

~~CONFIDENTIAL~~

Sect M-2
7047

UNCLASSIFIED

WAR DIARY

....GERMAN NAVAL STAFF
OPERATIONS DIVISION

PART A VOLUME 10

June 1940

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 1940	
NAVY NUMBER 1071	

DECLASSIFIED BY DOD MEMO OF 3 MAY 1972, SUBJ:
DECLASSIFICATION OF WWII RECORDS

UNCLASSIFIED

~~CONFIDENTIAL~~

N-30818

WAR DIARY
GERMAN NAVAL STAFF
OPERATIONS DIVISION

Part A Volume 10

June 1940

DECLASSIFIED BY JAW DOD MEMO OF 3 MAY 1978, SUBJECT:
DECLASSIFICATION OF WWII RECORDS

WAR DIARY OF THE GERMAN NAVAL STAFF

(Operations Division)

PART A

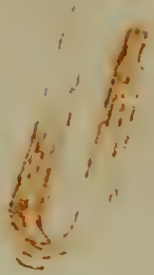
June 1940

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

Volume 10

begun:	1 June 1940
closed:	30 June 1940

— —



— —



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 10 is the twenty-fourth 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 the 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 Library.

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.
1949



C

C

1

1 June 1940

CONFIDENTIAL

Items of Political Importance

Great Britain:

The breaking off of negotiations between Great Britain and Italy regarding the blockade is interpreted to mean Italy's early intervention. The danger of her imminent entry into the war is forming the subject of lively and anxious discussion.

Political Review No. 125 gives a picture of British morale as ascertained from prisoner of war statements.

France:

Plan to form a War Cabinet under Marshal Pétain?

Belgium:

See Political Review No. 125 for vindication of the King of Belgium in the Italian press.

Italy:

The Italian Government informs all the Balkan States that she has no offensive plans in the Balkans.

U.S.A.:

As the reason for his armament demands Roosevelt states in Congress that no one can foresee future military developments. It is possible that all the continents will be drawn into the World War, so that the most rapid increase of defensive strength is necessary.

Sweden:

The attention of the Swedish Navy is again drawn to various facts which indicate that during April and the beginning of May enemy submarines operated from Swedish territorial waters and attacked German steamers. This has so far been categorically denied by Sweden. Sweden's attention is drawn to the necessity of very strict precautions against the penetration of submarines. (See also Part C, Vol. III.)

1 June 1940

CONFIDENTIAL

Conference on the Situation with Chief, Naval Staff

Special Items:

1. Since uninterrupted rail communications have now been established with Trondheim, the Fuehrer agrees to transport submarines no longer proceeding there. These can thus at last be used in the conduct of submarine warfare.
2. The Fuehrer has consented to Naval Staff's suggestion about the intensification of submarine warfare in the waters around Great Britain and France, but demands that consideration be shown to Ireland.

Further measures will be agreed upon between the Foreign Office and Naval Staff.

3. A fresh effort to achieve closer relations with Germany is unmistakable in dealings with the Japanese Navy, probably as a result of German military successes. The Japanese Naval Attaché, Admiral Yendo, several times asked why the German Navy did not make much greater use of the facilities afforded by Japan's friendship. (Operations in the Indian Ocean and East Asian area.)

Advantage will probably be taken of Japanese support for the first time through the activities of our auxiliary cruisers (primarily SHIP "36"). In addition, Chief, Naval Staff has ordered cautious sounding of the Japanese on the subject of handing over two or three submarines for the purpose of operations in the Far East.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Nothing special to report.

North Sea/Northern Waters:

The aircraft carriers GLORIOUS and ARK ROYAL left Scapa on 31 May to proceed to northern Norway, escorted by three destroyers.

1 June 1940

CONFIDENTIAL

Radio intelligence detected Commander, 1st Cruiser Squadron at Harstad aboard the DEVONSHIRE. A rendezvous at sea at 2000 on 2 June was ordered for various vessels in the Narvik area, obviously to pick up a convoy. Various transports (including the former Polish transport BATORY) are proceeding to Narvik.

It is not apparent whether new troops are being brought up.

The submarine TRUANT is proceeding from West Fjord to Rosyth.

The cruiser VINDICTIVE is returning from Narvik to the east coast of England. She is probably damaged.

Hoofden/Channel:

Embarkations of troops near Dunkirk, La Panne and Bray continued, very greatly handicapped by the German Air Force. After the Bray Dunes beach was occupied by German troops the vessels ordered there were withdrawn to Dunkirk. Air reconnaissance detected heavy naval and merchant traffic between Dunkirk and England throughout the entire day.

The large destroyer KEITH was sunk by a bomb hit; a minelayer destroyed the Asdic set before she was abandoned. The destroyers IVANHOE and HAVANT were also severely damaged. The HAVANT was later abandoned. The British steamer TRAGUE (4,220 tons) sank after a heavy bomb hit. Final embarkations are to take place during the night of 1 June, and all available motorboats are to be used for this purpose. All vessels are to have left Dunkirk by 0400.

Evaluation of photographs of Brest showed:

- 1 battleship (new construction?)
- 2 fairly large passenger liners, 1 large freighter,
- 3 steam tankers, 2 small and 2 large submarines,
- 3 torpedo cruisers or large destroyers,
- 2 torpedoboats, 3 small freighters,
- 30 medium-sized and small naval or merchant vessels.

Own Situation

Atlantic:

Ships in the Atlantic were informed of the situation on land and at sea.

1 June 1940

CONFIDENTIAL

Ship "21" was ordered to dispatch the supply ship KOENIGSBERG, after taking on fuel, to a port on the Spanish mainland. (See radiogram 0800.)

Norway:

Narvik:

The expected enemy attack against the east wing of our troops (Group "Windisch") has commenced. Fighting is in progress. The Narvik unit has withdrawn to a position in the mountains.

Trondheim:

Minesweeping has been started in Trondheim-Leden.

Bergen:

The main necessity is establishment of a mine-free coastal route. Admiral, West Norwegian Coast reports minelaying northwest and north of Hustadviken and suspicion of mines near Stadtlandet. No mines swept so far, since they probably have line slides. Numerous mines were cleared by motor minesweepers north of Haugesund.

On the morning of 1 June British planes unsuccessfully bombed Kvarven tank installations and Grimstad Fjord.

The U.S. steamer McCORMICK has sailed from Bergen after unloading.

North Sea area:

Various hits by bombs and machine-guns were scored on British trawlers in the central North Sea during operations by formations of Commander, Naval Air, West. The trawlers fired 2 cm. or 3.7 cm. guns in defense.

The cruiser NUERNBERG reports interruption of war readiness until early on 4 June because of engine trouble.

The NUERNBERG's breakdown is very regrettable since her prompt departure for Operation Northern Norway is thus doubtful.

The Kattegat and Skagerrak, formerly Danish and Norwegian territory, have been declared an operational area. All planes not clearly marked as German or Russian are to be forced to land or shot down.

1 June 1940

CONFIDENTIAL

Approved neutral flights will be announced in good time.

Hoofden/Channel:

Sortie by PT boats S "21", "22", "34", "35" of the 2nd PT Boat Flotilla against the convoy route off Ruytingen during the night of 31 May. The boats encountered numerous patrol vessels. S "34" (Obermaier) sank a 4,000-ton steamer by torpedo. A heavy explosion indicates that the cargo consisted of ammunition.

Holland/Belgium/France:

The following ruling regarding defense of the occupied coast was laid down at a conference between Admiral, Northern France and the 18th Army Command:

1. The Army takes over defense of the entire coast, until there is naval coastal defense at the scheduled points.
2. Defense of Calais and Boulogne has been set up by means of available batteries with Army personnel.
3. Temporary communication by means of mobile radio stations, also via the 18th Army Command's communications network.

Armed Forces High Command has issued basic orders on air and coastal defense on the occupied coasts:

1. It is the Navy's task to ensure coastal artillery defense on the occupied coasts against attacks from the sea. Air raid protection of the battery crews comes under Commander in Chief, Navy. It is the Air Force's task to guarantee protection against attacks from the air in the above-named areas.
2. As regards air defense, Commander in Chief, Air Force is alone responsible for this in the occupied areas, including the coast. Naval anti-aircraft guns are therefore tactically subordinate to Commander in Chief, Air Force.

If the forces at Commander in Chief, Air Force's disposal are not adequate, he will request further units direct from Commander in Chief, Navy or Commander in Chief, Army. If no agreement can be reached, Armed Forces High Command is to be called upon for a decision. Commander in Chief, Air Force will keep Commander in Chief, Navy constantly informed regarding

1 June 1940

CONFIDENTIAL

the defense of naval bases. Commander in Chief, Navy is also to be informed well in advance of any changes.

The local air defense offices are themselves to inform the competent naval office in detail regarding disposition of forces.

The ruling agreed upon is in accordance with Naval Staff's deliberations.

The 4th Army Command states, via Army General Staff, that early provision and bringing-up of naval shore units for use in and near Le Havre as well as for other assignments on the coast is considered necessary. The question of blocking the Seine estuary is proposed for examination and allocation of a liaison officer requested.

High Command, Navy/Naval Staff, Service Division will arrange further steps.

For results of investigations by the Admiral in the Ostend/Zeebrugge area see radiogram 0700.

Admiral, Netherlands has arranged the immediate further construction of the following Dutch naval vessels:

- 2 submarines
- 1 minesweeper
- 1 gunboat
- 2 PT boats (ready July 1940)
- 4 motor minesweepers
- 2 15,000 ton steam tankers.

Skagerrak/Kattegat/Western Baltic:

Submarine reported by a submarine-chaser south of Larvik; depth charging unsuccessful.

Mine Situation

The galleass MARIE JOHANNES (190 tons) sank at 8 m. water depth after a mine explosion two miles east of Gjedser lighthouse. During the night of 1 June there were enemy flights over Eckernfoerde Bay, Aesen Sound, Flensburg Estuary and the Kiel Canal. Bombs

1 June 1940

CONFIDENTIAL

were dropped near Hochdonn and Brunsbuettel.

No minelaying was observed.

Transports of troops and material from Frederikshavn to Larvik and from Aalborg to Oslo continued undisturbed according to plan.

Submarine Situation

Atlantic:

In the operational area: U "37", "43", "101", "56".

On passage: U "29" west of the Hebrides.
U "46" put out.

On return passage: U "8".

In Trondheim: U "48", "28".

North Sea:

Southern North Sea
operational area: U "13", "60".

Off the east coast: U "26".

On passage: U "58".

In Heligoland: U "62" returned from operation.

An Armed Forces High Command order permits the use for offensive action of the submarines previously held back for transport duties, on condition that transport submarines can again be made available at short notice if they are required.

Naval Staff then ordered the release of U "A" and U "25" from transport assignments.

1 June 1940

CONFIDENTIAL

War against Merchant Shipping

Orders for the conduct of war against merchant shipping are now supplemented with reference to the treatment of Norwegian, Danish, Dutch and Belgian ships. See 4th Supplement to orders on the conduct of war against merchant shipping (1 Skl Ii 7151/40) in War Diary, Part B, Vol. V, page 101.

Merchant Shipping

The U.S. steamer ROOSEVELT is to sail at 2200 today from Galway for New York. Forces have been ordered on no account to attack her.

Situation on Land

The 18th Army has succeeded in pushing the enemy further back west of Nieupart. The 6th Army brought about the capitulation of Lille. Enemy rear guards are stubbornly defending the Dunkirk bridgehead. Still no details of the number of enemy troops who have so far escaped over the Channel (50-100,000?). The British Commander, Lord Gort, returned to England on 31 May. Nothing special to report on the southern front.

In northern Norway, Bodoe was taken by the 2nd Mountain Division; a British battery was captured.

Substantial progress has thus been made in support of the sorely pressed Group Narvik.

The possession of Bodoe permits the use of its airfield for effective Air Force operations (dive-bomber formations) over the Narvik area.

Air Situation

See Air Force Events of the Day.

1 June 1940

CONFIDENTIAL

The bomber formations operating in the Dunkirk area against the enemy evacuations scored considerable successes. According to the Air Force the following were sunk: 1 destroyer, 11 steamers; damaged: about 17 naval vessels and 38 steamers (?).

Naval Staff considers these observations to be very inaccurate and the results therefore too favorably assessed.

CONFIDENTIAL

2 June 1940

CONFIDENTIAL

Items of Political Importance

Great Britain:

Discussions about Italy's entry into the war continue. The press states that Mussolini has decided to enter the war between 4 and 14 June. This resolve can no longer be shaken, even by extensive offers of colonies. The Italian advance is expected in three directions:

1. Towards Greece, Crete, Salonica.
2. Fighting on land at the French frontier.
3. Air raids on Toulon, Marseilles and Gibraltar.

France:

The text of the Supreme Allied War Council's communiqué of 31 May is as follows:

"The Supreme War Council has reviewed the general situation and has come to complete agreement. The Allied Governments are more than ever firmly resolved to continue the present struggle in the greatest possible harmony until victory is gained."

