The cruiser SHROPSHIRE was detected in the Cape area.

French patrols off Vigo were reinforced by the auxiliary cruiser CHESHIRE, since it is considered possible that the German ships may sail from Vigo.

Mediterranean/Indian Ocean:

Radio intelligence intercepted individual transfers without alteration of disposition as a whole. The cruisers DRAGON and CALEDON were proceeding from the Mediterranean to Aden on 25 May. The cruiser CARLISLE will arrive in Aden on 28 May with destroyers.

Commander, 4th Cruiser Squadron in Aden was given instructions about shipping in the Aden area in the case of war breaking out with Italy.

Northern Waters:

No new data from the Narvik area. according to radio.

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intelligence Commander, 1st Cruiser Squadron is in the Narvik area.

The position of the aircraft carrier GLORIOUS is unknown at present. She received various urgent operational messages on 26 May and was, therefore, not sunk by a bomb hit as the Air Force originally assumed.

The carriers ARK ROYAL and FURIOUS put into the Clyde in the afternoon.

North Sea:

Nothing special to report.

According to subsequent radio evaluation, the battle cruiser RENOWN was in the Rosyth area on 22 May.

Hoofden/Channel:

Discoveries made by air reconnaissance and observation of radio traffic show the enemy's definite intention of evacuating large contingents of troops from the Dunkirk-Ostend area. Tenacious and stubborn resistance from the enemy armies surrounded in Northern France and Western Belgium proves that the enemy is resolved to enable as many troops as possible to be withdrawn over the Channel by all-out operations. Shortly before Calais was taken by German troops the Commander of the town received the following radiogram from the British War Office:

"Every hour you hold out is of the greatest help to the British Expeditionary Corps. Headquarters have therefore decided that you must continue the struggle. Have the greatest admiration for your conspicuous bravery."

Lively shipping in the direction of Dover and Ramsgate. Small vessels (wooden fishing boats) and fishing smacks are being assembled and apparently being put into operation to transport ammunition and food between the Downs and Dunkirk, as well as possibly for the evacuation of certain military units. The Air Force reports large troopships and 13 naval vessels off Dunkirk, likewise 6 large transports off Calais in the afternoon, making for Dover. The route from Dunkirk via North Hinder lightship to Dover ordered yesterday by the enemy was altered and now runs via the West Hinder lightship.

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Transports and convoys were ordered to wait in the Downs or off Dover until they are ordered to gather in Dunkirk roads. During the night of 25 May the port of Dover was temporarily closed because of danger from aerial mines and all movement in the harbor forbidden. During the forenoon the port of St. Helens (Isle of Wight) was also closed. Ships are to anchor in the Downs.

The admiralty announces the loss of the destroyer WESSEX.

Own Situation

Atlantic:

The supply ship NORDMARK was ordered to be at a rendezvous 72° N between 0° and 5° E from 4 June (in connection with Fleet operation Northern Norway).

Ships in the Atlantic were informed of enemy movements (see radiogram 1847).

It is reported from New York that the purchaser of the GRAF SPEE wreck is a British "cover" man, the head of salvage work a British naval expert. Divers have found a fairly large quantity of ammunition in the forward magazine, which did not blow up. The main range-finder is said to have fallen overboard during an attempt at salvage. Attempts to recover it are probably being made (see also radiogram 1000).

North Sea/Northern Waters:

Nothing special to report about the situation in Narvik.

Trondheim:

The Naval Shore Commander again points out minelaying in Trondheim-Leden. Entrance south of Hevnskjeloe Island.

At Naval Staff's request, Commander in Chief, Air Force, Operations Staff has ordered reinforcement of the anti-aircraft defense of Trondheim harbor installations by the setting up of three heavy anti-aircraft batteries, which will for the present be withdrawn from Oslo's anti-aircraft defense.

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The tanker ADRIA has been dispatched to Trondheim in view of the North Norway operation. She will arrive by 31 May.

Bergen:

Great efforts are being made to protect the coastal route along the west coast. This is becoming more and more a battle against enemy minelaying activity. Reinforcement of minesweeping forces in this area will be necessary within a short time. When check-sweeping half of the British declared area near Stadtlandet the 5th Motor Minesweeper Flotilla had no success, but detected British drifting mines with line lock to the south. British mines likewise off Egersund.

A small steamer sank after an explosion.

Steamers crossed from Bergen to Stavanger as planned.

Drifters from Oslo are loading aluminum in Sogne Fjord and Hardanger Fjord at present, and are thus initiating the resumption of the export of Norwegian metals for the German war economy.

North Sea:

Enemy flights into the Heligoland Bight, Elbe and Eider estuaries indicate fresh danger from aerial mines in the areas flown over.

With regard to the obscure mine situation and our forces' movements, Naval Staff has ordered the immediate return of a mine-exploding vessel in sailing and operational readiness from Group Baltic to Group West.

The 1st Group of the 3rd Minesweeper Flotilla (M "15", "17", "18") assembled today in Cuxhaven ready for operational use.

Hoofden/Channel:

PT boat sortie during the night of 26 May carried out by 4 boats, one of which broke off the assignment because of damage to the engines after an engagement with an enemy submarine. Enemy (Dutch) submarine destroyed by depth charges off Helder (confirmed by pieces of wreckage and drifting objects.)

S "24" (Detteffen) and S "25" (Wuggermann) torpedoed and destroyed at 13,000 ton destroyer (British) escorting a steamer north of Ostend. Our boats sustained only slight material

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damage through machine-gunfire.

Skagerrak/Kattegat/Western Baltic:

No submarine reports. Mine check sweeps without result. Suspected enemy flights over the Kiel Canal, Schleswig and Danish coastal waters at night.

Temporary closing of Kiel Canal, Eckernfoerde Bay and the area off Westermarkelsdorf.

The Swedish Government has agreed to the proposed net barrage at the northern entrance to the Sound. The Swedish Naval Attache in Berlin is entrusted with discussion of particulars.

Transport Situation

Troopships with parachutists and stormtroopers arrived in Larvik. Other transports to Oslo, also empty transports and return of prize steamers as planned.

Patrol of the Skagerrak shows that neutral ships are still trying to pass through the Skagerrak by evading the German control stations.

Two Swedes and 1 Finn were brought in by planes on 26 May with course instructions.

Submarine Situation

Atlantic:

In the operational area: U "37", "43".

U "101" (west of the Hebrides).

Sailed: U "48".

U "8", "56" west of Pentland Firth.

U "28" commenced return passage west

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of the Hebrides because of engine trouble (break-down of port oil filter).

North Sea:

U "9", U "60" were ordered to proceed to the West Hinder area. U "9" had to commence return passage because of engine trouble and armament out of order.

U "62": Hoofden.

Proceeding to Trondheim: U"26".

Foreign Merchant Shipping

The U.S. Government states that the steamer PRESIDENT ROOSEVELT sailed from New York on 24 May and will probably arrive in Galway (Ireland) on 30 May/1 June for the purpose of repatriating U.S. citizens. The ship is sailing unescorted, U.S. flag clearly visible, all lights on at night. No cargo. No mail.

Commanding Admiral, Submarines and Group West have been informed and directed to exclude any possibility of the outward or homeward voyage being interrupted or hindered by German naval measures.

Danish shipping is permitted to Oslo and along the south coast of Norway as far as Arendal. Ships are to sail in Swedish territorial waters and not more than 5 miles from the coast along the south coast of Norway.

Situation on Land

The enemy is retreating westwards before the 18th Army and is stopping at the Yser Canal and on the heights around Thielt. The French and British hold a good defensive position on the French frontier. On the Channel coast Calais was taken by us. The enemy is embarking troops in Dunkirk without arms and equipment.

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Our left wing was therefore ordered to advance further. Southern frontwell protected by us, enemy counter attacks repulsed.

Air Situation

See Air Force Events of the Day.

Operations concentrated in the area of encircled enemy forces. Very strong attacks on port installations and town of Dunkirk.

The 9th Air Force Division took off during the night of 26 May to lay aerial mines at the rendezvous for merchant ships near the Isle of Wight.

The 9th Air Division now comprises the following units:

30th Bomber Wing (2 groups)

4th Bomber Wing (1 group)

126 Group

106th Group of Commander, Naval Air, West.

For review of readiness for action of naval coastal patrol units see appendix to Air Situation of 26 May.

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Items of Political Importance

Belgium:

The Belgian Cabinet Council in Paris has resolved to continue fighting under all circumstances at the side of its Allies.

In the evening an officer with a flag of truce from the King of the Belgians appeared at the 21st Army Corps' H.Q. and requested an armistice.

The Fuehrer demands unconditional surrender.

Western Powers:

Morale in Paris and London is described as very low according to reports from Italy. In spite of this no collapse of the will to resist of the French and especially of the British Government can be detected. The British continue their endeavors to prevent the outbreak of a conflict in the Mediterranean by advances to Italy. Propaganda in the British press speaks of the satisfactory course of the Anglo-Italian negotiations about contraband control. An Anglo-Italian agreement can be expected within a short time. The proposals formulated by Italy are described as a satisfactory basis for an agreement by the British Minister for Economic Warfare.

Italy:

Statement by the French Ambassador in Rome, Francois Poncet:

1. The Italian Foreign Minister had told him that Italy's attitude would not alter before the beginning of June. It was uncertain what would happen then.
2. Poncet says he learnt in Rome that 10 June is being considered as the date for Italy's possible entry into the war.
3. Poncet sees Italy's war aims as Tunis, Corsica, Malta and Egypt.

The Italian General Staff states that Yugoslavia's anxiety about an Italian invasion is unfounded.

Law passed about civil mobilization. Placards in the streets:

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Long live Italian Corsica.