A report via Switzerland states that Reynaud has expressed extraordinary pessimism about the situation as a whole and about the morale of the French people. Opposition to him is growing. The opposition is led by Laval and Flandin, who are in favor of a speedy end to the war, if necessary by a separate peace.

Italy:

The Italian journalist Ansaldo in a radio address to the Italian Army announced Italian war aims to be:

Corsica, Tunis, Gibraltar and Suez.

Spain:

Demonstrations for the return of Gibraltar. The Western Powers are endeavoring to influence Spain in their favor by means of economic pledges and political assurances.

2 June 1940

CONFIDENTIAL

U.S.A.:

Considerable intensification of propaganda against Germany. Roosevelt himself remains aloof and leaves the sharp speeches to his Ministers and Senators.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Radio monitoring intercepted various convoy and auxiliary cruiser movements. Our own submarines were reported several times and submarine chases were started. The Admiralty informed the Northern Patrol of the departure of the U.S. steamer McCORMICK from Bergen for the U.S.A. Forces were ordered not to stop the steamer, but to shadow her and report at once on suspicious alterations of course.

Northern Waters/North Sea:

An Admiralty radiogram to Commander, Narvik shows that the old battleship VALIANT is in the North Norwegian area, in addition to the aircraft carriers. Two fairly small convoys were detected en route for Northern Norway by radio intelligence. According to later radio deciphering the cruiser PENELOPE was damaged in the Narvik area. (On 14 May the cruiser, escorted by the CALCUTTA and six destroyers, was east of the Faroes proceeding to the Clyde at 7 knots.)

The aircraft carriers ARK ROYAL and GLORIOUS were at 67° N, 1° 30' E yesterday evening.

Hoofden/Channel:

Dunkirk bridgehead is still being stubbornly held by French and British troops. Embarkation is apparently still being continued.

Warships and transports were attacked by the Air Force. Hospital ships off Dunkirk seem to be in a desperate situation because of air attacks. The hospital ship WORTHING was bombed 24 miles from South Foreland.

2 June 1940

CONFIDENTIAL

Various steamers report hits; the British steamer PARIS had to be abandoned as the result of severe damage.

Enemy embarkations are taking place principally during the evening and at night. According to Vice Admiral Dover's order, the embarkations are to be supported by fighters doing their utmost to cover Dunkirk and the seaward approach routes and by constant bombing attacks on the German batteries. Trawlers and PT boats are being used as protection against submarines and PT boats (see radiograms 0700 and 2200).

A large trawler (BLACKBURN ROVERS, 422 tons) was torpedoed by a submarine (possibly U "13") in the afternoon. British and French destroyers have been instructed to chase the submarine.

Own Situation

Atlantic:

Ship "10" reports readiness to sail from Kiel at 2200 on 6 June. Group West has executive order. Outward passage similar to that of Ship "21". Under Group West's command until 60° N in the Atlantic is crossed.

Ships in the Atlantic were informed of the enemy's movements (see radiogram 1600).

Norway:

Narvik:

Group "Windisch" in a difficult position north of Rombaken Fjord. Superior enemy forces are attacking. Our forces' powers of resistance are greatly diminished by long drawn-out bad weather and lack of ammunition supplies. It is not possible at present to bring up reinforcements by parachute troops because of the unfavorable weather. A strong enemy attack is awaited.

Group 21 still considers the situation near Narvik very critical as a result of support which is inadequate despite the utmost efforts which have been made.

2 June 1940

CONFIDENTIAL

Trondheim:

The tanker ADRIA, which is urgently required for operations in Northern Norway, put in to Trondheim under escort. The 5th Motor Minesweeper Flotilla swept 18 mines in Trondheim-Leden.

Group West placed the 2nd Minesweeper Flotilla at Commanding Admiral, Norway's disposal, after its arrival in Trondheim, for defense of the Trondheim-Bodo sea route and combat assignments relating thereto. M "1" and the 5th Motor Minesweeper Flotilla have been placed under Admiral, North Norwegian Coast.

Commander in Chief, Air Force has granted the request of Naval Staff, Operations Division and placed the 3rd Squadron, 506th Group at Group West's disposal for operations from Trondheim until further notice.

Bergen:

A further unsuccessful enemy air raid on Bergen.

Seven French submarine-laid mines were swept southwest of Bleivik (northern entrance to the Karmsund). The route along the coast is now open again after the latest minesweeping.

With the sailing of the first Norwegian merchant steamers, shipping has again been resumed beyond the limits of coastal traffic.

North Sea/Hoofden/Channel:

PT boat sortie (three boats) during the night of 1 June was unsuccessful as nothing was sighted.

Group West has been asked to report operational plans for the PT boats, regarding use of torpedoes and mines, after completion of the present concentration on assignments off the Belgian coast.

Holland/Belgium/France:

The batteries at Boulogne and Calais have been instructed by the Admiral, until they are taken over by the Navy, to fire on all vessels at sea.

Skagerrak/Kattegat/Western Baltic:

No reports on submarines and mines. After 100 per cent. searching sweep the Kiel Canal and the outer Flensburg Estuary have been

2 June 1940

CONFIDENTIAL

re-opened. Net barrage near Seelandsrev has been completed in three rows.

Transport situation according to plan.

The return of neutral and prize steamers from the west coast via Kristiansand into the Baltic continues.

Submarine Situation

Atlantic:

Operational area: U "37", "43", "56", "101".

U "37" (Lieut. (s.g.) Oehrn) commenced return passage after firing all torpedoes and sinking 39,368 tons.

U "101" reports strong patrols in the Channel area, so that she was unable to advance on the surface. She sustained some damage through severe depth charging. Heavy shipping was observed. Commanding Admiral, Submarines has ordered the boat at present to seek opportunities for attack in the west, off the entrance to the Channel.

Proceeding into the Atlantic: U "29" northwest of Ireland

U "46" central North Sea.

North Sea:

East coast operational area: U "58", "26".

Boats were informed of a submarine chase by the enemy ascertained from radio monitoring within a radius of 15 miles from 58° 2' N, 2° 12' W.

Hoofden operational area: U "60", "13".

Boats were ordered into the Cross Sand area.

Returned from operation: U "62". For brief report see Part B, Vol. IV.

Success: one transport sunk.

Submarine Successes:

The British steamer ASTRONOMER (8,401 tons) sank after an explosion north of Kinnaird Head (U "58"?).

Merchant ShippingOwn Shipping:Norway:

Norwegian shipping traffic over and above small coastal shipping has been started for the first time on the west coast of Norway.

Baltic:

Ore run to Lulea has commenced. The first steamer is on the way home. The Ministry of Transportation is dependent on the return of the 250,000 G.R.T. promised by the Navy in order to fulfill the required transport assignments.

Holland:

Commander in Chief, Air Force plans to carry some of the supplies for Air Force Area Command, Holland on the route via the North Sea-Ijmuiden and requests information as to when the commencement of transport by sea can be expected.

The Ministry of Transportation considers the speedy resumption of maritime traffic with Rotterdam most important.

Foreign Shipping:

The U.S. steamer McCORMICK, proceeding from Bergen to America, reports course and speed and requests confirmation from Great Britain that her course is safe.

Situation on Land

The enemy is stubbornly defending the Dunkirk bridgehead, with the advantage of some concrete positions and some heavy flooding, both

2 June 1940

CONFIDENTIAL

of which are hampering the movements of the advancing troops. Berguès taken by us. Operations successfully concluded in the area around Lille.

Norway:

Assembly was completed of troops in the Fauske area for the break-through to Narvik (Lt. Col. von Hengl). Advance units have moved off.

Air Situation

According to an Air Force report a destroyer was sunk during bombing off Dunkirk, three further destroyers severely damaged by direct hits and one naval vessel set on fire. Several transports and merchant steamers were also damaged, set on fire or sunk.

Successful air raids on port and crane installations of Marseilles and on enemy merchant ships in the harbor on the evening of 1 June and on 2 June.

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

Items of Political ImportanceItaly:

Preparations according to plan for entry into the war. According to statements in the press and propaganda the Western Powers no longer doubt that Italy's intervention will take place within the next few days. British and French nationals are leaving Italy. Many Italians are being recalled to Italy from France and neutral countries.

Great Britain:

Speech by War Minister Eden: "Germany has been able to gain great strategic advantages in the Battle of Flanders during the past three weeks. Our losses in material and equipment are severe, but the bulk of the British Expeditionary Corps was saved as were also a large number of our Allies."

Spain:

Minister of the Interior Suner has forbidden further public demonstrations for the re-incorporation of Gibraltar. These demonstrations are only carried out by extremist Falangist circles.

U.S.A.:

Karl v. Wiegand, representative of the Hearst Press, has made the following statements to Armed Forces High Command:

Germany should now offer peace on generous terms; an offer of peace by the Fuehrer would find the most ready support in the U.S.A.

If such a peace is not attained in 1940 he believes that the U.S.A. will then enter the war on the side of the Allies. Widespread circles in the U.S.A. are already inclined towards this course. The U.S.A. already plan to delay the outcome of the war, so that they can come in after a wartime winter.

In the event of declaring war, the U.S.A. plan to induce all American states to break off their relations with Germany. Mussolini will strike against France in the immediate future.

Argentina:

Sharp protests in the press against the sinking of the Argentinian steamer URUGUAY by a German submarine. The Government intends to make a protest and demand compensation.

3 June 1940

CONFIDENTIAL

Conference on the Situation with Chief, Naval Staff

Special Items

1. Report by Chief, Operations Branch on Operation Northern Norway:

Chief, Naval Staff again emphasized the necessity of the battleship formation remaining in the North Norwegian area for some time after the first sortie, using Trondheim as a base, so as to be able to operate continually against British supply routes, against the blockade disposition in the Iceland-Faroes area and against enemy forces, in order to protect the Trondheim-Bodoe sea route. Every effort is therefore to be devoted to defense and expansion of Trondheim.

2. The German Military Attaché in Sweden reports that efforts are being made in Sweden to have Narvik made neutral for the duration of the war.

It has been ascertained from a special source of information that the British are very much interested in this and would agree to evacuate Northern Norway if Germany would evacuate it simultaneously. It is clear that the British would willingly abandon the Narvik operation, which is a drain on resources, in view of priority operations in France and Great Britain. The Russians are also said to have shown signs of interest, since neither a British nor a German occupation of Northern Norway suits them. Germany is according the whole matter dilatory treatment. A German evacuation is not to be considered, especially as it suits our operations better to have the British in Narvik than the Swedes, since in the latter case Germany would have difficulty in suppressing exports from the northern area to Britain.

3. Chief, Naval Staff has ordered that in the event of Italy entering the war all restrictions are to be abandoned regarding communication to Italy of secret data about equipment or experiences gained. The previous situation made restriction necessary to a great extent in this respect. If Italy enters the war on our side, however, everything depends on supporting the fighting strength and resistance of our ally as much as possible. Open and frank exchange of information and delivery of vitally important secret data (about submarines, torpedoes, mine defense, etc.) for the conduct of Italian warfare is necessary.

p.m.

Conference at the office of Chief, Service Division, with Chief of Staff, Naval Staff, Chief, Group West, Commanding Admiral, West about plans in the west area. (See memorandum of conference in War Diary, Part B, Vol. V, page 146). Chief of Staff, Group West submitted the Group's views on the choice of bases, which agree basically with Naval Staff's plans.

The size of the area acquired and the scarcity of available means force concentration when choosing bases and fortifications.

Group West foresees the following possibilities:

1. PT boat and torpedo boat operations: at first from Helder, then much better from the Hook of Holland, based on Boulogne when the operational area is advanced. The aim of operations is complete blocking of the Channel to enemy shipping by means of a mine offensive, PT boat and torpedo boat operations and use of heavy batteries in the Calais area. With regard to our own movements in the Channel, our aim is to ensure that our submarines are able to pass through safely on their way to the Atlantic.
2. Submarine bases: further investigation is necessary. The Hook of Holland, in conjunction with Rotterdam, is considered suitable. Commanding Admiral, Submarines especially desires a base as far west as possible (i.e. Boulogne at first, Brest later).
3. Defense forces (coastal, minesweeper and harbor defense flotillas). Investigations are in progress. All Channel ports are suitable if there is adequate anti-aircraft defense.
4. Concentration of guns for naval target batteries in Group West's opinion: area Calais to Cape Gris Nez.

Group West attaches importance to the speedy use of radar sets.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The aircraft carrier ILLUSTRIOUS, with escorting destroyer, put

3 June 1940

CONFIDENTIAL

into Plymouth. Further passage to the Clyde is presumed. The auxiliary cruiser PATROCLUS was in Casablanca on 31 May. The CORINTHIA was proceeding from Gibraltar to the Clyde on 1 June. The cruiser KENT in Colombo.

France:

French offices have been instructed not to search Spanish steamers sailing between Spanish coastal ports or between these and the Spanish colonies for contraband and enemy export goods. There is also to be no check on goods or mailbags between Spanish ports.

Mediterranean:

Toulon Navy gave out as a warning to shipping on the evening of 2 June that approach to all ports on the east coast of Corsica is forbidden until further notice from midnight on 2 June.