Russia:

Contrary to rumors, the German Embassy reports that the Russian press is maintaining to the full its favorable attitude to the German action in the West. Anxiety about a German victory and consequent reserve are not discernible in the press. Reports about the possibility of Russian policy changing are described by Russian officials as British provocation.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Fuehrer Directive No. 13 received (WFA/Abt. L Nr. 33028/40 dated 24 May):

The directive indicates the destruction of the French, British and Belgian forces enclosed in Artois and Flanders, as the next aim of operations in the West. Preparations are to be made in three large operational sectors for the subsequent Army operation to destroy the enemy forces in France, which is to follow as soon as possible.

Specially important is the section of the directive which, independent of operations in France, permits the Air Force to use all its resources in warfare against the British Isles as soon as adequate forces are available.

The directive is also of decisive importance for the Navy.

Previous regulations restricting the conduct of submarine warfare are canceled. Full offensive action is permitted in principle in the waters around Great Britain and off the French coast. Naval Staff is to submit a proposal for the limitation of maritime areas in which the offensive measures permitted for the siege are used.

Naval Staff makes the following proposal:

Our area equivalent to the U.S.A. combat zone in which submarines were up to now permitted full offensive action at once against darkened ships, tankers and Greek ships, is extended eastwards to 3° E, except for a strip 10 miles

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wide along the coast of the Irish Free State.

Submarines are permitted full offensive action at once against all ships in this area.

In the reply to the Fuehrer (see lSk1. I Op. 835/40 Chfs. dated 28 May, War Diary, Part C, Vol. IV) it is, however, expressly pointed out that this ruling means that U.S., Irish, Italian, Spanish, etc. ships can also be attacked in this area and that no free access to Ireland is left open.

In order to ensure that not a single concession has to be made from the proposed final ruling because of subsequent considerations and that the forces are not prevented from full exploitation of their weapons by the establishment of exceptions, Naval Staff considers it necessary to notify the neutrals, especially the friendly States, that in future German operations in the maritime area around Great Britain and France will involve all ships in increased danger, for which the German Reich must decline all responsibility and therefore warns against traversing the original U.S. combat zone. The Fuehrer's consent has been requested to a discussion of further steps to this effect with the Foreign Office.

2. In a supplement to Directive No. 9 (OKW/WAF Abt. Nr. 33038 Chfs dated 26 May), Armed Forces High Command issues new guiding principles for warfare against the enemy economy. The bases of this have been decisively improved by the occupation of Norway and Holland and the approaching conclusion of operations in Belgium and Northern France. Armed Forces High Command draws the following conclusions from operations to date:

- a) The destruction of British food supplies is of decisive importance in the battle against the main ports of transshipment and British supply economy.
- b) War against enemy tonnage is to be continued in spite of the fact that it cannot be expected alone to have a decisive effect. (Success from forcing into convoys, therefore strain on freight space.)
- c) By agreement between Commander in Chief, Navy and Commander in Chief, Air Force aerial minelaying

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operations are to be extended to the French Atlantic ports also.

- d) Interruption of the supply economy (gas, water, electricity is of extreme importance within the conduct of economic warfare.
- e) Acts of sabotage and economic action must supplement the conduct of economic warfare as a whole to an increased extent. The Fuehrer reserves the right to give the order as to the time for commencing unified offensive measures against the enemy economy.

The directive is in complete concord with Naval Staff's ideas. It points quite clearly to the aim of this war, the destruction of the chief enemy, Great Britain. The way to her subjection leads via the destruction of her Continental weapon, France, to the starving out of the British Isles and the destruction of her economic fighting strength. This struggle can only be conducted as the greatest economic war of all times, in which the single elements of the economic war are used to develop the maximum effectiveness according to uniform planning.

The reference to the overwhelming importance of destroying British food supplies is of special significance regarding Air Force operations. These can exercise a decisive effect on the war if carried out systematically, but must be prepared for the present to exclude other valuable and ostensibly worthwhile objective while concentrating on this end. For the Navy the fight against enemy tonnage demands that submarine construction and submarine warfare be pursued with perseverance, while solving the following problems at the same time:

- a) Creation of an efficient, reliable torpedo.
 - b) Increasing the safety of submarines by steps to protect them against enemy methods of location.
 - c) Further development of the non-contact mine with a new type of firing principle.
3. Some amplifications of the guiding principles for deceiving the enemy are ordered in another Armed Forces High Command directive (33034/40 Chfs dated 25 May). It is important

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for the Navy that the impression should be spread that definite mastery of the entire Norwegian theater is fully guaranteed by at least eight divisions and extremely strong coastal defense and that, moreover, large-scale Air Force operations against British naval bases in the north and sea communications to Narvik are pending.

4. North Norway Operation:

Group 21 has reported that following the capture of the Saltdal-Bodoe area, a sortie by Group "Feuerstein" (2nd Mountain Division) into the Narvik area on the land route is planned with a selected high mountain group of three reinforced battalions, whose advance it is estimated will take about three weeks.

Units of the 2nd Mountain Division and the 181st Infantry Division will remain in the Saltadal-Bodoe and Mo area to protect rear communications and as flanking protection against the sea.

It is essential for this advance towards Narvik that supplies from Trondheim as far as Saltdal should be ensured to some extent. These cannot be brought by land because the roads are in an extremely bad condition, and are not certain by air because of lack of transport space and dependence on the weather. Transport by sea as far as Mo is therefore definitely necessary.

Coastal waters are at present controlled by enemy (Norwegian) small vessels (fishing smacks), which are in a position, in spite of inadequate armament, successfully to disturb or prevent attempts at supply in various ways, or to call up enemy submarines.

Because of this state of affairs the Fuehrer has ordered the Navy to exploit all possibilities of protecting the supply base for Group "Feuerstein". Since the small number of light forces in the area concerned is not adequate for a lengthy effective operation without recourse to powerful ships, and on the other hand separation of light from heavy forces would severely hamper the battleships (freedom of movement in home waters and in the North Sea through lack of escort, the battleships also must remain on operation until further notice in this area on protecting sea communications on the north Norwegian coast.

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The scope of Operation Northern Norway, ordered in Naval Staff's directive of 25 May, is therefore-without abandoning its shock tactics against enemy forces in the Narvik-Harstad-Bodoe area - to be extended in that provision is to be made for a lengthy sojourn by all combat forces in the North Norwegian operational area. The Group and Commanding Admiral, West have received a supplementary directive to this effect (I Op. 873/40 dated 27 May). The length of the sojourn, based on Trondheim, must be made dependent on the supply position.

The question as to whether the light forces should carry out certain reinforcement transports on a small scale for the Mo-Bodoe area from Germany or from Trondheim, is still under consideration. If this possibility is exploited, Naval Staff will ensure that only such numbers of troops are embarked as will not impair the vessels' readiness for action.

(See Directive 873/40 in War Diary, Part C, Vol. II.)

The directive for Operation Northern Norway has been submitted to Armed Forces High Command and the Fuehrer Headquarters, pointing out the necessity for extending the operation by the order for all forces to remain for some time in the North Norwegian area, based on Trondheim, for the purpose of effectively relieving Narvik and giving support to our troops in the Mo-Bodoe area. Armed Forces High Command's attention has been drawn to Trondheim's still completely inadequate anti-aircraft defenses, in contrast to coastal defense against naval targets. This makes extremely doubtful the refuelling of the forces in Trondheim, which is decisive for the planned operation, and their ability to lie there. Armed Forces High Command has therefore been requested to issue further instructions for speedy and permanent expansion of Trondheim's air defenses, since the strategic value of this naval base cannot be exploited otherwise. (/See letter to Armed Forces High Command and Fuehrer Headquarters I Op. 874/40 Chfs dated 27 May in War Diary, Part C, Vol. II.)

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Survey of the Situation

Special Reports on the Enemy

Atlantic:

Radio intelligence intercepted a very valuable signal, which affords us clear insight into the patrol organization of the Northern Patrol south of Iceland:

The four auxiliary cruisers FORFAR, ANDANIA, WOLFE and an unidentified one received from Commander, Northern Patrol a position line 160° from Stokksnes (Iceland) at distances of 25, 50, 75 and 100 miles. Beginning at 2100 on 21 May, the ships are to stand off and on on 245° or 65°, turn about after every 12 hours, the first time after 6 hours.

The SOUTHAMPTON was informed of this order and can therefore be presumed to be in the Northern Patrol. Since the last such instructions was in force 28 days, we can expect this one to be valid for some time. Our battleships have therefore exceptional possibilities of action from Trondheim.

France:

The Navy Department sent the following order to all at 2230:

"Since the Belgian Government is in the act of surrendering, all Belgian merchant ships are to be held in port, to be captured if at sea and brought in to an Allied port. The names of all these ships are to be reported immediately." Early on 28 May an unidentified vessel was ordered by Admiral, Africa to bring into Casablanca two Belgian steamers which were proceeding to the Belgian Congo.

Neutrals:

The four destroyers bought by Sweden in Italy, with the escort vessel PATRIZIA and a tanker, left Lisbon for Vigo on 26 May en route for Sweden.

Our submarines are being kept informed of their movements.

Northern Waters:

Narvik:

Group Narvik reports several enemy vessels putting in to Ofot

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and Rombaken Fjords, severe bombardment of the town of Narvik and an enemy landing.

The reports from air reconnaissance and from bomber units on operation regarding enemy forces are extremely contradictory and show the unreliability of visual reconnaissance.

Several ships, destroyers and transports were spotted off Harstad and in the Tjelsund (one report mentions inter alia a battle cruiser, a battleship and five submarines).

North Sea:

Two British submarines left Harwich for the North Sea operational area. A submarine was sighted in Skudesnes Fjord. (Identified by name in the North Sea area: SALMON, SNAPPER, L "23", H "34".) The submarine SEVERN sailed for the Frohavet-Stadtlandet operational area on 26 May.

Hoofden/Channel:

Constant patrol by the cruiser GALATEA, destroyers and anti-submarine groups has been instituted between the Franco-Belgian and the English coasts to cover the withdrawal. The Thames Estuary is closed to the east by the announcement of a new declared area, which extends northeastwards from North Foreland.

Embarkations in the Dunkirk-Ostend area and the evacuation of troops continue, extensive use being made of small steamers and vessels. Attacks by our planes are reflected in radio traffic by various reports. French minesweepers were detected in the Downs. The torpedo boat LA FLORE is clearing magnetic mines off Nieuport. Several British steamers report shelling from the shore off Calais.

Own Situation

Atlantic:

The supply ship NORDMARK reports that her speed is still only 10 knots.

Ships in the Atlantic were informed about the situation, Ship "21" about shipping movements and about the passage to Europe

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of the U.S. steamer PRESIDENT ROOSEVELT.

For a survey of the situation by Naval Staff dated 25 May 1940 with reference to further operations by auxiliary cruisers and pocket battleships see War Diary, Part C, Vol. I. The Survey comes to the final conclusion:

1. Efforts must be made towards the speedy despatch of further auxiliary cruisers. It also appears that this can be carried out successfully at the present time of the year. Ships "10", "33", and "45" come into consideration.
2. Cooperation between Ship "33" and a submarine promises good prospects of success and must be attempted.
3. Use of the Siberian sea route is to be kept in mind. Ship "45" is specially suitable for this assignment because of her type of propulsion and endurance.

Norway:

Group Narvik urgently requests air support on account of heavy shelling by naval forces. The enemy landed near Narvik with air support.

Trondheim:

The fifth coaster with bombs and fuel put into Trondheim.

With regard to Operation Northern Norway and Trondheim's defense as a base, Naval Staff suggests to Commanding Admiral, Norway that the 5th Motor Minesweeper Flotilla, or perhaps part of it, should be moved to Trondheim to carry out mine and anti-submarine defense in the Trondheim area.

Bergen:

With reference to the mine situation on the west coast, Admiral, West Norwegian Coast request immediate allocation of the remaining boats of the 5th Motor Minesweeper Flotilla, which Commanding Admiral, Norway has placed at his disposal, pointing out later withdrawal to Trondheim. Defense of the coastal route to Trondheim is being built up. Two patrol boats have been transferred to Molde. M "1" is carrying out check sweeps near Stadtlandet.

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Stavanger:

Unsuccessful British bombing attack on naval tank installations.

North Sea:

The Fleet Command reports on the tests of the GNEISENAU's degaussing equipment. Depth effect decreased from 50 to about 30 m. against induction mines at less than 11 knots from 60 to 35-40 m. Protective effect sinks at higher speed, on north-south courses and parallel positions. The effect of degaussing against British aerial mines is judged to be very slight. An escort of mine-exploding vessels with magnet gear and of minesweepers with cable remote clearance gear is therefore still necessary for battleships in shallow water.

With reference to Group West's operational plans within Operational Northern Norway, a concentration of light forces in the North Sea is necessary. Naval Staff has therefore placed the torpedo boats on transport escort duties with Group Baltic at Group West's disposal, effective immediately. Group Baltic has been directed to postpone the EMDEN's return if other escort forces are not available. Changes in transport schedules must be accepted. After carrying out their assignment the boats will again be at the disposal of group Baltic for the EMDEN's return.

According to a Dutch naval officer's observations, at the beginning of May the British cleared a large number of German magnetic mines in the Downs with low-flying Vicker-Wellington planes, which were equipped with a cable loop. This observation requires further investigation. This type of minesweeping does not appear entirely improbable.

Skagerrak/Kattegat/Western Baltic:

Submarine sighting report from a plane west of Marstrand was not confirmed. Mine situation unchanged. No new sweeping results. The entrances to Flensburg Estuary, Wismar and Warnemuende are temporarily closed because of danger from aerial mines as the result of enemy planes flying over during the night of 27 May.

Transports of troops and materiel to Larvik and Oslo as planned.

The destroyer RICHARD BEITZEN struck a wreck near Darsser Ort and after getting clear proceeded with damage to her dockyard.

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period as planned.

According to a communication from the Naval Attache, Sweden is fundamentally in agreement with the German proposal regarding a net barrage at the northern entrance to the Sound, but wishes the end of the net barrage on the Swedish side at 56° 8.05' N, 12° 34.3' E because passage is easier. Examination of a special Danish chart shows Naval Staff that this wish is very reasonable especially considering the limits of the Viken light sectors.

Group Baltic also has no objections. Naval Staff will negotiate with the Swedish Naval Attache about Swedish wishes to lay and announce the barrage themselves in their territorial waters. We shall endeavor to lay the barrage ourselves. Sweden can announce the barrage in Swedish waters.

Submarine Situation

Atlantic:

In the operational area: U "37", "43", western outlet of the Channel-Bay of Biscay-Spanish coast.

U "101" on passage west of Ireland.

U "48" on passage central North Sea.

U "8", "56" west of Pentland Firth-North Minch.

U "26" proceeding to Trondheim.

U "29" sailed into the Atlantic operational area.

Return passage: U "28" west of the Hebrides.

North Sea:

In the operational area: U "60", "62" Hoofden.

U "13" sailed into the Hoofden.

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Return passage: U "9".

Use of transport submarines:

Conferences with Armed Forces High Command show that for the present we must reckon with the use of three boats for supply requirements.

At present planned by Commanding Admiral, Submarines: U "26", from 30 May U "A", from 7 June U "25". Commanding Admiral, Submarines attaches no importance to the urgent withdrawal of U "A".

Foreign Shipping

Danish Shipping:

Since negotiations in the U.S.A. about the handing over of Danish ships to the Allies for the duration of the war have failed because of resistance from the Danish Shipping Committees, the British now plan to deliver an order to Danish ships lying in neutral ports, non-observance of which will involve proceedings according to Prize Law.

Holland/Belgium:

According to press publications from Batavia dated 24 May, 10 of the 18 German ships seized in the Dutch East Indies are already sailing under the British flag.

On the evening of 17 May the Naval Liaison Officer to the 18th Army Command reported:

Port of Ghent taken over by Naval Control Station. Moderate destruction in the port. No seagoing ships, about 200 inland vessels, some loaded, Docks and cranes in order. Ter Neuzen Canal not yet navigable.

For British Admiralty compilation of British and German shipping losses and replacements see radiogram 1550.

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Situation on Land

King of the Belgians requests an Armistice. Demand for unconditional surrender still stands. The British and French are defending with all their power the east and west flanks of the area surrounded in northern France. Very stubborn and tenacious fight by the enemy. He has withdrawn to the northwest in the Lille-Valenciennes area. Heavy troop movements towards the Channel ports. Enemy attacks beaten off on the southern front.

Air Situation

See Air Force Events of the Day.

Successful attacks on transports and merchant ships in the Dunkirk-Dover-Calais area. Reconnaissance detected a large number of ships in Dunkirk.

Aerial minelaying by the 9th Air Division continued during the night of 26 May; 24 planes of Commander, Naval Air, West participated.

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Items of Political Importance

Belgium:

The Belgian Army surrendered unconditionally at 0400.

France:

According to various reports, the internal political situation in France has become very acute. One report speaks of a "fermenting revolution". The situation of the Allied Army in the north is regarded as desperate.

Tunis was declared a war zone and the territorial guard called up. (Total population of Tunis 2,600,000, including about 109,000 French and 94,000 Italians.)

Very severe Allied condemnation of the steps taken by the King of the Belgians. The King is reproached with treachery to the Allied cause. He is overwhelmed with insults and affronts. The Pierlot Belgian Government dissociates itself from the King and declares that the capitulation is not legal.

Great Britain:

The seriousness of the political and military situation is expressed in speeches by Churchill and Duff Cooper. An endeavor is made to uput the blame for the danger now threatening the Expeditionary Corps in Northern France on to the King of the Belgians(see Foreign Press Reports 219/40, 220/40).

Rumania:

According to an Embassy telegram from Moscow, Moltov has denied all rumors about Russian troop concentrations on the Rumanian frontier: The fact is, however, that troop concentration have taken place. The Foreign Office judges the situation as follows: Russia is in readiness for a possible intervention in the Balkans when occasion arises, but a Russian attack on Bessarabia is not to be expected for the present and at least in the immediate future.

Spain:

Anxiety regarding Spain's bread supply, since France refuses to deliver grain. France demands war material also as

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payment, which Spain is refusing. The German Ambassador points out that if there are no deliveries of French grain, Spain could also stop deliveries of ore to France.

Conference on the Situation with Chief, Naval Staff

Special Items

1. On 26 May Chief, Armed Forces High Command asked Chief of Staff, Naval Staff by telephone what operational possibilities Naval Staff foresaw for naval forces against the evacuation of enemy troops from the Belgian and northern French area.

Naval Staff's opinion is seen from the letter to Armed Forces High Command/Fuehrer Headquarters (I Op. 878/40 Chiefs dated 28 May 1940 in War Diary, Part C, Vol. II), in which it is pointed out first that the Hoofden/Channel area is not suitable as an operational area for large vessels. Destroyer and torpedo boat operations must be delayed for the present, since the losses incurred in Norway, the important transport escort assignments and the newly planned operations urgently require retention of these forces. On the other hand, operational conditions for PT boats are specially favorable in the Hoofden and should be fully exploited. Submarine operations are rendered difficult by navigational conditions and enemy defense measures.

The enemy's chances of evacuation from the Franco-Belgian area in a large-scale transport operation are not judged favorably in spite of the slight possibility of interruption from the German Navy. However, evacuation of troops without gear can be expected on small coastal and fishing vessels.