Northern Waters/North Sea:

Commanders, 1st and 20th Cruiser Squadrons and 9th Destroyer Flotilla appear in the Narvik area in addition to Admiral, Narvik. The transports MONARCH OF BERMUDA and BATORY are obviously to meet the cruiser COVENTRY in the Narvik area. Observations show apparently very lively transport and supply traffic at present. It is possible that after his defeat in Flanders and in order speedily to clear up the situation in Northern Norway, the enemy is forced to bring about a decision in the Narvik area by every possible means, since in the long run he will hardly be in a position to keep up the attacks on our defensive position, using large numbers of naval forces.

Subsequent radio intelligence shows that the cruiser AURORA was damaged by a bomb hit on 25 May in the Narvik area and has gone to a Channel port. In addition, the transport CHOBRY has obviously been destroyed by a bomb hit.

Enemy submarines: Radio intelligence detected about ten submarines at sea on operations.

Hoofden/Channel:

The evacuation of Dunkirk was continued on 3 June and during that night, personally conducted by Admiral, Dover, who proceeded to Dunkirk by motorboat. Large bodies of troops can obviously no longer be evacuated. It is apparent from radiograms that substantially fewer French troops than originally planned could be

3 June 1940

CONFIDENTIAL

left behind. It appears from an Admiralty report during the night of 3 June that 222 naval vessels and 665 small British ships took part in the evacuation from Flanders. Fresh losses announced are those of the destroyers BASILISK, KEITH and HAVANT. According to the Admiralty, 24 out of 170 small naval vessels were lost during the course of operations, including:

7 minesweepers,
1 gunboat,
8 trawlers,
3 drifters,
1 tug.

Own Situation

Atlantic:

The auxiliary cruisers were informed of merchant shipping routes and of the situation (see radiograms 1741, 1838).

Norway:

Narvik:

The extraordinarily unfavorable weather - heavy snowstorm and showers of rain - has so far hindered the continuation of enemy attacks. At the same time, however, it was impossible to bring up any reinforcements and supplies by air.

Group "von Hengl" is advancing further northward. Group West reported on 1 June its plan to transfer an anti-aircraft battery and two 10 cm. Army batteries from Trondheim to Bodo and Soer Fjord by sea, also supplies for two months for Group "Feuerstein" to Fauske aboard the steamer LEVANTE. This is planned if possible within the skerries during the first surprise sortie.

Trondheim:

The entrances to Trondheim were checked for mines by M "1".

Group West states that the destroyer RIEDEL has reported readiness to sail at 24-25 knots and commencement of return passage on 4 June. The destroyer has been ordered to postpone her homeward passage for

3 June 1940

CONFIDENTIAL

the present in view of the commencement of Operation Northern Norway.

Group West plans to bring the RIEDEL back on about 7 June.

North Sea area:

A new British mine barrage has been detected by the 4th Motor Minesweeper Flotilla at the southeast corner of our own western declared area; 56 mines have been cleared to date. Group West urgently requests transfer of the 1st and 3rd Motor Minesweeper Flotillas to the North Sea, since the forces available are not adequate for minesweeping in the Heligoland Bight and occupied territories.

Operation Northern Norway:

Keyword "Juno", giving time on day of departure, 4 June, has been received from Group West.

According to the Group's report, earlier sailing was impossible since absolutely necessary repairs to the GNEISENAU's electric turbines will not be completed until the morning of 4 June and both battleships are necessary for the operation in view of the present enemy situation.

Commanding Admiral, Fleet will not include the NUERNBERG. She is to remain at home in readiness at present and follow on later with an escort of torpedoboats of the 5th Torpedo Boat Flotilla. Naval Staff regrets that the cruiser NUERNBERG has been left behind and considers that sorties by the cruisers from Trondheim soon are very promising.

The steamers ALSTERUFER, PALIME and the supply ship SAMLAND, as well as the repair ship HUASCARAN, are to sail on the morning of 4 June from Wilhelmshaven for Trondheim, escorted by eight minesweepers.

Commanding Admiral, Scouting Force has embarked on the cruiser HIPPER.

Hoofden/Channel:

The PT boat sortie during the night of 2 June, which was originally to have extended as far as North Goodwin, had to be broken off north-west of Dunkirk because of severe loss of time through bombing

3 June 1940

CONFIDENTIAL

attacks, and was without result. Search of the area northwest of West Hinder for reported destroyers was unsuccessful. Group West considers that the planned sorties are only practicable with fighter cover and again requests this urgently.

Naval Staff does not intend at present to take any steps regarding fighter cover with Air Force General Staff. Adequate fighter cover during light nights and by day is of course regarded as very desirable, but cannot be recognized as an essential for the scheduled PT boat sorties. Group West has been instructed to arrange fighter cover for PT boats in agreement with the 2nd Air Force.

Holland/Belgium/Northern France:

The Admiral reports lively but unsuccessful enemy air activity over the Dutch coast. The 24th Naval Artillery Regiment has arrived at the French Channel coast and has reported the state of readiness of the batteries found there (see radiogram 1500).

It appears from various inquiries from naval representatives in the occupied territories and from liaison officers with the Army that they - above all, however, obviously Army offices - still expect a threat from the sea to the flank of our advance and attach great significance to it.

Naval Staff considers that such a serious threat no longer exists.

Some of the ports on the coast of the occupied territory are already defended by guns and in some this defense is being speedily expanded. In this connection the uncertain mine situation for the enemy after leaving the ports is also to be taken into consideration as prejudicial for assumed large-scale enemy operations against these ports.

Outside these ports, that is on the open coast, a landing operation threatening our flank is, however, subject to such difficulties that it need not be expected at all. Experiences gained in the evacuation of Central Norway and Belgium, which took place with every appearance of flight, will have shown the enemy clearly that a planned offensive landing, under the same circumstances as regards the possibility of counter-action from the air, is not feasible.

The only possibilities for enemy operations on the entire occupied coast lie perhaps in occasional shellings of points which appear to

3 June 1940

CONFIDENTIAL

be of military importance (apart from attacks from the air). Landings by very small parties to destroy important communications (canals and bridges) near the coast are conceivable, but such operations could be countered by small forces of the Army units in this area.

Moreover, the transfer of light naval forces and submarines to this area would give the enemy another reason for no longer approaching the coast with large offensive forces or even transport formations.

Offices in northern France, Belgium and Holland, also Armed Forces High Command and the Liaison Officers with the Army have been informed of Naval Staff's views on this subject.

Skagerrak/Kattegat/Western Baltic:

Planes reported sighting a submarine at the western edge of the Skagerrak declared area and southwest of Stroemstad; no successful attacks.

Mine Situation:

No new mines detected.

Transports:

To Oslo and Larvik as planned. Empty steamers to Aalborg without incident. The Swedish Naval Staff has forwarded, via the Swedish Naval Attaché, some supplementary proposals on the subject of the German-Swedish net barrage at the northern entrance to the Sound. The Swedish wishes have been forwarded to Coastal Defense Commander, Denmark for Commander, Net Defense Unit, so that they may be considered during negotiations with the Swedish Navy in Helsingoer on 4 June.

(For particulars see radiogram 1500.)

Submarine Situation

Atlantic:

U "48" left Trondheim; U "32" left Wilhelmshaven for the operational area. U "101" is operating west, U "29" east of 9° W

3 June 1940

CONFIDENTIAL

off the western entrance to the Channel. Otherwise unchanged.

North Sea:

U "26" has commenced return passage.

In accordance with the agreements reached by Naval Staff with the Italian Navy on the limits of their submarine operational areas in the Atlantic, U "43", operating in the area off the Spanish coast, has been ordered not to cross to southeast of the bearing line "Cadiz on 70°".

Merchant Shipping

Own Shipping:

The transport SCHAERHORN ran aground near Hatter Rev during the night of 3 June and was severely damaged.

Foreign Shipping:

For location and activities of Danish and Norwegian merchant fleets and participation by neutral shipping in British convoys between Norway and Great Britain see Report No. 9/40 "Foreign Merchant Shipping".

The Naval Attaché in Madrid reports that in April Spain exported 58,731 tons of iron ore to Great Britain.

A query from Sweden was answered to the effect that there is no objection to small ships proceeding through Lim Fjord (Denmark).

Ships which wish to leave Tyboroen for German North Sea ports or for Esbjerg can, however, only do so with German escort officers.

Situation on Land

Advance as far as the outskirts of Dunkirk. Bridgehead is still held by the enemy. A large number of prisoners, also 320 guns, 100 tanks, 8-10,000 vehicles of all kinds captured in the Lille

3 June 1940

CONFIDENTIAL

combat area. Nothing special to report from the southern front.

Air Situation

See Air Force Events of the Day.

Successful large-scale attack on airfields, ground organization and the aircraft armament industry in the area around Paris in the afternoon.

Unfavorable flying weather prevented operations for the support of Narvik.

4 June 1940

CONFIDENTIAL

Items of Political Importance

Italy:

The Cabinet is taking organizational measures to establish war readiness.

The Western Powers are still trying to enter into negotiations with Mussolini. Reynaud declared France's readiness for a friendly exchange of opinion with Italy and complains that all attempts have so far failed because of Mussolini's attitude. "There is nothing provocative either in our attitude or in that of our British friends. The door to negotiations is not closed."

Great Britain:

For Churchill's speech in the House of Commons with statement on the war situation see Foreign Press Report No. 231/40.

Spain:

The Naval Attaché in Madrid reports that an armed British steamer was not given permission to proceed to the pier in San Fernando. The Spaniards demanded first that the stern gun be dismantled.

Balkans:

After the pacifying assurances from Russia and Italy that they are not planning any attack on the Balkans and in view of the fact that there are definite indications of Turkey's disavowing the mutual assistance pact with the Western Powers, no warlike developments are expected in the Balkans in the near future. The aim of the Turkish Government and of the Turkish people is undoubtedly to remain out of the war, even if Italy enters it, as long as Turkish interests are not threatened.

Chief, Naval Staff at the Fuehrer Headquarters for a conference

Points discussed:

1. Report on Operation Northern Norway to relieve Narvik.
2. Projected landing in Lyngen Fjord, using the BREMEN and EUROPA.

4 June 1940

CONFIDENTIAL

It was pointed out that the operation is feasible if proper preparations are made, but that further supplies for the troops by sea on naval vessels are impossible. Even this transport operation will not be able alone to change the present very difficult situation. Air transport operations on a large scale are still necessary.

3. Statement on the handing over of anti-aircraft battalions for the west area. Chief, Naval Staff reports that the Navy will furnish four battalions for Norway and the west area but that further weakening of the anti-aircraft defense of the main naval bases is impossible. The Fuehrer is in complete agreement and attaches great importance to the retention of strong anti-aircraft defenses in Kiel and Wilhelmshaven.
4. On the subject of submarine construction, the projected volume of which is at present jeopardized owing to lack of labor, iron and metals, the Fuehrer revealed his aim of concentration on the submarine and Ju 88 program after the defeat of France.

(For particulars see Commander in Chief, Navy's Memorandum in War Diary, Part C, Vol. VII.)

Survey of the Situation

The Italian Question:

Operations-planned by the Italian Navy:

The Naval Attaché in Rome reports (Gkdos. 1631/40 dated 1 June):

That, according to a communication from the Deputy Chief of the Italian Naval Staff, Admiral Somigli, Italy will enter the war in a few days. Date to be decided by the Duce. The Navy is now making all preparations for operations. The Naval Attaché gives the following review of the Italian Navy's operational measures and of the Naval Staff's wishes:

1. Plan: To dispatch four submarines into the Atlantic during the period from 1 to 10 June (utilizing the new moon). Disposition: one each off Casablanca, near the Azores, near the Canary Islands and near the Cape Verde Islands. Outward passage unseen. The Naval Staff requests information as to whether German

submarines are at present operating, or will be in the near future, south of the latitude of Gibraltar.

2. 90 Italian submarines are at present in full operational readiness. Immediate intensive mass operations in the Mediterranean are planned on the outbreak of war. Later operations on a reduced scale. About 100 French submarines are assumed in the Mediterranean.

Query as to whether German submarine operations are planned in the Mediterranean.

3. Query as to whether the German Navy is prepared to make available to Italian submarines in the Atlantic the submarine supply organization existing on the west coast of Spain, or whether Italy must arrange her own supply facilities in Spanish ports. Establishment of such an organization seems possible unobtrusively.
4. The Italian Fleet is at present divided between the Gulf of Taranto, the north coast of Sicily and the east coast of Sicily. The Italian Fleet's direction of operations will be southeastward against Alexandria.

Enemy Situation in the Mediterranean:

British forces concentrated on Alexandria, otherwise in the triangle Haifa, Cyprus, Alexandria.

French forces in the Oran and Bizerta areas. Main strength 2 battleships (DUNKERQUE class), 3 battleships (PROVENCE class), plus possibly 2 CASABLANCA class. Also four or five 10,000 ton cruisers in Toulon.