2. In a letter to the Underwater Obstacles Branch and Naval Ordnance Division, in which an estimate is given of the future offensive possibilities of the magnetic mine and of enemy defense, Naval Staff requests that the development of the mine with non-contract firing should be pursued speedily and with all possible means by all scientific institutes, for the purpose of quickly manufacturing a mine with a new type of firing principle which offers the greatest possible difficulties in protection of ships and in sweeping.

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The present conditions of our own offensive use of ground mines and enemy defense against this mine are marked by the fact that the enemy possesses degaussing equipment, the effectiveness of which is obviously very great and with which all naval vessels are already provided and merchant ships are receiving to an increasing extent. Moreover, measures by the enemy in the Dutch area show systematic and apparently also successful minesweeping. It is thus necessary as soon as possible to reach our objective of creating a completely new firing device, which will confront the enemy with very difficult new problems of defense and will decisively increase the effect of our own mine offensive.

(See letter to Underwater Obstacles Branch dated 27 May in War Diary Part C, Vol. VI.)

Survey of the SituationSpecial Reports on the EnemyAtlantic:Great Britain:

Nothing special to report.

A troopship left the Bermudas on 27 May.

France:

On the evening of 27 May the Admiralty sent the codeword order "Kokoko 30 May" to all naval vessels and coastal stations. This is obviously a change of radio code.

Mediterranean:

According to an intelligence report, large units of French troops are being taken from Syria to France. Air forces have already been withdrawn.

Northern Waters:

Air reconnaissance reports: a battleship of the "R" class in

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the Narvik area, a cruiser in the entrance to Rombaken Fjord, 8 cruisers and destroyers off Narvik bombarding the town, also a large 20-25,000 ton transport. Covering destroyers in Ofot Fjord.

The aircraft carrier GLORIOUS was in the central part of northern waters at noon, probably bound for Scapa.

Subsequent deciphering of radiograms reveals that two transport steamers were destroyed and the cruiser SOUTHAMPTON damaged off Narvik on 22 and 25 May.

North Sea:

No enemy movements.

Hoofden/ChannelZ:

Air reconnaissance and radio intelligence confirm our impressions about the enemy's plan to attempt a large-scale withdrawal of the troops encircled in Flanders. Numerous steamers and heavy traffic by small vessels (fishing smacks, sailing boats, etc.) were detected between Dunkirk and Nieuport. Some of the troops are probably being embarked on the open beach and taken to the transports lying in the roads on boats and small vessels.

Vice Admiral, Dover announced three routes from the Downs to the Belgian coast. The most southerly route crosses the Straits of Dover at its narrowest point and then leads eastwards from the Calais buoy to Dunkirk. The middle route leads from North Goodwin via Sandetti lightship to the Dunkirk Channel, the most northerly route from North Goodwin via West Hinder and Quinte Bank into the West Deep (see radiogram 1750).

Radio intelligence detected the cruisers ARETHUSA, GALATEA and CALCUTTA as well as six destroyers in the southeast coast area. Single destroyers north and northwest of Dunkirk.

Losses:

Daventry announces the loss of the trawlers MELBOURNE (466 tons) and CAPE PASSARO (590 tons through bomb hits).

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Own Situation

Atlantic:

Ships in the Atlantic were informed of special reports on the enemy (see radiogram 1513).

The Attache in Tokio is provisionally requested by Naval Staff to furnish two supply ships, each with a cargo of about 3,000 cbm. of gas oil, from 1 July and 1 August, to supply the auxiliary cruisers. Probable supply area will be the southern Pacific and the Indian Ocean.

Norway:

Narvik:

The enemy troops landed near Orneset on 27 May penetrated into Narvik with tanks. The Narvik garrison is trying to evade superior enemy pressure along Beis Fjord. The enemy is advancing eastwards from the point of penetration on the ore railroad.

The most forward units of Group "Feuerstein" are advancing on Fauske.

Trondheim:

Naval Commander, Trondheim reports the arrival of the sixth and seventh transports (bombs and fuel).

Bergen:

The coastal route to Trondheim was checked by M "1" and motor minesweepers. A Norwegian freight barge struck a mine north of Haugesund. Numerous drifting mines are reported off Egersund and off Lister Fjord.

North Sea:

Nothing special to report

The former Norwegian torpedo boats (BALDER, GYLLER, ODIN, TOR), now in the 7th Torpedo Boat Flotilla, have received the following names: LEOPARD, LOEWE, PANTHER, TIGER.

According to information received, the crew of Ship "26" are

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said to have been taken prisoner in Norway on 26 April. It is to be hoped that further investigation will clear up the obscurity surrounding the operations by Ship "26" and Ship "37" and their fate.

North Sea Station reports particulars about British air attacks on Danish fishing smacks during the period from 15-20 May (see radiogram 1729).

Hoofden/Channel:

PT boat sortie during the night of 27 May carried out by four boats. Unsuccessful enemy bombing attacks when outward bound. The information transmitted by Group West about enemy naval forces had not come through, therefore no attacks on naval vessels. A loaded transport (2,500 tons) was sunk by S "34" from a strongly escorted convoy off North Foreland.

Holland/Belgium/Northern France:

Commander in Chief, Navy has ordered the following organization in the occupied areas in the west:

Commanding Admiral, West (Admiral Schuster).

Subordinate to him:

- 1) Admiral, Northern France (Vice Admiral Lindau);
- 2) Admiral, Belgium/Netherlands (Vice Admiral v. Arnauld de la Periere).

The limit for the Northern France Command area is the Franco-Belgian frontier to the east, for the Belgium/Netherlands Command area the line Texel (inclusive) - Zuyder Zee dyke-Ijssel Estuary (exclusive).

Skagerrak/Kattegat:

No definite submarine reports.

Mine situation unchanged. Exploratory and check sweeps without result.

Transports carried out without incident.

In a conference with the Swedish Naval Attache and agreement

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was reached between the Swedish and German Navies about the laying of the net barrage in the northern entrance to the Sound. The barrage will be laid as a triple net barrage. The Swedish wish about the end of the barrage on the Swedish side is granted. The net barrage is being laid throughout by the German Navy with German nets. It will be laid on the Swedish side by a civilian German net barge with a civilian crew. For our part we have stated that, with regard to effective surveillance, Germany attaches special importance to a gap of only 300 m. in the barrage off the Swedish coast. For particulars of the conference see War Diary, Part C , Vol. III.

Submarine Situation

Atlantic:

In the Atlantic operational area: U "37", "43", "8", "56".

Outward bound: U "101" south of Ireland.
U "48" northern North Sea.
U "29" central North Sea.

Commanding Admiral, Submarines has ordered U "101" to make a sortie into the Channel from the west against troopships from England to Le Havre and Dieppe.

North Sea:

In the operational area: U "60", "62".
On passage: U "13", "58".
On return passage: U "28", "9".

Submarine Successes:

French steamer BRAZZA (10,387 tons) sunk west of Cape Finisterre. (Radio Monitoring Service report.)

Independent of the further restrictions to be lifted from submarine warfare, Naval Staff orders the following amplification

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of regulations for submarine warfare against merchant shipping, based on the Fuehrer's basic agreement.

Immediate full offensive action permitted in the following areas:

1. Adjacent to areas "A" and "B" in the new area "E" west of the Scottish coast and the Hebrides as per regulations for area "B".

Area "E": from the frontier of the Irish Free State northwards to $55^{\circ} 30' N$, $7^{\circ} W$ to $55^{\circ} 30' N$, $9^{\circ} W$ to $58^{\circ} N$, $9^{\circ} W$ to $60^{\circ} 30' N$, $4^{\circ} W$.

2. Adjacent to areas "C" (southeast England) and "B" (south of Ireland -Bristol Channel) in the new area "F" as per regulations for area "B":

Area "F": from $44^{\circ} N$, $1^{\circ} 30' W$, to $48^{\circ} N$, $7^{\circ} W$ to $49^{\circ} N$, $10^{\circ} 30' W$.

(See also regulations for the conduct of war against merchant shipping, War Diary, Part B, Vol. V, page 101.)

Merchant Shipping

The Italian Naval Attache has informed us that all Italian merchant ships sailing the Africa and East Asia were recalled on 23 May.

According to information from the German Consulate at Genoa, the REX and NEPTUNIA of the Italia Shipping Company, which were to have sailed on 9 and 10 June, will not commence their passages. All the ships of the Italia line have instructions to return home in the period from 5 to 10 June or to call at neutral ports.

Situation on Land

Surrender of the Belgian Army. Ostend and Dixmuiden occupied. The British are keeping up resistance on the east and west

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flanks of the encircled area in order to protect their retreat over the Channel.

Disconnected fighting by single groups in the Lille-Valenciennes area. The enemy is retreating northwards.

Air Situation

See Air Force Events of the Day.

During bombing operations off the coast between Ostend and Dunkirk 3 destroyers (or minesweepers?) and several transports were damaged by hits from 50 kg. and 250 kg. bombs.

The Air Force succeeded in scoring a considerable number of hits in the Narvik area. A battleship received a 500 kg. hit (fire, dense smoke), two cruisers and a destroyer several hits from medium-caliber bombs (dense smoke).

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Items of Political Importance

For reaction to the Belgian capitulation see Foreign Press and Political Review No. 122.

Great Britain:

Russia declines to receive Sir Stafford Cripps, sent by the Government as special envoy for trade discussions. The British Embassy in Moscow is available for genuine "trade discussions".