With regard to the Italian Fleet's direction of operations, the Naval Staff sees the weak point in the enemy forces assembled in the Oran-Bizerta area.

Query as to whether there is any possibility of the French battleships being withdrawn from the Mediterranean in the immediate future because of operations by German battleships.

5. Although Italian battleships of the 35,000 ton class are ready for action as regards their working order, they are still undergoing training. Four Italian battleships will be in complete readiness for action in the next few days.

4 June 1940

CONFIDENTIAL

6. There are six Italian submarines of the Atlantic type in the Indian Ocean and Massawa.

The principles laid down in the Friedrichshafen conference are to remain basically in force for the Italian Navy's conduct of operational warfare.

The Attaché gives the following general survey of the situation on these subjects:

- a) Italian Army's offensive aim and direction of operations so far not ascertained.
- b) Influence exerted on the people through the press and other means of propaganda names French possessions principally as Italian war aims (possibly to disguise the true direction of operations).
- c) In conversations with the Ambassador the Duce has on several occasions recently given a particularly high estimate of the Fleet and described it as the strongest weapon. The Air Force is likewise in complete operational readiness. Weaknesses are to be seen primarily in the Army (heavy artillery) and in anti-aircraft defense.
- d) The Italian Navy regards Great Britain as the main enemy; the Duce's highest aim is to free the entrances to the Mediterranean from the British grip.
- e) Italy does not wish to become involved in the Balkans.
- f) An initial decisive military success will be attempted in view of the morale of the people and Fascist prestige as well as in view of meager material reserves.

The Naval Attaché therefore expects very strong Fleet and Air Force operations against the British Suez position at first, a doubtful Army offensive against the strong enemy position in the Maritime Alps being temporarily postponed.

- g) British counter-action appears possible by the seizure of bases for British naval and air forces in Greece, directed against Taranto as well as towards control of the Aegean Sea, which might possibly imply a threat to German oil imports from Rumania at the same time. Salonica and the Ionian islands may thus come to the fore as focal points. It is possible that Italy plans to forestall this British attempt in good time.

4 June 1940

CONFIDENTIAL

The Attaché urges considerations regarding the creation of German air bases in the Dodecanese to afford support to the Italian operations against Suez.

The Naval Attaché has been instructed to pass on the following answers from Naval Staff to the queries made by the Italian Naval Staff:

1. German submarines are operating only east of 20° W and north of the latitude of Gibraltar, eastwards, however, only as far as the line "Cadiz on 70°".
2. No German submarine operations are planned in the Mediterranean.
3. The German submarine supply organization on the west coast of Spain exists only as a makeshift for cases of emergency in Cadiz, Vigo, Ferrol and Las Palmas. It is not adequate for simultaneous use by Italy, since only small quantities of material are available. Establishment of an Italian organization appears necessary. Mutual aid in case of necessity. If desired, data about the German organization is available.
4. Battleship operations are planned for the immediate future, but the desired diversionary effect probably cannot be expected.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The old battleship REVENGE is at present in the home area, probably in the Clyde. The old battleship RESOLUTION is in the Scapa area or proceeding into the Mediterranean. According to radio intelligence, convoy HX 48 is proceeding via 42° 40' N, 43° 55' W and will arrive at 48° N, 12° 45' W at 0630 on 17 June, to be met here by home forces.

France:

Four auxiliary cruisers and one light vessel put out westwards from

4 June 1940

CONFIDENTIAL

Brest in the evening.

Northern Waters/North Sea:

No fresh news from the Norwegian area. The submarine SEVERN is in the area between Stadtlandet and Trondheim.

Hoofden/Channel:

No further movements off Dunkirk. It is apparent from the considerable numbers of prisoners which have already been taken in the Dunkirk area that the embarkations could not be fully completed. The figures given by Churchill - use of over 1,000 ships and successful evacuation of over 335,000 British and French troops to England - must be regarded as greatly exaggerated. In spite of this it is a fact that the Allies, especially the British, were successful in preventing the total loss of large bodies of troops through remarkable exertions and by ruthless acceptance of great sacrifices in material and personnel. The operational readiness of the troops which had heavy losses and fled without equipment must be adjudged very slight. They will require a long period for re-equipment and reorganization, in order to join in the fight again.

The French Navy Department announces the loss of the following destroyers at the conclusion of the Flanders operation: CHACAL, JAGUAR, L'ADROIT, BOURRASQUE (struck a mine on 30 May), FOUROYANT, L'OURAGAN, SIROCCO, also the oil tanker NIGER.

These losses had already been identified by the Radio Monitoring Service, which also reported the loss of the ORAGE.

Own Situation

Atlantic:

Nothing to report. Ships in the Atlantic were informed of the whereabouts of Dutch warships and the latest shipping movements.

4 June 1940

CONFIDENTIAL

Norway:

Narvik:

Weather prevented further forces being brought up and supplies being carried by the Air Force. The enemy is apparently continuing his preparations for attack by conducting small-scale sorties. A general attack is expected in the immediate future. There is only slight activity at present on the whole because of the bad weather.

The first return transport of about 100 men of the destroyer crews from Narvik arrived home on 1 June. For result of interview with the Transport Commander (Commander Poenitz) see War Diary, Part B, Vol. V, page 147. This, as well as reports brought from Lt. General Dietl, provide valuable data for the further support of the Narvik Group.

Lt. General Dietl has stated particularly that he was very pleased with the work done by naval personnel and would not have been in a position to hold the Narvik position until now without the support of the destroyer crews.

Trondheim:

Minesweeping by the 5th Motor Minesweeper Flotilla in Trondheim-Leden continues. M "1" landed Army assault units on Vega island and on Broemnoerysund from Trondheim, and carried out minesweeping in the fjords off Trondheim on the return trip.

It now appears from statements by a captured Norwegian officer that the transport operation ("Wildente") which took place on 10 May to transfer troops to Hemnesberget, was known to the British well in advance, so that he was able to send out two destroyers against it. It was only thanks to the premature sailing of the ship that the steamer NORD NORGE was not sunk by the enemy until the troops had disembarked in Hemnesberget.

The incident shows how efficient the enemy intelligence service is.

The attention of Chief, Foreign Affairs/Intelligence Division is drawn to the basic question of combatting this intelligence service. It is also assumed that Commanding Admiral, Norway has had a thorough search made of the coastal area, including the islands, against the enemy espionage organization. (Commanding Admiral, Norway has been informed by teletype).

4 June 1940

CONFIDENTIAL

Operation Northern Norway:

Commanding Admiral, Fleet sailed from Kiel at 0800 with the battleships, HIPPER and four destroyers (LODY, STEINBRINCK, SCHOEMANN, GALSTER) to proceed through the Great Belt. Movements at first as per Operational Order No. 7 of Commanding Admiral, West (see file Operation "Juno"): The formation was off Seelandsrev barrage about 2200.

The supply ship DITHMARSCHEN, with two torpedoboats, has passed Stavanger as planned and is proceeding onwards into northern waters to rendezvous "1" (between 67° 40' N, 3° W and 68° 30' N, 0° 40' W), which is to be reached at 1200 on 6 June.

The second supply convoy (SAMLAND, HUASCARAN, PALME, ALSTERTOR), escorted by the 2nd Minesweeper Flotilla, is proceeding to Trondheim as planned.

The cruiser NUERNBERG will remain in the Baltic for exercises at present. She will follow to Northern Norway when ordered.

For the operation Commanding Admiral, Norway has been instructed to ensure that constant brief information about the Army situation in Northern Norway is sent direct to the Fleet, in agreement with Group 21.

North Sea Area:

Because of the results of reconnaissance over Scapa (2 REPULSE class, 1 NELSON class, some cruisers), Commander in Chief, Air Force has been asked to attack Scapa in order to render operations by heavy enemy forces against our battleship formation more difficult or to preclude them.

Hoofden/Channel:

There was a PT boat sortie in two groups during the night of 3 June. Repeated enemy air attacks. Two boats made a sortie in the direction of North Goodwin, but broke it off because of thick fog; short contact with enemy PT boats. Three boats made a sortie towards Dunkirk. They were prevented by numerous patrol vessels which made further advance impossible by their use of flares.

Holland/Belgium/Northern France:

Admiral, Northern France reports the arrival of naval artillery

4 June 1940

CONFIDENTIAL

battalions in Boulogne and Calais. Commander's headquarters temporarily in Boulogne.

Skagerrak/Kattegat/Western Baltic:

No new submarine reports. Intensified submarine chase by units of Commanding Admiral, Defenses, Baltic brought no result. No new mines detected.

Transport Situation:

Numerous transports of troops and material to Oslo and Larvik continued as planned.

With regard to minesweeping requirements in the North Sea and west area, Group Baltic and Commanding Admiral, Defenses, Baltic have been directed to hand over a motor minesweeper flotilla to Group West after the EMDEN's return from Oslo; Naval Staff attaches great importance to her speedy return. Moreover it is emphasized that the fast troop transports are still urgent. They are to be carried out as allowed by available forces. The present tempo is anticipated until about the middle of June.

The conference with representatives of the Swedish Navy in Helsingoer about particulars of laying the net barrage at the northern entrance to the Sound was concluded in complete agreement and with great readiness on the part of Sweden to cooperate. Laying is scheduled to commence on 10 June. Barrage gap markings are to be laid on 9 June. Constant patrol of the Swedish section of the barrage by two patrol vessels.

(For particulars see War Diary, Part C, Vol. III.)

War against Merchant Shipping

The fourth supplement to the "Directive on the Conduct of War against Merchant Shipping" has been sent by radio to the Atlantic ships. Supplementary to the operational order they have been informed that the following are also to be treated as enemy, with all the consequences arising therefrom:

1. The areas of Norway still occupied by the enemy.

4 June 1940

CONFIDENTIAL

2. The Dutch colonies.
 3. The Belgian colonies.
-

Submarine Situation

Atlantic:

In the operational area:	U "43", "56", "101", "29".
On passage:	U "32", "46", "48", "47".
On return passage:	U "37", "8".
Trondheim:	U "28".

North Sea:

In the North Sea operational area:	U "58".
In the Hoofden:	U "13", "60".
On return passage:	U "26".

Merchant Shipping

Losses:

The steamer SOPHIE RICKMERS (7,033 G.R.T.) was sunk when leaving Sabang (Sumatra). The MONI RICKMERS (5,272 G.R.T.) has apparently been seized.

In view of the existing shortage of tonnage and the limited capacity of German ports, the Ministry of Transportation requests that the prospective return of the ships requisitioned by High Command, Navy be speeded up as far as possible, and that special efforts be made to keep open the shipping routes to the North Sea ports, since any breakdown of a port and the resultant obstruction or burden from time to time on neighboring ports must lead to

4 June 1940

CONFIDENTIAL

decreases in supplies which cannot be made up again.

Situation on Land

Dunkirk was taken after heavy fighting. The entire coast of Flanders is now in our hands. Nothing special to report from the southern front.

Air Situation

See Air Force Events of the Day.

The summary of enemy planes destroyed within the first offensive shows that 1,841 enemy planes were shot down, 1,142 of them in aerial combat and 699 by anti-aircraft fire. 1,600-1,700 are also calculated to have been destroyed on the ground. By these successes the German Air Force has attained absolute air superiority over the French area.

5 June 1940

CONFIDENTIAL

Items of Political Importance

Russia:

German military successes have aroused great recognition in Moscow, but they are being followed with certain misgivings since, if Germany's victory is decisive, a German advance against Russia later on is feared. However, an Allied victory is not desired either. Active Russian intervention in the war is completely out of the question on account of military weakness and internal political insecurity. Stalin is firmly resolved under no circumstances to sacrifice himself for the Allies. At present Russia's official policy towards Germany is still entirely correct. The possibility of an attempt at gradual sabotage of economic cooperation is, however, not to be excluded. As a result of anxiety regarding the further development of relations with Germany, Russia considers it expedient to expand her Baltic bases further and to increase their number. Pressure on Lithuania and Esthonia indicates efforts to clear up the situation in the Baltic finally by complete domination of these areas.

Turkey:

The Naval Attaché in Ankara reports on Turkey's attitude:

Turkey is doing her utmost to remain out of the war. This desire has been further strengthened by Germany's quick and large-scale successes in the west. Speedy Turkish preparations for war and above all the reinforcement of troops and material in Thrace are to be regarded as precautionary measures against Italy's possible intervention in the conflict, since there is still no clarity as to Italy's direction of operations. The Attaché is convinced that Turkey's entry into the war will not automatically follow that of Italy. The Turkish attitude depends on the direction of thrust of Italian operations. There will be no Turkish reaction if Italy does not turn against Turkey, the Balkans, Syria or Palestine; the Turkish attitude is questionable if Italy attacks Egypt. Maintenance of Turkey's neutrality is certain if Italy advances only against the Allies.

5 June 1940

CONFIDENTIAL

Conference on the situation with Chief, Naval Staff

Special Items

Chief, Naval Staff informed Naval Staff about his conference with the Fuehrer on 4 June and of the appreciation of the situation as a whole in Fuehrer Headquarters. The Fuehrer is convinced that France will be defeated in a few weeks, so that the Army's task can be regarded as substantially fulfilled. Reduction of complement is then planned. Technicians especially are to be withdrawn. The armament industry is to be turned over extensively to the Navy (submarine program) and the Air Force (Ju 88).