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Use of coastal bases acquired on the French, Belgian and Dutch coasts. Naval Staff's deliberations with regard to the utilization of the occupied ports lead to the following views:
 - a) Because of the proximity of the enemy coast and the pronounced coastal waters character of the sea area off them, the ports are not at present being considered as bases for vessels larger than destroyers. Even as operational harbors for such vessels they can be used only very occasionally.
 - b) Apart from Helder, the ports on the Maas and Scheldt estuaries (Hook of Holland, Flushing, Antwerp) and later Dieppe and Le Havre are of special value as bases and operational ports for light offensive forces (torpedo boats, PT boats, occasionally destroyers).
 - c) Le Havre and Dieppe are to be considered primarily as bases and operational ports for Atlantic submarines (first and emergency ports and for supplies, later also as bases). Boulogne and Calais are less suitable for submarines because of the longer approach route from the west and because of the close proximity of the enemy coast (possibility of shelling by enemy long-range batteries from Dover.)
 - d) East of the Strait of Dover, the Dutch ports of Flushing,

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Hoof Of Holland and Helder will also offer the most favorable conditions for submarines operating off the east coast of Britain and in the Channel area. They are preferable to the Belgian and French ports on the Strait of Dover because of their greater distance from the enemy coast and because of simpler navigational conditions. Helder has the disadvantage of being too far from the operational area, but offers facilities for speedy operations into the central North Sea by forces lying there.

e) The French ports on the Strait are only to be used as bases for such vessels as must operate from them for urgent operational reasons (minesweeping forces) until our own air superiority is definitely established, because of their nearness to the enemy coast.

Naval Staff's views have been passed on (in l Skl. I Op. 888/40 Chefs dated 29 May) to High Command, Navy/Naval Staff, Service Division, Group West, Commanding Admiral, Submarines and Commanding Admiral, West to Simplify uniform control of all port and base problems.

(See Naval Staff's letter in War Diary, Part C, Vol. II).

2. Group West suggests stopping transports of supplies to Trondheim by submarine and carrying out the transport operations still necessary with steamers.

This proposal is in complete accordance with Naval Staff's endeavors to return the transport submarines as soon as possible to their own tasks of naval warfare. Since Armed Forces High Command/Supply and Transportation Office only a few days ago requested that for the present three submarines be maintained on transport duties, Commanding Admiral, Norway has again been instructed to make clear to Group 21 the necessity of operations by all available submarines in the war against merchant shipping. Forcible reference is to be made to the fact that after cessation of British imports from the east, the attack on the intensified British total imports across the Atlantic is vital and makes the withdrawal of the valuable Atlantic submarines from transport assignment so useless for submarine warfare - urgently necessary as soon as rail conditions between Oslo and Trondheim make it possible to carry out transports safely by other means. (See radiogram 1000.)

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Survey of the Situation

Special Items

Atlantic:

Great Britain:

During the night of 27 May five British steamers escorted by a destroyer left the Clyde for Harstad.

The British steamer LONDON was informed by the senior naval officer in Ramsgate that all ports on the Bristol Channel, except Swansea, were closed. Ships bound for the closed ports are to go to Falmouth. This is obviously the result of a complete congestion of the ports in consequence of the cessation of any merchant traffic to Holland and Belgium and to the ports on the southeast and east coasts of England.

The liners QUEEN MARY (81,235 tons), EMPRESS OF BRITAIN (42,348 tons) and EMPRESS OF CANADA (21,517 tons) put in to Capetown on 28 May with New Zealand and Australian troops on board.

France:

Radio intelligence intercepted various submarine warning reports, which can be ascribed to the activities of U "37" and U "101".

Northern Waters:

Radio intelligence presumes that the RESOLUTION is proceeding to Narvik, has possibly already arrived there.

On the morning of 28 May an aircraft carrier was sighted 220 miles west of West Fjord on westerly course. Air reconnaissance on 29 May reported a carrier in the Tjelsund together with a cruiser. A second carrier was allegedly detected near Tromsø, with a cruiser and two destroyers. Otherwise air reconnaissance reported a battleship, 5 cruisers (or destroyers) and 10 merchant ships off Harstad and 2 cruisers and 2 destroyers in Ofot Fjord.

North Sea:

Two enemy submarines (one the TRUANT) returning from Northern Norway to Rosyth. The submarine SEVERN is off the northwest coast of Norway and 2 submarines are probably off the southwest coast.

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Hoofden/Channel:

The air reconnaissance reports and results of radio monitoring show that the enemy evacuation of troops from the Flanders pocket has reached its zenith. The enemy is retreating precipitately towards the coast, leaving behind all his materiel, in order to embark on numberless transport vessels. In addition to medium-sized steamers and small vessels which are being brought up in great numbers from Portsmouth, destroyers, minesweepers and trawlers as well as a cruiser are operating as transports and have been detected from Dunkirk and eastwards on the Zuidcoote roads. Various reports show that large numbers of troops are being embarked on small vessels. The forces are ordered first to disembark their troops on arrival in Dover and then to sail again as fast as possible after taking on oil and ammunition. Motor vessels and shallow draught vessels under the command of naval officers, also ropes and towing gear are being requested from British supply offices for the embarkation on the coast.

The troops covering the withdrawal and embarkation, who are putting up a stubborn defense, are being spurred on to resist to the utmost. The defenders of Dunkirk received this signal from Vice Admiral, Dover: "Well done, hold on for a little longer. You alone can save our Army."

During the afternoon and evening the evacuations were subjected to very heavy bombing attacks by the German Air Force despite most unfavorable weather; these were reflected in radio traffic by numerous reports. Hits on steamers and very severe bombardment of Dunkirk, La Panne and Bray were reported and fighter cover urgently requested. PT boats were sent out as escorts

A destroyer was lost through a German PT boat attack near Kwinte Bank in the early hours of the morning. This must be one of the destroyers WAAREFUL and GRAFTON, the wrecks of which lie 2 miles east of Kwinte Bank buoy according to a British radio report; according to an order to an unidentified vessel special importance is attached to the destruction of the Asdic sets.

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Own Situation

Atlantic :

The steamer KOENIGSBERG (supply ship for Ship "21") left Belem (Para) on 28 May and will arrive at the rendezvous about 5 June. Ship "21" has been informed.

Ships "16" and "36" have been instructed that Ship "21" is operating in the North Atlantic, alternative area the South Atlantic.

Norway:

Narvik:

Nothing special to report.

Trondheim:

Naval Commander reports two submarines of unidentified nationality in Gripholen and Yttre Fjord (southwest of Trondheim-Leden). Motor minesweepers have been requested to clear Trondheim-Leden for the tanker ADRIA to put in. She passes Stadtlandet about 1700. No mines were detected by the 5th Motor minesweeper flotilla near Stadtlandet and in the British declared area from Harstad to Viken, but mines were cleared 4 miles west of the Hustad-Viken declared area.

In view of the mine and submarine situation off Trondheim, Commanding Admiral, Norway requests the dispatch of an experienced submarine-chaser formation and a modern motor minesweeper flotilla to Trondheim.

Naval Staff is of course aware of the necessity of the request, It cannot, however, be granted at present because boats are not available owing to dockyard periods and urgent requirements in Holland.

Bergen:

Unsuccessful British air raid at noon.

North Sea:

Nothing special to report.

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The GNEISENAU has been ordered by the Fleet Command to endeavor to proceed to Kiel at maximum speed immediately after carrying out full-caliber firing, and to establish war readiness at once.

Group West considers daily reconnaissance of the Shetlands/Orkneys urgently necessary in view of the coming Northern Norway operation, and since the 5th Air Force has no formations free for this, urgently requests that a squadron of the 606th Group (Do 17) be handed over from the Baltic to Commander, Naval Air, West and transferred to Stavanger. Naval Staff has ordered this to be carried out immediately.

Hoofden/Channel:

Sortie by S "24", "26", "30" of the 1st PT Boat Flotilla in the direction of Dunkirk. Enemy air attacks on outward and return passage. Our boats attacked a convoy near Kwinte Bank in the midst of enemy PT boats. A large enemy destroyer was sunk by a torpedo fired by S "30" (GRAFTON?). Boats put in to Helder without loss.

Holland/Belgium/Northern France:

Holland:

Unsuccessful enemy air raids on seaplane bases at Texel, Helder and IJmuiden.

Belgium:

The Naval Liaison Officer with the 18th Army Command concluded an agreement with the King of the Belgians' plenipotentiary regarding surrender of Belgian naval installations and coastal works.

Northern France:

In order to occupy coastal defenses on the Channel coast, two naval artillery battalions of the 24th Naval Artillery Regiment have been dispatched to Calais and Boulogne. The following is reported about coastal guns:

No bases, no guns from Abbeville to Boulogne.

In Boulogne: 1 heavy, 2 light batteries, 2 searchlights.
Airport serviceable.

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In Calais: 1 heavy, 1 medium, 1 light battery, 2 searchlights.
Airport serviceable but not suitable.

Skagerrak/Kattegat/Western Baltic:

No submarine reports.

Mine Situation:

A Swedish steamer sank after striking a mine north of Fornaes.
The German steamer FINKENAU struck a mine southwest of Drogden
light. Mines are suspected in both areas.

The entrances to Wismar, Warnemuende and Schleimuende have been
opened again.

Transports as planned. Large troop transports with 2,674 men
and materiel sailed from Aalborg in the afternoon.

The pilots for empty German transports who returned a short
time ago from the trip through Swedish territorial waters
report that there are no longer any difficulties because of
passage through the inner skerries channel.

With reference to the safety of the passage through inner and
outer Swedish territorial waters see letter from Oslo Naval
Office, radiogram 0034.

S ubmarine Situation

Atlantic:

In the operational area: U "37", "43", "8", "56", "101".

U "37" reports so far sinking 7
steamers totaling 38,000 tons. She
still has 5 torpedoes (see also
radiograms 1620 and 2359).

U "28" proceeding to Trondheim for
repairs.

Outward bound: U "48" east of Fair Passage.

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U "29" northern North Sea.

North Sea/Hoofden:

In the Hoofden
operational area:

U "60", "62", "13".
U "13" was sent out against British transports returning from Flanders. Her attention has been drawn to our own barrages by Commanding Admiral, Submarines

Outward bound:

U "58" into the Moray Firth area concentrating on Kinnaird Head.