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The RESOLUTION is proceeding into the Mediterranean. The REVENGE is presumably in the Clyde.

Troop Transport:

The Naval Attaché in Tokio reports, according to facts from the Japanese Naval Staff: "The liners QUEEN MARY, EMPRESS OF AUSTRALIA, EMPRESS OF CANADA, EMPRESS OF JAPAN and probably the AQUITANIA, escorted by two cruisers, left Capetown on 30/31 May for England with 20,000 Australian troops on board.

France:

Radio intelligence intercepted various movements of patrol vessels and convoys. French forces have instructions to observe and report the movements of Italian shipping.

Northern Waters/North Sea:

Radio monitoring confirms that the cruiser SOUTHAMPTON and Commander, Aircraft Carriers, aboard the ARK ROYAL, are in the North Norwegian area. Only the VALIANT of the battleships appears to be in the

5 June 1940

CONFIDENTIAL

Narvik area, according to radio monitoring. The battleship NELSON is presumed to be still undergoing repairs; there is no news of the HOOD. The old battleship BARHAM is obviously in the Liverpool area or Scapa.

The RODNEY is to carry out full-caliber firing west of Pentland Firth today. (Our submarines have been informed.)

In the evening a French vessel was in the Minch, probably for a rendezvous with two other vessels. A convoy is possibly sailing for Northern Norway.

During the night of 5 June, a report on the sighting of two unidentified ships, dating from 5 June at noon, was passed on to patrol vessels in the Orkneys-Shetlands area. These ships were at about 65° 45' N and roughly 0° longitude, course 265°, speed 20 knots. (About 300 miles north of the Shetlands.) Type of ship is not to be seen from the report. It is possible that the supply ship DITHMARSCHEN was in the area concerned.

British patrol vessels were also informed that heavy British vessels with destroyer escort would pass the patrol position during the night on northerly course. There are no indications that the enemy has become aware of the movements of our own forces. It can therefore be assumed that the movements of the British forces have no connection with the sailing of our formation.

Submarines:

A submarine was sighted west of Selb Fjord, obviously the submarine CLYDE, presumably proceeding to the Stadtlandet-Frohavet area to relieve the SEVERN.

Own Situation

Atlantic:

Forces in the Atlantic were informed of the appreciation of the situation in the Balkans/Mediterranean, of the state of operations in the west and of special reports on the enemy. (Radiograms 1600, 1903, 1942.)

5 June 1940

CONFIDENTIAL

Northern Waters/North Sea:

Operation Northern Norway: Battleship formation advanced as planned. The formation was near Skagen about 0600, in the barrage gap at Hanstholm about 1100 and off Bergen in the evening. Air reconnaissance sighted no enemy vessels. Information gained from radio monitoring about the enemy's movements is being constantly passed on by Group West to the Commanding Admiral.

The transport PALIME, carrying ammunition, and M "11" of the escort struck mines southwest of Feistein. M "11" sank during attempts to tow her away; it was possible to tow the PALIME to shallow water and she is to be unloaded by a lighter. The remainder of the convoy continued its passage to Trondheim.

The loss of the PALIME is most serious in view of supplies of ammunition for naval forces. Every endeavor must be made to unload the ammunition.

The new mine situation off Stavanger necessitates immediate action by minesweeping formations. Naval Staff therefore feels compelled to withdraw the 3rd Motor Minesweeper Flotilla immediately from the Baltic, thus amending the previous order, and place it at Group West's disposal.

Narvik and Trondheim:

Nothing special to report. The return of the destroyer RIEDEL within the current operation is left to the discretion of Group West. It is essential, however, that suitable forces remain in Trondheim even after the Fleet's return.

Hoofden/Channel:

The PT boat operation during the night of 4 June led into the area of North Foreland; patrol vessels were avoided, but no enemy ships were sighted. The 2nd Air Force provided fighter cover during the evening and morning. Group West requests that Boulogne be speedily expanded as a PT boat base, following local investigation by Commander, Torpedo Boats. Because of the state of the harbor installations, it will not be possible to transfer the PT boat flotilla there for about two weeks. The base personnel of Commander, Torpedo Boats have already been sent to Boulogne. Naval Staff is of opinion that if adequate anti-aircraft defense and suitable camouflage is ensured, the PT boats could be transferred to Boulogne at once for operations, since the boats need not take

5 June 1940

CONFIDENTIAL

into account the ground mine situation off Boulogne.

According to the Flotilla Commander's brief reports, the PT boat operations carried out during the past nights in the Hoofden have shown that the strong enemy air patrols and patrol vessels create considerable difficulty in penetrating to the actual operational areas and to the operational targets.

Although it is a fact that the enemy has become aware of the great threat from the PT boats following the first operations and that he has been able to establish corresponding patrols in the limited area west of the line Scheldt-Harwich - which will not necessarily be the case in future PT boat operations into widely separated sea areas - it has nevertheless been proved that these fast vessels, which are only effective against fairly large torpedo targets, require support.

This support would not only have to be of a defensive kind (fighter and heavy fighter cover when sailing and on passage during daylight) but would also have to be in a position effectively to combat such targets as are too small for the boats to use their torpedoes against, but which nevertheless hold up their advance.

Because of the 2nd Air Force's numerous assignments for bombers, it will not always be possible to guarantee support, but operations by forces of Commander, Naval Air, West seem quite feasible. These would have to extend to direct tactical cooperation with the PT boats, similar to that in land warfare between armored formations and air forces.

Certain assignments in the inner Heligoland Bight and also against the east coast of Great Britain have been obviated for Commander, Naval Air's forces owing to our occupation of the coast; this will render possible the withdrawal of forces for tactical cooperation with PT boat formations.

Practical execution of this support will have to depend on the state of training of air forces operating; it will best be arranged so that the planes operating accompany the planned PT boat advance as position lines and combat enemy patrol ships, etc. with light bombs and machine-gunfire.

This measure will assume great significance, not only in the present assignments in the Hoofden and against the Thames, but also later in PT boat mine and torpedo operations in the Channel.

5 June 1940

CONFIDENTIAL

Group West and Commander, Naval Air, West have been informed of Naval Staff's views on the subject.

Holland/Belgium/Northern France:

Admiral, Northern France reports taking over the port of Dunkirk. At present, as the result of severe demolition, the port cannot be put into operation without the expenditure of considerable material. A number of batteries ready for action were, however, discovered. (16 cm. and 19 cm.) Two 19 cm., two 14 cm., four 9.4 cm. and one 7.5 cm. guns are manned and ready for action in Boulogne; four 16.4 cm. and three 7.5 cm. guns are ready for action in Calais. A mobile 15.5 cm. coastal battery is to be set up near Calais.

Battery "von Knorr", with 3 guns, has been set up on Walcheren (Holland).

Skagerrak/Kattegat/Western Baltic:

The destroyer GALSTER believes that she definitely sighted a periscope southeast of Lasø this morning. Sighting in this area, however, appears very doubtful and was probably a false alarm. A submarine was reported south of Oslo Fjord. Submarine chase without result.

Mine Situation:

The VALENCIA, leading ship of the Net Defense Unit, was damaged through striking a mine in Langeland Belt south of Omø. There were several enemy flights into the area Flensburg Estuary/Alsensund/Langeland Belt/Laaland/Eckernfoerde Bay/Kiel Canal during the night of 5 June; various reports of mines dropped. The main attacks were carried out in waves, Hamburg, Wilhelmshaven and Wangerooge being bombed. The Great Belt, Eckernfoerde Bay, Flensburg Estuary and Kiel Canal must be closed until checked for mines.

Transport Situation:

According to plan. Anti-submarine patrol by submarine-chaser and air formations, and mine check-sweeps in the transport area without result.

Mediterranean:

According to an official Italian communication, Italian and Albanian

5 June 1940

CONFIDENTIAL

coastal waters, also those of Italian colonies and possessions, have been declared danger zones within an area 12 miles wide. Special permission is required to call at the ports named.

Submarine Situation

Atlantic:

Unchanged. Four boats in the operational area, four on passage.

North Sea:

1 boat on the east coast (U "58").

2 boats in the southern North Sea (U "13", "60").

U "26" put in to port.

Submarine Successes:

The Greek steamer JOANNA (1,192 tons) was sunk by gunfire 120 miles west of Cape Finisterre.

Commanding Admiral, Submarines has been informed of the submarine operations planned by Italy upon her entry into the war and of the mutual limitation of submarine areas:

1. Italy is sending four submarines into the Atlantic between 1 and 10 June: One each off Casablanca, near the Azores, near the Canaries, near the Cape Verde Islands. First boat sailed on 31 May. Other boats followed at intervals of 24 hours. Gibraltar passed five days later.
2. The following limitation for our own boats has been communicated to Italy: east of 20° W, north of the latitude of Gibraltar, west of the line "Cadiz on 70°".
3. Special ruling provided for U "A".

British Submarine SEAL:

For memorandum of report by Naval Staff, Submarine Division (Technical) to Commander in Chief, Navy, on the British submarine

5 June 1940

CONFIDENTIAL

SEAL, see War Diary, Part C, Vol. IV.

Merchant Shipping

Losses:

The steamer VALENCIA struck a mine in the Great Belt. The PALIME struck a mine south of Feistein. Both ships were beached.

Foreign Shipping:

The Greek Ministry of Shipping has forbidden Greek seamen to sign on with foreign ships. This decree will result in special difficulty regarding crews for various shipping firms, particularly British ones.

Situation on Land:

The second great offensive over the Somme started at 0500.

Norway:

Continued bad weather excludes any great combat activity. Group "Hengl", proceeding northwards, reached Gjevelomoen.

Air Situation

See Air Force Events of the Day.

Concentration on support for the advancing 4th, 6th and 9th Armies. The 2nd Air Force attacked the port of Le Havre and British night operations airfields during the evening and at night.

6 June 1940

CONFIDENTIAL

Items of Political Importance

France:

Reynaud's Cabinet resigned on the evening of 5 June and he is again entrusted with the formation of a new one. He takes over the Foreign Office and Ministry of National Defense simultaneously, so that the entire conduct of the war now rests in his hands. Daladier has retired. It can be assumed that this new formation after the British pattern has come about at Churchill's instigation, since concentration of all authoritative offices in one hand has always been one of Churchill's main requirements.

For Reynaud's radio speech see Foreign Press.

Great Britain:

Sir Stafford Cripps, who at one time, as envoy for political and trade pact negotiations, was rejected by the Russians has now been appointed British Ambassador to Moscow.

Italy:

There are further signs indicating Italy's imminent entry into the war. Italian consulates in British and French ports are ready to leave at once. Speedy recall of ships has been ordered. The Italian Government intends to declare Rome an open city.

Spain:

In the Spanish Foreign Office, Tangier, French Morocco and extensions of the West African possessions - as well as Gibraltar - are lately also described as national aims. (Embassy telegram.)

German victories here also appear to be lending wings to Spanish desires for expansion. Demands are being made which hardly correspond to the country's own strength.

The German Consul in Tetuan reports on the possibility of serious attempts at revolt in French Morocco.

Rumania:

The new Rumanian Foreign Minister, Gigurtu, has long been regarded as a sincere friend of Germany.

6 June 1940

CONFIDENTIAL

U.S.A.:

According to a report from the German Embassy, the course of the European war is being followed with increasing anxiety and deep agitation in the U.S.A. The entry of Italy into the war will further increase the rage and exasperation of the U.S. Government on account of its incapacity to accord the Allies effective aid. The U.S. Government will not be in a position for some time to carry out active, i.e. military steps to support the Allies. The question of breaking off diplomatic relations with Germany is being considered. (Difficult because of the election campaign and since correct German behavior offers no pretext for this.) Propaganda is making use of alleged Fifth Column plots. It can be stated in principle that the American people are in favor of material aid but at present cannot guarantee it in practice to a sufficient extent.

Conference on the Situation with Chief, Naval Staff

Special Items

1. Report by Chief, Operations Branch on the Fuehrer's directive (33069/40 Chfs. dated 5 June) for the operation finally to clear up the situation in Narvik (Operation "Naumburg"). The directive provides for the landing of strong Army forces in Lyngen Fjord - at present free of the enemy - east of Tromsøe, for an advance against the enemy troops fighting in the Narvik area. Transport of forces and assurance of constant supplies for them are named as the Navy's assignment. The necessary investigations are to be started at once (facilities for landing and unloading in Lyngen Fjord, protection of the landing, etc.) The Navy is assigned the task of making ready the liners BREMEN and EUROPA for transportation and of providing fast unloading facilities. Measures are to be taken so that this can be carried out at any time at short notice.

In spite of the naturally great risk the large transports will run if the enemy recognizes the operation promptly, Naval Staff considers that the operation can be carried out if the enemy situation is suitable. The Navy cannot fulfill the task set it in the directive of ensuring constant supplies to the troops landed (already reported on to the Fuehrer by Chief, Naval Staff.)