Submarine Successes:

U "37": the British tanker TELANA, 6,000 tons, French freighter MARIA JOSE, 5,000 tons, British steamer HELENA, 7,400 tons (towed in to Vigo).

Special Items:

Submarine U "A" is scheduled for joint operation in the Atlantic with the auxiliary cruiser Ship "33". Apart from the equipment of Ship "33", there is at present only Ship "41" (probably ready in August or September 1940) to be considered as regards cooperation with submarines. Suitable equipment will be arranged by Naval Staff/Submarine Division (Technical).

Situation on Land

The resistance of the enemy groups encircled in Flanders was broken on the western front. The British are retreating northwestwards from the Ypres Canal with signs of disorder. Fournes, Roubaix, Tourcoing taken.

Uninterrupted enemy columns are fleeing northwards into the area around Dunkirk, where troops are embarking without equipment in all-out operations by transport units and under the greatest difficulties in view of continuous German air attacks.

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Air Situation

See Air Force Events of the Day.

Operations concentrated on attacking the fleeing troops and the transports and naval vessel gathered for the evacuation. Very great successes despite most unfavorable weather. The Air Force reports sinking 1 destroyer, 6 large and 1 small transport vessels, also damaging 9 naval vessels (destroyers, minesweepers, trawlers), 10 large and 17 small transport vessels (10 in all set on fire).

An SD 500 hit was scored amidships on a cruiser of the AURORA class off Narvik. The ship lay stopped after the attack.

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Items of Political Importance

Western Powers:

Much is made of the Allied occupation of Narvik by enemy propaganda and the great strategic importance of the taking of Narvik specially emphasized. On the other hand, the loss of the Channel ports to Germany is not described as of decisive importance.

Italy:

Feverish preparations for war continue. Negotiations with the Western Powers about alleviation of the blockade control have apparently broken off. Systematic preparations for mobilization leave the Allies in hardly any doubt about Italy's imminent entry into the war.

Spain/Portugal:

Spain and Portugal are said to have concluded an agreement whereby Spanish and Portuguese neutrality is to be maintained even if Italy enters the war. Spain has informed the Western Powers of her intention to remain neutral.

U.S.A.:

Formation of a National Defense Council with the task of contributing the speeding up of the armament program by control of all industrial production and agricultural produce.

Balkans:

For situation report by the Naval Attache on Bulgaria and Rumania see Political Review No. 123.

Conference on the Situation with Chief, Naval Staff

1. Report by Chief, Operations Branch on Group West's directive for Operation Northern Norway (see 1 Skl, 889 Chfs). The orders are in accordance with the views laid down in Naval Staff's directive. The first and main assignment of Commanding Admiral, Naval Forces, West is described as the

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surprise penetration into And Fjord and Vaags Fjord and destruction of the enemy warships and transports encountered there and of the bases erected. According to available information the main targets are mostly in this area.

If reconnaissance reports show that a sortie into Ofot Fjord, if necessary as far as directly off Narvik, appears to offer better prospects of success, this is to be carried out as the main assignment.

Another task is the protection of supplies for the Army from Trondheim to Saltdal-Bodoe-Mo. This task is to be undertaken simultaneously with the main assignment or not until after its execution. The base of Trondheim to be used for this. The operation is to be carried out with the battleships SCHARNHORST and GNEISENAU, the cruiser HIPPER and the destroyers GALSTER, LODY, STEINBRINCK and SCHOEMANN. Departure via the Great Belt, Kattegat, Skagerrak.

Operation proceeds under codeword "Juno".

2. The Fuehrer has ordered that strong forces are to be sent to Narvik by air on an increased scale. Our own Operation Northern Norway, which is to take place at approximately the same time, thus gains special significance. (Group West and Commanding Admiral have been informed.)
3. Appreciation of the situation regarding the use of our aerial mines. It is not surprising, after some months of the German offensive use of non-contact mines and since a German aerial mine fell into British hands at the end of November, that the British are now obviously effectively clearing magnetic mines. Enemy losses which have nevertheless occurred are very rarely detected by us, since he no longer radios about these.

The additional device now being used (contact delay) will again improve the situation in our favor. Since we know that minesweeping forces are concentrated on the southeast coast, aerial minelaying operations off the west coast of Great Britain and off the French Atlantic ports - as long as operations off the southeast coast are no longer necessary owing to the situation on land - seem practicable.

Use at depths of 20 m. at most. Minelaying covering a wide area as far as depth of water allows (cf, guiding

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principles for the use of ground mines (Seekriegsleitung 1 Abt. IE 728/40 gkdos dated 24 January 1940). The aerial minelaying carried out in the Dutch river estuaries did not always correspond to these principles.

With repeated minelaying in the same limited area the necessary safety distance must necessarily lapse, so that it is easier to make a gap, since the mined area is limited and when one mine is swept other mines are so damaged at the same time by the effect of the explosion, because there is no safety distance, that they no longer function.

Aerial minelaying is spotted on the run-in; it is thus possible to fix the exact position of the mine in narrow waters and make a detour round it or simply clear it away. Efforts must therefore be made to drop the mines unobserved.

Group West and Air Force General Staff have been informed of this short survey of the situation regarding the use of aerial mines for consideration of the experiences gained.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Disposition of forces:

The old battleship REVENGE, the cruiser EMERALD and auxiliary cruiser RAMPURA are at present in the eastern part of the North Atlantic route.

The Canadian destroyers RESTIGOUCHE, OTTAWA and SKEENA plan to arrive in the western part of the Channel on the evening of 31 May.

The position line of the British auxiliary cruisers southeast of Stokksnes (eastern Iceland) was altered as follows at 2330 on 29 May. On bearing 160° from Stokksnes there are at the following distances: FORFAR 35 miles, ANDANIA 65 miles, WOLFE 95 miles, LAURENTIC 125 miles, SCOTSTOWN 155 miles.

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Convoy movements:

According to a report from the Attache in Washington, one convoy left Halifax on 26 May and another will leave on 1 June. The first was escorted by a British cruiser, class unknown, the second comprises about 65 steamers, including 4 transports with Canadian airmen.

France:

Nothing special to report.

Neutrals:

According to a report from the Naval Attache in Washington, the cruiser VINCENNES and the destroyers TRUXTON and SIMPSON have been dispatched as reinforcements (or reliefs?) of the U.S. European Squadron.

Northern Waters :

Air reconnaissance reported on 29 May a battleship, 5 cruisers and several merchant ships off Harstad, 2 cruisers and destroyers in Ofot Fjord. An aircraft carrier was allegedly spotted in the Tjelsund, but was not seen again.

Fighter defense by Spitfires appeared for the first time in the Narvik area.

The aircraft carrier ARK ROYAL arrived in Scapa with 2 destroyers on the morning of 31 May.

North Sea:

No special reports on the enemy.

Hoofden/Channel:

The evacuation of British and French troops from the Franco-Belgian coast continued throughout the day. It was favored by the very bad weather (mist, rain) which did not permit offensive operations by the German Air Force. Transport movements were followed by radio intelligence and air reconnaissance. Small steamers, trawlers and fishing vessels were detected, heavily overladen, en route for the Downs. Stubborn resistance by British and French troops makes it possible at present to hold the area around Dunkirk,

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facilities for defending which have been increased by flooding. French naval operations in defense of Dunkirk are under the command of Vice Admiral Abrial. The Admiral received a message from the President of the Republic via General Weygand, to be passed on to the Army Commanders, in which France expresses her thanks to the troops for their vigorous resistance (see radiogram 2312).

The heavy massing of transport vessels necessitated an order in the evening that fire is only to be opened if an enemy is definitely recognized. The central one of the three routes fixed (North Goodwin via Sandetti lightship to Rytingen Bank) has been opened for transports to England. Warnings about magnetic mines were issued in the area of the Downs near North Foreland and near Outer Rytingen (see radiograms 0520 and 1305). All merchant shipping from the Downs southward is stopped.

Embarkation itself is for the most part taking place on the open beach near Dunkirk. The great lack of motorboats is increasing difficulties. Thousands of troops are waiting to embark on the beach. Various transports were lost through air attack during the night of 29 May. The Admiralty also announces the loss of the destroyers GRENDD, GRAFTON and WAKEFUL as well as some smaller naval vessels.

own Situation

Atlantic:

Auxiliary cruisers were informed of the development of the situation on land, of the movements of the enemy naval vessels and of news about merchant shipping (see radiograms 1300, 1003, 1701, 2000).

The enemy spotted the sailing of the supply ship KOENIGSBERG from Para; on 29 May the Admiralty notified all British merchant ships that the ship had sailed and gave a description of her.

Norway:

Narvik:

The Commander of the destroyer crews reports that it will only

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be possible to evacuate them home from the Narvik area as planned if equivalent Army units are brought up. Commander, Armed Forces, Narvik has already made the same request, which is under review.

Bergen:

Admiral, West Norwegian Coast reports the loss of patrol boat "1109" through striking mine west of Hustad-Viken. The tanker ADRIA is operating in the Hustad-Viken area with patrol boat "1105". The 5th Motor Minesweeper Flotilla reports that it cannot clear the mines with its gear because of chain guards. Dispatch of a minesweeper flotilla is therefore requested.

North Sea:

Nothing to report.

Hoofden/Channel:

Unsuccessful PT boat sortie by S "35", "32", "34", "21", of the 2nd PT Boat Flotilla against the convoy route east and west of West Hinder. Only numerous patrol vessels and one small steamer were encountered.

Naval Staff has ordered that all PT boats in operational readiness are to be put at Group West's disposal immediately for operations on the Channel coast from Helder.

Holland/Belgium/Northern France:

North Sea Station reports transfer of a heavy anti-aircraft battery from Helder to Flushing, since Air Force Area Command, Holland has declined to take over anti-aircraft defense of Flushing.

According to report from Admiral, Southwest the harbor of Ostend is for the most part in good order and can be used as a berth. Mine situation still not cleared up. Zeebrugge lock is completely unserviceable. Blankenberghe harbor in order.

One heavy and two light batteries are ready for use in Boulogne.

Skagerrak/Kattegat/Western Baltic:

An enemy submarine was reported north of Skagen and attacked

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without result.

Mine Situation:

Two magnetic mines were cleared by remote clearance gear southeast of Drogden lighthouse.

Various enemy flights over Schleswig Holstein, Kiel Bay, Eckernfoerde Bay and the Kiel Canal during the night of 30 May. No minelaying observed.

Group Baltic reports that some of the British in Denmark are still moving about with complete freedom and considers that their immediate arrest is urgently necessary in order to avoid any espionage.

Naval Staff has requested immediate measures from the Intelligence Service.

Submarine Situation

Atlantic:

U "48" has been sent to Trondheim to have a leak repaired.

U "26", returning from Trondheim, is assigned the Kinnaird Head area as operational area.

U "9" returned from operation; U "62" commenced return passage from the Hoofden.

Otherwise unchanged.

Submarine Successes:

The British steamer STANHALL (4,831 tons) sank after an explosion.

Merchant Shipping

Group West has given permission for merchant shipping to proceed

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as far as Tybcooen with esøort officers.

U.S.A.:

The steamer WASHINGTON, as well as the steamer PRESIDENT ROOSEVELT, is on her way to Europe. The ship is proceeding to Lisbon and Bordeaux to fetch American citizens.

Ship "21" and submarines have been given suitable instructions.

Situation on Land

Stubborn enemy resistance on the Channel coast north and southwest of Nieuport. Signs of disorder among the French, while the British rearguards offer resolute resistance. Only strong resistance at isolated points south and southwest of Lille. No longer any uniform enemy command. Enemy counter-attacks were repulsed on the Somme.

Group "Feuerstein", advancing for the support of Narvik, reached the area 15 km. north of Fauske and is before Bodee.

Air Situation

See Air Force Events of the Day.

No combat activity over the sea because of unfavorable weather; only limited reconnaissance operations.

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Items of Political ImportanceGreat Britain:

Ever increasing anxiety about the war reaching the British Isles. The question of large-scale evacuation from the areas specially threatened from the air is being discussed. The problem of further evacuation to Canada is shelved for the present.

In the appreciation of the situation the tendency is recognizable to gain time to reorganize the front and the combat troops in France and to expand the defenses of the British Isles.

The withdrawal of the British Expeditionary Corps to Great Britain is announced and the excellent performance of the Royal Navy during the evacuation of the troops specially praised.

France:

News that the Aleppo area has been ceded to the Turks is not considered likely by the Foreign Office. It is true that the Allies would thus win over the Turks, but they would at the same time meet with embittered resistance from the Arabs, a consequence which Great Britain will endeavor to avoid at all costs.

Italy:

According to information from the Foreign Office, no more negotiations with Great Britain regarding the removal of contraband measures for Italian ships have taken place on Italy's side. The present improved treatment of Italian ships can be ascribed solely to British initiative without any return from Italy. A strict ban on the export of all goods of military importance, especially engines, will be imposed in Italy within the next few days. Exchange deliveries from the Western Powers will thus cease completely. Shipment of fairly small quantities of coal from Great Britain to Italy will still be continued.

Russia:

Tension between Lithuania and Russia because of the alleged disappearance of a number of men from the Russian occupation Army. Sharp note to Lithuania.

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U.S.A.:

Alteration of the neutrality law by Hull, in order to simplify delivery of U.S. planes to Canadian ports. The new ruling permits planes to be flown from the factories to the Canadian ports, provided that these planes land at the frontier so that the regulations of the "cash and carry" law may be fulfilled.

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Report by Chief, Operations Branch on the operational order for auxiliary cruiser Ship "10" (Captain Kaehler).

The ship's assignment:

Cruiser warfare in foreign waters. Concentration on tying down enemy forces to effect relief at home and damage to the enemy by

- 1) forcing the formation of convoys and reinforced escort,
- 2) putting a great strain on his forces,
- 3) deterring neutral shipping from sailing in the service of the enemy,
- 4) disadvantageous consequences of a commercial and financial nature.

The South Atlantic is assigned to Ship "10" as her main theater of operations. The Indian Ocean and the Pacific Ocean are alternative areas. If operations by other merchant raiders render a transfer of operational area necessary, Naval Staff will order the necessary limits.

Group West is assigned command of measures preparatory to sailing as well as during departure until 60° N is crossed in the Atlantic. The ship is to sail at the beginning of June.

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2. Ship "332 is being considered as the next auxiliary cruiser to sail for cruiser warfare. The ship will be ready to sail by 15 June. She is equipped for cooperation with submarines (25 torpedoes, 80 TMB mines, supplies, spare parts for two boats).

Preliminary trials in oiling, handing over of freight, etc. to the submarine have already been carried out for the greater part and can be regarded as successful. Naval Staff is therefore of opinion that the great chances of success which cooperation between submarines and auxiliary cruiser can offer in distant sea areas must be exploited by Ship "33". There are possibilities of combined operations for example in the area off the west coast of Africa (with TMB mines against Casablanca, with torpedoes against Dakar and Freetown). The ship is to be a supply and rearmament base for the submarine at first. The auxiliary cruiser is then to proceed onwards and the boat is to return. The submarines operational endurance can be increased to twice or three times the normal operational time by this means. Repetition of the combined operation would be possible by means of a submarine sent to meet the ship on her return.

Commanding Admiral, Submarines is requested for comments and suggestions about the operation (see also War Diary, Part C, Vol. I.)

3. Commander in Chief, Navy has ordered the formation of a naval motorboat division. It is intended to seize motorboats (choice of about 600-700 motorboats) with the aid of the National Socialist Motor Corps, river police and motor yacht clubs, and establish motorboat groups for patrol, observation and reconnaissance duties in the waters of the occupied territories. The division will be placed under Baltic Station.
- 4.- The Fuehrer demands the surrender of naval anti-aircraft batteries for the protection on installations of importance to the Reich in Rotterdam, Antwerp, etc., since the Air Force is no longer in a position alone to do it is because of the great demands made on it.

The Navy's principal anti-aircraft defense tasks lie in the area of the bases in Norway and the anti-aircraft defense of the main home bases, Kiel and Wilhelmshaven, and this does not permit the withdrawal of strong anti-aircraft forces.

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Chief, Naval Staff has ordered an investigation of the available anti-aircraft defense facilities. An endeavor is to be made to remove single batteries from the Navy's area in accordance with the Fuehrer's request.

Conference between Chief, Naval Staff and Commanding Admiral, Fleet, Admiral Marschall, about Operation Northern Norway. Commanding Admiral, Fleet was apprised of Naval Staff's viewpoint as follows:

1. The operations will proceed on the basis of the general directives and orders of Naval Staff and Group West, taking into consideration the demands arising from the situation on land. These demands, which are connected with the course of the operation by Group "Fleurstein" on the route from Trondheim to Bodo and beyond and are dependent on the state of operations in the Narvik area, will be forwarded to Commanding Admiral, Fleet by Commanding Admiral, Norway. It is the duty of the former to make his decisions on the basis of the situation on land as well as on the basis of the data he gains from information passed on by Group West about the situation at sea in the Narvik-Harstad-Trondheim area as shown by air reconnaissance and radio intelligence. The primary object, as set out in Naval Staff's directive, is to bring about a tangible relief for Group Narvik by means of direct effective action against the British naval forces and transports opposing our Narvik group and secondly against land forces also. Further, the constant threat to our land communications by British forces is to be eliminated by repeated appearance at various points along the extensive coastline.

Group West cannot control these assignments down to the last detail; they can only be performed directly by Commanding Admiral, Fleet in agreement with Commanding Admiral, Norway.

Fundamental decisions will of course be made by Group West or Naval Staff.

2. It is seen from these demands that the operation is not to consist of a single assault against a definite target; it is necessary to reconnoiter the enemy situation in the Narvik-Harstad area and, by means of repeated onslaughts, to deprive him of the possibility of unimpeded and continuous support for his troops ashore. The action against the light forces on the extensive coastline from Trondheim to Narvik must also become a continuous operation from the Trondheim area.

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It will be possible to ensure constant support for Group "Feuerstein" on the land route in conjunction with the batteries set up at the endangered points of Mosjoen-Mo-Bodoe. Whether we will also succeed in instituting a supply service by sea under the protection of naval forces, must depend on the development of the situation.

3. Naval Staff clearly recongnizes the difficulties of supplying the destroyers with oil. These make it seem dubious whether the destroyers should be committed in an operation in the Narvik area, which will of necessity last some time. These forces, in conjunction with the cruiser NUERNBERG, perhaps also the HIPPER, can take over protection of the extensive coastline and action against British forces there.
4. In the knowledge that these operations based on Trondheim will necessarily be of fairly long duration, the subsidiary operations must be put in the hands of one Commander (Commanding Admiral, Scouting Force) and not entrusted to the Commander of a cruiser, who is fully occupied with command of his ship.
5. Naval Staff is of opinion that the situation in Narvik, the acquisition of the strategic Norwegian area and the great weakening of the British battle Fleet detected by the Radio Monitoring Service open up new and extensive possibilities for projected operations by our naval forces and provide most favorable conditions. Naval Staff already sees definite possibilities of the Fleet operating from Trondheim for a long period. Danger from the air is judged to be slight. The necessary measures must be taken against the undoubted risk from British submarines. The danger cannot be estimated as substantially greater than in the Heligoland Bight.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Commander in Chief, Home Fleet was detected in the west coast.