6 June 1940

CONFIDENTIAL

Chief, Armed Forces High Command's attention is again specially drawn to this fact. The return of the transport ships to Germany after disembarkation has taken place is considered hardly possible. It is therefore planned to move the BREMEN and EUROPA to Base North or to Murmansk after the operation. The possible necessity of abandoning the ships after the transport operation has been carried out must be accepted. The necessary extensive conversion of the liners is causing special difficulty. (Strengthening of cranes, strutting of decks, arming with light and heavy anti-aircraft guns, accommodation for horses, mules and tanks.)

The necessary preparations have been started. The ships must be loaded in Bremerhaven for reasons of berthing and draught. Continuous speed 26.5 knots. The transports must be escorted by all available and suitable naval forces. It will be practical for these to operate from Trondheim and to meet the transports sailing from the North Sea at a suitable spot. Escort until off the fjord, then cover for the actual disembarkation. Extensive support is necessary from air forces, which are to take possession of Bardufoss airfield simultaneously with the transport operation.

Group West has been informed of the Fuehrer's directive and of the planned course of the operation and entrusted with the operational preparations and execution of the assignment.

(See Directive 1/Skl I op. 934/40 dated 8 June in War Diary, Part C, Vol. II.)

2. Chief, Armed Forces High Command has issued (in 33066/40 Chefs. dated 5 June) guiding principles for cooperation with Italy. Italy's entry into the war can be expected in a short time. The Italian war aim is to overthrow the western enemies at the side of Germany. Italy will probably attack on the Alpine front and in the Central Mediterranean. Colonies will only be defended at first. No intervention in the Balkans is planned. After Italy's entry into the war, the operational areas and dividing lines fixed between Naval Staff and the Italian Naval Staff will at first remain in force for cooperation and mutual support by naval forces. The Fuehrer still reserves approval of the commencement of discussions with offices of the Italian Armed Forces.

6 June 1940

CONFIDENTIAL

3. Focal point of Air Force operations against Great Britain:

The development of the situation on the western front brings nearer the date for large-scale operations against Great Britain by Air Force units. Naval Staff therefore considers it its duty at this time again to express its opinion to Commander in Chief, Air Force that Great Britain's most sensitive spot is still her imports. Since the beginning of the war Naval Staff's efforts have been directed against Great Britain's vital imports, as far as other tasks set by the Fuehrer left forces free for this purpose. Its means were war against merchant shipping by surface forces and submarines and mining operations by destroyers on the import routes along the east coast. According to information available to Naval Staff, the Air Force plans to attack the southern naval bases also, among its next targets. Naval Staff, however, only attaches importance to attacks on enemy naval bases on the south and west coasts of Great Britain, apart from docks with shipping, if these attacks can still be carried out in addition to and without appreciable weakening of the attacks on enemy import centers.

Minelaying off enemy naval bases can also have very little success on account of the strong concentration of air and anti-mine defense there and may possibly result in great losses. On the other hand, the British Fleet will always have the opportunity to escape any serious threat through occupation of the Faroes and Iceland but also by moving further west. Vital imports must, however, reach Great Britain.

Commander in Chief, Air Force has therefore been informed that Naval Staff would regard it as the most effective support of its own warfare if Air Force operations were concentrated against Great Britain in attacks on the major supply ports and their installations. Highest priority targets are still harbor and supply installations, especially of the large ports of London and Liverpool and of the ports on the Bristol Channel.

6 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Disposition of the battleships on 6 June: RENOWN, REPULSE in Scapa, RODNEY on full-caliber firing west of Pentland Firth; BARHAM probably in Liverpool; NELSON still in dock, REVENGE in the Clyde or on the North Atlantic route; RESOLUTION apparently still in Scapa. HOOD's position is at present unknown. VALIANT in the Narvik area. QUEEN ELIZABETH, position not known; has not appeared for some time.

The battleships WARSPITE, MALAYA, ROYAL SOVEREIGN and RAMILLIES are in the Mediterranean.

Vessels of the Northern Patrol were informed on the evening of 5 June of the sailing of several ships from Reykjavik for Great Britain.

The auxiliary cruisers WOLFE, LAURENTIC, CIRCASSIA, LAETITIA and CALIFORNIA were detected on 5 June in the patrol system southeast of Iceland.

Radio intelligence detected numerous auxiliary cruiser and convoy movements. This information shows to what a great extent the auxiliary cruisers are now operating in the Atlantic on convoy duties.

The valuable convoy with 26,000 Australian troops, including the liner MAURETANIA, obviously left Capetown on 31 May, escorted by the cruisers CUMBERLAND and SHROPSHIRE. The SHROPSHIRE has meanwhile returned to the Cape area. The cruisers CUMBERLAND, CORNWALL and an auxiliary cruiser will probably take over the escort of the convoy in the Freetown area.

France:

Canceling an earlier order, Commander, Patrol Forces in the Western Mediterranean has ordered that Italian ships are only to be stopped.

6 June 1940

CONFIDENTIAL

Northern Waters/North Sea:

According to radio intelligence the following are in the North Norwegian area: VALIANT, GLORIOUS and ARK ROYAL, the cruisers DEVONSHIRE, SOUTHAMPTON, VINDICTIVE and COVENTRY, also 15 destroyers and supply ships.

The aircraft carriers were repeatedly detected in the Harstad area; this point is still the main base of all vessels in that area.

The heavy enemy units (Commander in Chief, Home Fleet and Commander, Battle Cruisers) which obviously sailed from Scapa have probably proceeded northwestward in to the area of the Northern Patrol. This can be connected up with the report of convoy traffic between Iceland and northern Scotland. There are also two escort flotillas in this area.

An unidentified vessel west of Ireland transmitted an "OU" radiogram on the afternoon of 6 June; further radio traffic, however, revealed no connection between the movements of enemy forces and the operations of our own battleship formation. A convoy route to Harstad, detected by radio intelligence on 23 May, again shows that the route runs along the Norwegian coast at a distance of about 300 miles.

New net barrages were laid in the Scapa area, obviously in Scapa Flow. This measure leads to the conclusion that because of the threat to the Channel ports Scapa is probably to be made more use of as a base than formerly.

Hoofden/Channel:

Nothing special to report. An order to a steamer on the southeast coast shows that normal shipping traffic, which was interrupted by the Dunkirk operation, is to be resumed.

There are at present only old destroyers and auxiliary warships in the Dover Patrol. Enemy submarines were detected northwest of Terschelling and off Texel.

On 6 June French destroyers were sent out to attack shore targets in the area between the Somme estuary and Dieppe.

Shipping Losses:

The British 5,000 ton steamer HARCALO struck a mine at noon near

6 June 1940

CONFIDENTIAL

Goodwin Buoy.

For survey of data gained from radio intelligence during the week ending 2 June, see Radio Monitoring Report No. 22/40.

Own Situation

Atlantic:

No report from the auxiliary cruisers. Ships were informed of the movements of enemy naval and merchant ships.

Norway:

Narvik:

A revival of activity by strong enemy forces is in progress. Two enemy destroyers advanced into Rombaks Botten in the afternoon and fired on our positions. No losses when crossing over our mines in the Stroemen Channel. The Air Force could not bring up reinforcements because of the weather.

Group "Hengl", advancing from south of Narvik, is contending with great difficulties as regards terrain.

Trondheim:

The convoy HUASCARAN, ALSTERTOR and SAMLAND with four minesweepers arrived in Trondheim in the evening.

Bergen/Stavanger area:

Several mines were cleared in the mined area near Feistein. There were various mine detonations during the sweeping. The mines have mooring chains. Boats are apparently endangered by streaming the bow protection gear.

Operation Northern Norway:

The battleships are advancing as planned. Air reconnaissance produced nothing of interest. There is the impression that departure and movements of the formation have so far been unnoticed by the enemy. It was off Stadtlandet at 0300 and at latitude 68° in grid square 1625 in the evening. The HIPPER and the destroyers

6 June 1940

CONFIDENTIAL

took on oil here from the supply ship DITHMARSCHEN and from the battleships. The oiling is estimated to take 24 hours in all.

North Sea area:

The scheduled attack by the 30th Bomber Wing on 5 June was not carried out because of the weather. With regard to the results of reconnaissance, Group West requests that the Wing should not be withdrawn until the attack has been carried out, as great importance is attached to it. Commander in Chief, Air Force states that the Wing will still remain in readiness for the assignment in Scapa.

Holland/Belgium/Northern France:

Admiral, Northern France reports that two more guns ready for action have been found in Dunkirk, also that an enemy PT boat was destroyed by fire from Fort Lapin. He again requests that anti-aircraft defense be ensured for Calais and Boulogne, since previous Air Force anti-aircraft defense has been withdrawn without replacement. Suitable measures are being taken.

Skagerrak/Kattegat:

Submarine chase without result. No definite submarine sighting reports. Closing of the Great Belt and Kiel Canal has been lifted. No new mines detected, except southwest of Drogden, where a mine was cleared outside the channel.

Transports of troops and material, also return of empty steamers, continued as planned and without disturbance.

The cruiser EMDEN sailed in the evening with a strong escort of minesweepers, torpedoboats and motor minesweepers. She is to be met in the Kattegat by mine-exploding vessel "4" for passage through the Great Belt.

Armed Forces High Command states that the transports of troops to Norway will extend over a long period yet, contrary to previous calculations. By the Fuehrer's order strong new Air Force and Army units are to be sent to Norway immediately and must be included in the present transport movements.

According to a report by Commander, 2nd Torpedo Boat Flotilla, various new torpedoboats will be in operational readiness for

6 June 1940

CONFIDENTIAL

light tasks from 11 June. Commander, Torpedo Boats has requested that they be used as soon as possible for light operational tasks, in view of the morale of the crews. For this reason Naval Staff has placed the boats becoming ready for operations at the disposal of Group Baltic for the present.

Submarine Situation

Atlantic:

Unchanged.

Off the Shetlands U "47" (Prien), on passage, rescued three men from a Do 18 missing since the day before yesterday.

U "38" sailed into the Atlantic operational area.

North Sea:

U "58" has been ordered to take up position in the operational area west of the Orkneys, north of 59° 10' N. U "61" sailed for operations.

Hoofden:

U "60" reports strong patrols in the operational area.

The loss of U "13" (Lieut. (j.g.) Schulte, Max) in the operational area off Great Yarmouth must be concluded from a deciphered radiogram. Commander in Chief, Air Force has been requested if possible to interrupt or prevent the salvaging of the wreck of U "13" started by the enemy according to radio monitoring.

With reference to the Italian Naval Staff's query about the German submarine supply organization on the west coast of Spain, the Naval Attaché in Rome has been given further information to pass on to the Naval Staff (see letter I op. 927 dated 6 June in War Diary, Part C, Vol. IV.)

CONFIDENTIAL

6 June 1940

CONFIDENTIAL

Merchant Shipping

Shipping to Holland/Belgium:

Group West reports: "The assumption of shipping to Ijmuiden and Rotterdam is not practicable until further notice, owing to the lack of adequate forces for escort and minesweeping assignments, (their inclusion in the escort of steamers crossing on routes which have to be constantly swept is considered absolutely necessary), and owing to the impossibility of providing Air Force fighter cover. The land route must therefore be the first choice for supplies for Holland. Extensive use must be made of Emden for unloading ore steamers and for coaling.

Overseas:

Inter-American Neutrality Conference:

The inter-American neutrality conference has announced its resolution on the question of the safety zone of the Americas. Steps to be taken by them are to prevent merchantmen of belligerent nations, which have taken refuge in American ports, sailing again under conditions "which might cause violation of the safety zone". An American state can therefore order seizure of ships seeking refuge in its ports or remaining there too long, and prevent use of ship's radio.

Italy:

Italian merchantmen have received exact instructions for the event of war.

The Italian Ministry of Shipping wishes to move all German ships concerned to the Adriatic because of the danger from the air.

Protection of further waterways against aerial mines

Armed Forces High Command has ordered that the speedy sweeping of the inland waterways after enemy aerial mines have been dropped is the task of Commander in Chief, Air Force throughout the whole theater of operations. Commander in Chief, Air Force, in conjunction with the Navy, is, apart from issuing necessary orders, for direct protection of the waterways, to set up suitable

6 June 1940

CONFIDENTIAL

clearing gear and prepare for its speedy transfer to the places where mines are dropped.

Situation on Land

Somme offensive advanced successfully. The enemy has taken up the fight and is offering stubborn resistance, using new tactics. Bridgeheads have been formed over the Aisne and Oise Canal.

Large shipments of troops to France are reported from North Africa and Algiers.

Air Situation

See Air Force Events of the Day.

Offensive operations were concentrated on aiding Army operations. Attack carried out on British night operations airfields during the night of 5 June with good effect and without loss.

During the night of 6 June aerial mines were dropped by the 9th Air Division and bombing raids carried out at the same time on ports and entrances of Le Havre, Cherbourg, Isle of Wight and Portland.

7 June 1940

CONFIDENTIAL

Items of Political Importance

France:

The Military Attaché in Madrid reports from a reliable Spanish source on the possibility that when German troops arrive outside Paris President Lebrun will resign and be replaced by Marshal Pétain. At the same time it is planned to offer a separate peace to avoid further sacrifices.

Italy:

In a speech on 22 May Mussolini demanded Italy's speedy intervention. Italy has given her word of honor and will keep it. He made the following Italian demands: the most important valleys in Savoy - Nice - the Var as a natural frontier - Corsica - Tunis - part of southern Morocco - Malta - Suez - part of western Morocco and Gibraltar to Spain. Union of Libya with Ethiopia.

Netherlands:

A provisional administrative body with governmental powers has been formed under General Winkelmann. Loyal and smooth cooperation with German offices. The attitude of the people shows surprising willingness.

Spain:

Fresh wave of demonstrations for the return of Gibraltar to Spain.

U.S.A.:

Lively discussions on the question of delivery of modern weapons to the Allies. Ways and means are to be found to enable several destroyers, among other things, to be handed over to the Western Powers.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Commander, Battle Cruiser Squadron received an urgent order from

7 June 1940

CONFIDENTIAL

Commander in Chief, Home Fleet to take up the search at once with the aid of the Northern Patrol auxiliary cruisers. Since the radiogram was also sent to the most senior naval officer in Iceland, it can be definitely assumed that the search is to take place in this area.

According to radio intelligence, the battle cruisers RENOWN and REPULSE are obviously approaching the area in question, while Commander in Chief, Home Fleet is west of Scotland.

Although the reason for the search is not clearly recognizable, it can be attributed to the report the day before yesterday on the sighting by planes of two unidentified steamers (one probably the DITHMARSCHEN) northeast of the Shetlands, which the enemy possibly suspects to be auxiliary cruisers or supply ships for war in the Atlantic. It is also possible that the weather reports from our trawler operating north of Iceland have aroused the enemy's attention and he has taken bearings on them.

The auxiliary cruiser ANDANIA was detected in the afternoon near Ailsa Craig on northwesterly course, probably proceeding for relief of the Northern Patrol.

The old battleship RESOLUTION is probably proceeding from Scapa to Gibraltar.

Mediterranean:

The cruiser ARETHUSA is in the Gibraltar area, in readiness for escort assignments in the Atlantic. The aircraft carrier ARGUS is also in Gibraltar. The netlayer PROTECTOR was to put in to Malta on 6 June.

Northern Waters:

A convoy rendezvous off the entrance to Tromsø is apparent from a radiogram from a Commander in the Harstad area. About 0700 our air reconnaissance reported 4 ships and 3 patrol vessels on southerly course as an enemy convoy about 360 miles northwest of Trondheim. Convoy traffic between Great Britain and Northern Norway must be described as remarkably lively at present.

Air reconnaissance for operation Northern Norway in the further sea area around Harstad - Narvik sighted between 1235 and 1355 in an area about 80 miles northwest of Andfjord 3 enemy groups,

7 June 1940

CONFIDENTIAL

consisting of: 1 light cruiser, 2 destroyers and 2 large steamers proceeding on westerly course at moderate speed; 2 further destroyers some distance to the northwest, proceeding slowly; north of the convoy, 2 aircraft carriers (ARK ROYAL and GLORIOUS) and 1 destroyer, stopped. Evening reconnaissance reported in addition 3 patrol boats on southwesterly course 240 miles northwest of Trondheim.

The old battleship VALIANT was again detected by radio intelligence as the sole heavy ship in the Narvik area. Radio traffic between Commander, Narvik and the home area otherwise reveals nothing unusual. The German battleship formation has so far been completely unnoticed. The prospects for our operation are therefore judged to be especially favorable.

North Sea:

By a British radio announcement any movement is forbidden inside territorial waters around the British Isles from sunset to sunrise, except for convoys. Ships must anchor before dark inside the 3 mile zone or continue their passage outside territorial limits. If this order is not observed ships must expect to be fired upon.

Hoofden/Channel:

The western entrance to Dover is temporarily closed because of danger from mines. The closing of the entrances to Le Havre and Rouen is also announced.

Air reconnaissance reports a heavy ship, numerous transports and small vessels off Le Havre.

Own Situation

Atlantic:

No reports from auxiliary cruisers. Ships were informed of Italy's imminent entry into the war and were apprised of enemy shipping movements. (See radiogram 1012.)

Auxiliary cruiser Ship "10" (Captain Kaehler) sailed from Kiel on the evening of 7 June. The ship is proceeding to Bergen via

7 June 1940

CONFIDENTIAL

Skudesnes Fjord with two escort boats. Passage through the Feistein area (danger from submarines) will be covered by three submarine-chasers. The 10th Air Corps will provide protection by fighters on the Norwegian coast.

Northern Waters:

Operation Northern Norway:

Presumably proceeding as planned, since there are no reports. The Commanding Admiral is being kept constantly informed by Group West of data from radio intelligence and observations of air reconnaissance so that the formation can be in no doubt about the situation.

According to radio intelligence, the following enemy forces are now suspected to be in the Narvik - Tromsø area: VALIANT, ARK ROYAL, GLORIOUS, SOUTHAMPTON, COVENTRY, VINDICTIVE, DEVONSHIRE and about 15 destroyers. Main base Harstad. Skjel Fjord also used as a base earlier.

The battleship formation is still in northern waters refuelling from the supply ship DITHMARSCHEN. It will probably continue passage this evening.

Narvik area:

No new reports from Group Narvik. Relief Group "Hengl" from the south is advancing as planned. Mines were laid by two planes in Haelenmo Fjord during the night of 6 June as flanking protection for this Group's advance.

Trondheim:

48 mines have been cleared to date from the barrage in Trondheim - Leden. There is still no absolutely safe gap in the barrage. Admiral, North Norwegian Coast reports that large ships can therefore only pass through with escort. The minesweeping formation salvaged a British mooring chain with anti-sweeping device.

Three submarine-chasers ("A", "C", "D") left Wesermuende on the evening of 6 June for submarine chase in the danger area off

7 June 1940

CONFIDENTIAL

Feistein and Trondheim.

The submarine chase in the Feistein area to protect the outward passage of auxiliary cruiser Ship "10" is to be carried out from the morning of 8 June. Subsequently further passage to Trondheim through the skerries.

North Sea area:

A large number of enemy planes flew into the Heligoland Bight during the night of 6 June. Defense was unsuccessful. Bombs were dropped on Harburg and in the vicinity of the Nordholz oil store without material result. Mines were probably dropped in the Heligoland Bight and in the estuaries.

With reference to the use of minelayers, Group West has been informed of Naval Staff's opinion as follows:

The events of the past weeks, since 9 May, show that a further appearance of light enemy forces in the area scheduled for further minelaying operations north and northwest of the western declared area is not to be expected.

It therefore appears possible, if moon and weather are suitable and there is sufficient air reconnaissance, to carry out the mining projects scheduled there with the minelayers under Group West, the more so if these operate from an intermediate station in Kristiansand or in Lister Fjord for the more northerly barrage sections.

If, according to the Group's opinion, the execution of these mining projects is only possible by means of powerful units (cruisers and destroyers), it would not be practicable to leave the minelayers idle without assignments.

If the Group does not intend to use the minelayers, it is planned to put them on other assignments for which their qualities (speed, armament) appear to fit them.

Hoofden/Channel:

PT boat sortie into the Downs under Commanders, 1st, 2nd and 3rd PT Boat Flotillas. Two boats proceeded to North Goodwin to draw off patrol vessels and then eastward from here. Four boats broke through the patrol lines north of South Goodwin and searched the Downs between South Foreland and Deal according to plan.

7 June 1940

CONFIDENTIAL

Attacks on empty steamers and small ships without success. Other boats stopped at the southern point of the Sands and searched the eastern half of the Downs without result. Constant intensive searchlight activity. Searchlight barrage between South Goodwin and the coast. The boats were not detected since enemy patrol planes many times drew the searchlights on themselves. Attacks by enemy planes on outward and return passage.

After acquiring the Holland-Northern France operational base Group West considers it necessary to utilize all suitable forces in torpedo and mining operations from the new bases. Since there are not enough available PT boats and new torpedoboats for this, Group West requests the speedy fitting-up of the Norwegian torpedoboats for minelaying, and equipment of PT boats to carry all types of mines.

Skagerrak/Kattegat:

North of Skagen a plane reported sighting a submerged submarine which was attacked without result.

Mine Situation:

Various enemy flights over Schleswig-Holstein and Southern Denmark into the western Baltic during the night of 7 June. Routes then closed in Eckernfoerde Bay, Kiel Bay, Great Belt, harbor entrance of Warnemuende.

At Group West's request, Naval Staff has ordered Group Baltic to hand over minesweeper "12" to Group West.

Transport situation:

Transports of troops and material continue without incident. The cruiser EMDEN is on return passage, escorted by a mine-exploding vessel and torpedoboats, in the southern part of the Great Belt.

The Danish Navy was informed via the Naval Attaché in Copenhagen that the net barrage at the northern entrance to the Sound, north of the line Helsingoer- Helsingborg, will be laid on 9 June.

7 June 1940

CONFIDENTIAL

Submarine Situation

Atlantic:

In the operational area: U "29", "43", "56", "101", "32", "47", "46", "48", "58" (U "43" assigned operational area at the northwest corner of Spain, U "46" west thereof.)

On passage: U "38", "51".

On return passage: U "37".

Returned from operation: U "8".

Boats have been ordered to observe traffic and the situation off the North Channel when outward and homeward bound.

Successes:

U "46" reports sinking an auxiliary cruiser of 14,000 tons with 6-8 guns.

U "48" sank two steamers west of the North Channel, probably the British steamer EROS (5,888 tons) and the Swedish steamer ERIK FRISSEL (5,066 tons).

Submarine supplies:

The Naval Attaché in Madrid reports that the auxiliary sailing vessel GALIANA, prepared in Spain to carry submarine supplies, is in readiness. (Capacity - supplies for one submarine of fuel, lubricating oil and provisions). The vessel was originally scheduled for supplies in the Mediterranean. Since use in the Mediterranean is out of the question because of the present political and military situation, the Naval Attaché has been instructed to provide for the use of the auxiliary sailing vessel in the Atlantic off the west coast of Spain.

Merchant Shipping

Baltic:

The Swedish General Shipping Union made an urgent demand to the

7 June 1940

CONFIDENTIAL

Swedish Public Committee that the construction of the Falsterbo Canal be speeded up in every possible way, even if there had been a change in Sweden's situation as regards foreign policy.

Norwegian run:

After consulting the Reich Commissar for Norway, the Ministry of Transportation has issued the following order to shipping via the Shipping Agents:

"On the south coast of Norway, passage for German ships is extended only for ports between Oslo and Arendal, inclusive."

Holland/Belgium:

Naval Staff has issued the following directive: Neutral ships in Dutch, Belgian and northern French ports, which are not subject to treatment according to prize law because of contraband, are to be permitted to sail for German, Danish, Swedish and Baltic ports if there are no local military grounds against this and it is ensured that they cannot make off to the west.

Situation on Land

Army Group B advanced successfully in the direction of the Seine - Compiègne - Soissons - Rheims despite stubborn enemy resistance.

Air Situation

See Air Force Events of the Day.

Concentration on supporting Army operations. Successful attacks on Cherbourg and British night operations airfields. During the night of 6 June aerial mines were dropped off French ports by the 9th Air Division, with units of Commander, Naval Air, West participating.

8 June 1940

CONFIDENTIAL

Items of Political Importance

Norway:

The King of Norway and the Norwegian Government have left Norway, presumably for Great Britain. The Norwegian General, Ruge, has been entrusted with establishing communication, through Swedish mediation, with the German High Command for the purpose of negotiations on the cessation of hostilities. No definite news so far of Great Britain's attitude. Surrender of the Narvik position is expected. Further information must be awaited.

France:

The re-formation of the French Government must be interpreted as a great sign of weakness. According to various reports, Daladier is in favor of a separate peace with Germany. After a great struggle Reynaud prevailed: Fight on - hold Southern France - await aid from the U.S.A.

Italy:

Last preparations for war. Italian merchantmen at sea have received instructions to put into neutral ports. All bookings on Italian ships have been canceled. The Italian Ambassador in Moscow wired to Rome: "The German Ambassador has informed me that he had a talk with Molotov yesterday evening. The latter stated that the Government of the U.S.S.R. was ready to normalize relations with Italy. The Ambassadors should return to their posts."

The Department of War Economy in the Italian Foreign Office has submitted a new report on damage caused by the blockade. The report reaches the conclusion that nine months of trade control have proved that the Italian people's rights of existence could be endangered and destroyed by other powers at any time.

Spain:

The Embassy and Military Attaché report a statement by the French Military Attaché in Madrid:

1. France's request to Great Britain to send more troops has been refused on the grounds that the troops are now required for the protection of the island itself.