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area; The BARHAM in the Liverpool area.

One destroyer and two trawlers sent out on submarine chase near Quessant.

Two auxiliary cruisers were observed off the Spanish-Portuguese coast.

France:

Because of submarine reports and reports of steamers being attacked, several vessels in the central part of the Channel and in the Brest area were sent out on reconnaissance and submarine chase.

Commanding Admiral, Submarines has informed our Atlantic boats about the enemy submarine chase.

Northern Waters/North Sea:

According to the results of radio intelligence, on 31 May there were in the Narvik and Harstad areas:

A battleship (RESOLUTION?), at times a carrier, several cruisers of different classes (at present DEVONSHIRE, GLASGOW, ENTERPRISE and two "C" class cruisers); also a small number of destroyers, small vessels and transports. Two submarines were detected in the North Norwegian area. Small vessels are based on Skel Fjord at the entrance to West Fjord. The ARK ROYAL was in the Scapa area on 31 May with the destroyers ACASTA and ARDENT. Probably also the cruisers ABERWICK and SOUTHAMPTON.

Hoofden/Channel:

Troop embarkations on the Franco-Belgian coast between Nieupoort and Dunkirk continue under severe attacks by the Air Force and shelling from the shore. The extraordinarily great difficulties of this withdrawal are increased by constant aerial minelaying and the successful appearance of German PT boats night after night. In spite of this, there is the impression that the Western Powers are succeeding in transferring to England a considerable portion of their troops, even if completely disorganized and without heavy weapons and gear, by all-out commitment of naval forces and transport vessels. Losses must, however, be considerable. Naval forces and command posts are spurred on to further endurance by the following

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words from Admiral, Dover: "Every man must hold on. If we continue thus our goal will be reached. The Navy must do this for the Army."

It is learnt from a radiogram that at about 0230 on the night of 31 May the rearguard troops are apparently already to be embarked in the strength of 5,000 men. Fifteen British minesweepers, 7 tugs and other small vessels plus 25 French vessels of various kinds are to be used to transport them (see radiograms 1300, 1000). Landing stages are being erected at La Panne and Bray (10 km, east of Dunkirk) to make embarkation easier. Attacks by numerous German planes were reflected in radio traffic in the evening. Dropping of aerial mines is reported in the Dover and Dunkirk area; warning is given of minelaying off the entrance to Portsmouth.

Losses:

The Admiralty announces the loss of the anti-aircraft cruiser CRULEW (4,290 tons) some days ago through a bomb hit off the north coast of Norway. This is the first shipping loss which the Admiralty has officially ascribed to a bomb hit.

For data from radio intelligence during the week from 19 May - 26 May, see Radio Monitoring Report No. 21/40.

Own Situation

Atlantic:

Auxiliary cruisers were informed of the movements of enemy forces and merchant ships (see radiograms 1512, 1603).

The supply ship KOENIGSBERG has been informed that the enemy observed her sailing and is searching for her. The ship has been directed to alter her appearance with all the means available and to avoid meeting any vessels.

Norway:

Narvik:

Situation worse, since the enemy, in the strength of two battalions, made a surprise break-through at Sildvik and is

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trying to cut off our forces on the Narvik peninsula. Serious threat to the southern flank. No more reserves available. The enemy has planes constantly over Narvik, the ore railroad, and Rombaken which, in conjunction with the destroyers operating in Rombaken Fjord, interrupt any movement.

Mine situation in the Narvik area:

To date 3 TMA mines have been laid east of the Stroemen Channel in Rombaken Fjord and 5 TMA mines in the Tjelsund approximately at Fiskoeja. Further plan: aerial mines to be laid in the Tjelsund near Ramstad and EMD mines at the entrance to Skjoman Fjord.

Trondheim:

Commanding Admrial, Norway will be in Trondheim from 1 June in view of Operation Northern Norway.

The Norwegian sealer HISOE put in to Trondheim with a prize crew from the NORDMARK after a 21-day voyage.

Admrial, North (Captain Thiele in Trondheim) reports on the mine situation in the Trondheim area: Mines definitely in Trondheim-Leden east of Terningen light, drifting mines in the Gripholen coastal area. He also warns against using the Frohavel without adequate anti-submarine escort.

Bergen:

Unsuccessful air raid on Bergen.

Admiral, West Norwegian Coast reports departure of the steamer URNA with escort (with the cargo of the U.S. steamer CORMICK, including 500 motor vehicles) and of the Swedish steamer NINA (with four 30.5 cm. guns).

A passenger steamer struck a mine and sunk in the northern entrance to the Karmsund off Stavanger. Another steamer sank north of Haugesund after striking a mine.

For report by Admiral, West Norwegian Coast on the mine situation see radiogram 1545.

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North Sea:

A report from Dublin states that some time ago a French destroyer was lost "while turning to avoid being torpedoed" having entered a Norwegian fjord contrary to orders to sink German transports.

It may be concluded from this report that the sinking was carried out by one of the missing special vessels, Ship "26" or "37", which was possibly able to score a torpedo success against a destroyer before she was captured or sunk.

With regard to reconnaissance tasks during the planned Operation Northern Norway, Group West requests the temporary return of the 3rd Squadron, 506th Group from Commander in Chief, Air Force to Commander, Naval Air, West and recall of the two remaining Do.26, since these are no longer required for transport assignments according to the squadron leader's statement.

Hoofden/Channel:

Another very successful PT boat sortie by S "24", "30", "23" and "26" of the 1st P T Boat Flotilla during the night of 30 May S "24" (Detteffen) succeeded in sinking a destroyer near Kwinten Bank, and S "26" and "23" (Fimmen/C hristiansen) together succeeded in sinking a destroyer near Ruytingen lightship. Enemy PT boats and destroyers shadowed them.

The PT boats have thus sunk 5 enemy destroyers to date in the Hoofden (6 in all) without loss to themselves, an excellent proof of the usefulness of the German PT boat and the training of the commanders. Fresh evidence has been given of the special suitability of PT boats for use in the Hoofden/Channel area, which had already been shown in the Great War by the first successful operations by these boats. Exploitation of the flanking position of the coasts of Flanders and northern France with regard to the lines of communication between Great Britain and France as well as with regard to the shipping route from the Channel to the Thames Estuary opens up great prospects of success for the PT boats at these focal points in constant naval operations. We must expect, as happened in the Great War, that the enemy will very soon set up a systematic defense organization by disposing permanent lines of patrol vessels and PT boats and having constant air patrol. It is possible that particularly this activity by enemy planes (dive-bombers), which experience has proved must be regarded as especially dangerous for PT boats in consequence of their speed and

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maneuverability, will make sorties considerably more difficult and make it necessary for our boats to have constant air cover during their sorties. Further developments must be awaited. If enemy patrol becomes stronger it remains to be investigated whether PT boat sorties will have to be supported later by single destroyers or torpedo boats. (Marginal note by Chief of Staff, Naval Staff: This hampers the PT boats' freedom of attack.)

Holland/Belgium/Northern France:

Admiral, Southwest reports that the waterway from Rotterdam to the Scheldt is already being used, but that the Scheldt as far as Antwerp is still dangerous. Only small vessels are plying here at their own risk. For this purpose Group West again transmitted the positions of our own aerial mines, none of which lie in the Scheldt between Hansweerd and Antwerp.

Group West requests the setting up of two radar sets to be used against naval targets at Cape Gris Nez near Calais in conjunction with the planned establishment of a heavy naval target battery. Availability is under review.

Army General Staff has requested data about targets of military importance in England which could be reached with long-range guns(120 km.) from Calais. For answer see statement in War Diary, Part B, Vol. V, page 145.

Skagerrak/Kattegat:

No submarine reports; no further mines discovered. Transport as planned, without interruption.

The closing of the (Kiel) Canal, entrance to Kiel and southern entrance to Eckernfoerde has been canceled again after investigation.

Submarine Situation

Unchanged.

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Merchant Shipping

Commanding Admiral, Norway reports that from 1 June Naval Commander, Oslo will carry out the check on neutral shipping at the outlet of Oslo Fjord. Definite routes have been fixed for neutral and German shipping in the Kattegat by Commanding Admiral, Defenses, Baltic.

For review of German merchant shipping from the beginning of the war to 31 March 1940, see file Merchant Shipping.

According to this, there were 748 ships totaling 2,639,811 G.R.T. in Germany on 31 March.

Under High Command, Navy	166	ships	totaling	837,688	G.R.T.
Eastern traffic	3	"	"	20,577	"
Norwegian ore run	26	"	"	148,007	"
On general run to Norway northern Russia, Holland and North Sea run	50	"	"	134,532	"
Undergoing repairs	34	"	"	121,494	"
Passenger ships laid up	21	"	"	395,129	"
Ships in German ports including those laid up and on Baltic run	448	"	"	982,129	"
Total:	748	ships	totaling	2,639,811	G.R.T.

Losses from the beginning of the war to 31 March 1940:

Scuttled	23	ships	totaling	150,473	G.R.T.
sunk by the enemy	9	"	"	39,136	"
Captured	21	"	"	96,661	"
Requisitioned in enemy ports	3	"	"	13,196	"
Total losses to 31 March:	56	ships	totaling	299,466	G.R.T.

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Situation on Land

The enemy is holding the Dunkirk area and the canals from Nieuport to Furnes and from Furnes to Bergues. Extensive flooding makes advance by our troops difficult. Fighting continues southwest of Lille against an enemy group stubbornly defending itself. Attack by the 18th Army against the Dunkirk area and by the 6th Army against the enemy in the Lille area began today. Nothing special to report from the southern front.

Air Situation

See Air Force Events of the Day.

During action by bombers against enemy operations off Dunkirk a cruiser and two destroyers were hit by bombs of medium caliber and numerous transports, merchant ships and fishing vessels damaged, set on fire or destroyed.

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