8 June 1940

CONFIDENTIAL

2. Great Britain has advised France to request military aid from the U.S.A. London will support this request.
 3. France rejected the proposal and told London that, as soon as there were German troops before Paris, France would conclude a separate peace.
-

Survey of the Situation

Special Reports on the Enemy

Atlantic/Mediterranean:

Great Britain:

The NELSON put in to the Clyde. The auxiliary cruisers CHESHIRE and SCOTSTOWN are expected in Greenock tomorrow.

The netlayer PROTECTOR will put in to Alexandria on 9 June.

France:

Nothing special to report, apart from the detection of various submarine warning reports west of Ireland, at the western entrance to the Channel and west of Quessant.

Northern Waters/North Sea:

Radio intelligence detected a separation of the two battleships. While the RENOWN was assigned an anchorage in Scapa in the afternoon, the REPULSE is operating with the cruiser SUSSEX and four destroyers in conjunction with the auxiliary cruisers in the Iceland area, carrying out the search already detected; a reconnaissance flying boat is also obviously participating. (Possibly suspected break-through by auxiliary cruiser or supply ship, detection of trawler FREESE.)

Radio traffic and the movements of enemy forces betray no steps which could be ascribed to disquiet caused by our operations.

Commander, Northern Patrol ordered an auxiliary cruiser to take off the British envoy and the military staff from Iceland. The

8 June 1940

CONFIDENTIAL

radiogram was sent at the same time to the cruiser NEWCASTLE, so that her presence in the Iceland area can be assumed.

Norway:

According to radio intelligence, the cruiser VINDICTIVE has commenced her return passage from the Narvik area to Scapa. The old battleship VALIANT also appears to have withdrawn from Norway.

Comprehensive air reconnaissance detected the following enemy groups during the course of the day:

- 1) 7 June, 2324 convoy 350 miles northeast of the Faroes (grid square 1588) course 240°.
- 2) 8 June, 1000 2 steamers with, presumably, 3 destroyers 40 miles west of Andfjord.
- 3) 1100 1 cruiser proceeding on northerly course at high speed west of Andfjord.
- 4) 1145 convoy of 8 ships with 4 destroyers 150 miles north of the Shetlands on southwesterly course.
- 5) 1100 a heavy cruiser with 2 destroyers and 4 steamers on westerly course in grid square 9764 (75 miles west of Andfjord).
- 6) 1300 90 miles northwest of Andfjord (grid square 9754) convoy of 5 merchantmen and 3 destroyers on westerly course.
- 7) 1305 30 miles to the northwest (9827) an aircraft carrier, stopped.

Air reconnaissance also sighted several small and large ships in the forenoon in West Fjord area, obviously supply ships, some being at anchor and some under way.

The numerous reports on enemy convoy and shipping movements on westerly and southwesterly courses give the impression in the evening that the enemy is already in the process of evacuating Northern Norway.

8 June 1940

CONFIDENTIAL

Group Narvik reports that during the night of 7 June enemy destroyers subjected Narvik and the enemy battery on the north bank of Rombaken Fjord to heavy gunfire and sank 19 enemy fishing boats in Rombaken Fjord. Battery fired on was abandoned precipitately. The incident is unexplained. It is possible that our own destroyers on Operation "Juno" advanced to Narvik. Further news is awaited.

Own Situation

Operation Northern Norway ("Juno"):

At 0511 Commanding Admiral, Fleet reported: "Am planning to attack enemy convoy. Own position at 0800 grid square AF 25 (150 miles west of the Lofotens)."

In the knowledge that the battleships' main assignment lies in the Harstad area and that a search for convoys must betray the presence of the battleships prematurely, Group West instructed Commanding Admiral, Fleet to keep to the main assignment "Harstad", as long as there were no important reasons, unknown to the Group, for attacking the convoy (radiogram 0530). The Group amplified this by leaving to the Fleet's discretion an attack on the convoy by the HIPPER and destroyers, which could then proceed to Trondheim. The battleships' main assignment, however, is still Harstad.

In view of the results of yesterday's reconnaissance and of the data gained lately from radio intelligence, the intention of Commanding Admiral, Fleet to deviate from the aim "Harstad area", set out in the operational instruction is incomprehensible. There are no indications that the two aircraft carriers ARK ROYAL and GLORIOUS, which were detected yesterday still northwest of Andfjord, are not in the Harstad area today. Naval Staff agrees with Group West's opinion and considers that for the battleships to operate against the convoy, for the destruction of which, moreover, the cruiser HIPPER and the destroyers are quite adequate, would be a strategic mistake as things stand. Chief, Naval Staff believes, however, that the Group's order "adhere to the main assignment, Harstad" is too limited and restricts the Fleet too greatly to putting into Harstad itself. Chief, Naval Staff considers the battleships' main task to be the destruction of enemy naval forces

8 June 1940

CONFIDENTIAL

in the Harstad area, e.g. of the aircraft carriers in this area. They are only to put into Harstad if there are no targets at sea. This opinion was expressed in a telephone conversation with Commanding Admiral, Group West. Group West then amplified the directive given to the Commanding Admiral by the following radiogram: "Main target still destruction of naval forces in Harstad area."

In the afternoon Commanding Admiral, Fleet reported an action with an enemy aircraft carrier and light naval forces. Later reports received in the evening from Commanding Admiral, Fleet and Commanding Admiral, Scouting Force show that our forces were entirely successful. About 1900 the aircraft carrier GLORIOUS and escorting destroyer were sunk. The SCHARNHORST received a torpedo hit, which put her center engine and after turret out of action and reduced speed first to 26 knots, later to 20 knots. The report on the successful action was amplified by a report from Trondheim from the HIPPER's shipborne plane, that during the morning's attacks on convoys the 21,000 ton transport ORAMA, the 9,000 ton tanker OIL PIONEER and a submarine were also sunk.

Apart from extensive reconnaissance (see above) air operations in the Norwegian area included attacks against convoys reported, but these were unsuccessful.

In spite of the actions, enemy radio traffic astonishingly still showed no disquiet or alarm on the evening of 8 June.

The report arrived from Group Narvik in the afternoon that the enemy was apparently moving away from our troops. During pursuit the Stroenen Channel again fell into German hands. Enemy attacks along the Swedish frontier were repulsed. Beisfjord is clear of the enemy. In the evening the Commander of the Narvik Group, General Dietl, was able to send the proud report that Narvik is again occupied by our troops. The enemy has evacuated Narvik, his complete withdrawal from the Narvik area is to be expected. At the same time the news arrived from Sweden that the King of Norway and the Government have left Norway.

Further news is awaited. It can already be stated that the battleship operation "Northern Norway" took place at a moment of decisive importance; it is probably the last chance to achieve great military successes in Northern Norway. The correctness of Naval Staff's deliberations regarding the necessity for widespread battleship operations and its judgment of the greatly improved

8 June 1940

CONFIDENTIAL

operational and tactical situation for our forces in northern waters after taking the Norwegian coast has again been confirmed. Naval Staff's feelings regarding today's splendid success are less those of pride than of deep satisfaction that we have at last succeeded in gaining a real military success through battleship operations. It was high time that this happened. The battleships had to produce some such success if their previous great inactivity and slight results were not to have a most unfavorable effect on the whole future of the Navy.

Naval Staff regrets that the Fleet did not succeed in taking the cruiser NUERNBERG north in conjunction with Operation "Juno". According to air reconnaissance and radio intelligence observations, valuable military targets and good prospects of success would have already presented themselves. Group West has therefore been instructed to put the NUERNBERG, with available torpedoboats, into operation at once in connection with "Juno".

For the rest, it is now important to make a sortie as soon as possible with the Task Force GNEISENAU and HIPPER for further operations against possible enemy withdrawals from the North Norwegian area and to strike the enemy a severe blow. The enemy situation at present offers the best prospects of success because of the complete absence of any enemy reactions to today's battle.

The damaged SCHARNHORST must go into dock. Attempts must be made to effect her speedy return, which is possible with relatively little risk in view of the present enemy situation.

Southern North Sea/Hoofden/Channel:

As the result of the PT boat operations, the enemy sent out numerous trawlers and patrol vessels during the night of 8 June into the coastal area North Foreland to Dungeness, in order to protect the Downs where shipping is still proceeding.

Light enemy naval forces are taking part in the fighting on land in the Dieppe area by firing from the sea.

Putting into the Firth of Forth in the hours of darkness between May Island, Bass Rock and the mainland is forbidden to all ships.

The British steamer HARDINGHAM (5,400 tons) struck a mine near Long Sand Head buoy.

Skagerrak/Kattegat:

A submerged submarine off Kristiansand? Several enemy flights

8 June 1940

CONFIDENTIAL

into the area Flensburg - Kiel Bay - Great and Little Belts - Lasee Channel during the night of 8 June. Laying of mines was not observed, but is suspected. Because of the frequency of the enemy's night flights over the Great Belt, Group Baltic requests declaration of a closed area for flying from Kjels Nor to the Schultzgrund from 2200 to 0500.

All available vessels are to be put on anti-aircraft defense during the next few nights.

Transports according to plan. Troops, horses and ammunition crossed to Oslo.

Control of merchant shipping and submarine search carried out uneventfully in the Skagerrak.

The cruiser EMDEN put into Swinemuende after a two months' dockyard period in Oslo.

Atlantic:

Ship "10"'s departure so far according to plan. Ship "36" (Weyher) has been informed of Naval Staff's deliberations on the intended course of her operations and scheduled supplies:

Arrive in the New Zealand area in the middle of June. Operate in the Australian area until the end of September. At the end of September supply ships will be sent from Japan to a secret rendezvous in the Caroline or Marshall Islands. There refuel, take on supplies and at the same time overhaul engines. Then return to the Indian Ocean and Atlantic, exploiting operational possibilities that arise as permitted by endurance at sea. If occasion arises supplies in the Atlantic from the large-scale Etappe in South America or Spain.

Ship "21" has received a preliminary order for projected supplies from the tanker RECUM from Teneriffe:

Waiting area North Atlantic 20° - 27° N, 44° - 49° W, or waiting area South Atlantic large grid square GE.

Ship "16": The Finnish News Agency reports from Lourenco Marques that so far 8 British freighters have been sunk by German mines off the coast of South Africa, 2 when minesweeping; 3 freighters

8 June 1940

CONFIDENTIAL

are said to be missing. This information cannot be checked. It can, however, be assumed that the presence of strong forces in the South African area can be ascribed to the minelaying by Ship "16", apart from the increased importance of the Cape route resulting from the tension regarding Italy.

Submarine Situation

Atlantic:

Submarines have been assigned the following operational areas off the northwest coast of Spain:

U "43" - BF 77 and 78
U "101"- CG 12 and 13
U "46" - BE 95 and 96
U "29" - BF 75 and 76
U "48" - BE 93 and BF 71.

U "47" and U "32" have been assigned dispositions off the North Channel, south and north of 56° N.

U "56", "58" are west of the Orkneys.

On passage: U "38" north of the Shetlands
U "A", U "51" central North Sea
U "25", "30", "65", "52" southern North Sea.

North Sea:

U "60" in the operational area, U "61" on passage.

Submarine Successes:

The auxiliary cruiser sunk by U "46" was the CARINTHIA (20,277 tons).

Merchant Shipping

In reply to an enquiry from the Ministry of Transportation, High Command, Navy agrees that, as long as the area of the Black Sea

8 June 1940

CONFIDENTIAL

under consideration is not affected by measures of naval warfare, German merchantmen within a limit of 100 miles from the Russian coast may send radio traffic in clear, and that in this case the regulations to the contrary in the Special Directive to merchantmen are canceled. Radio traffic is, however, to be limited to really urgent and important shipping service telegrams and is to be carried out at the lowest possible volume of transmission. This special ruling is canceled if enemy countries extend their military measures to the Black Sea theater.

Situation on Land

The extensive penetrations through the Weygand Line south of the Somme have succeeded. The enemy is giving ground on the right wing. In the evening our troops were 3 km. from Rouen. Stubborn resistance on the left wing of the advancing armies.

Enemy defense crumbling.

Air Situation

See Air Force Events of the Day.

Emphasis on support for the Army's advance. The Channel ports of Dieppe, Cherbourg and Le Havre were attacked.

On 7 June a light cruiser was severely damaged by two hits (250 kg.) in Ofot Fjord in the Narvik area.

Available units were sent to attack the aircraft carrier ARK ROYAL on the afternoon of 8 June, but did not contact her.

Items of Political ImportanceFrance:

The German Embassy in Geneva reports that Mandel, the French Minister for the Interior, plans to carry through a military dictatorship with or without Reynaud. A strict watch is being kept on all supporters of a separate peace in France, i.e. Daladier and Flandin.

French reports speak of the present German offensive as the most frightful shock in military history.

Great Britain:

If France is defeated, the possibility of transferring the seat of Government to Canada is being discussed. The war will in any case be continued.

Italy:

Entry into the war is imminent and is expected on 10 June.

Conference on the Situation with Chief, Naval Staff

1. Report on the battleship operation.

Chief, Naval Staff expressed the expectation that the Fleet will speedily continue its operations in northern waters to harass enemy withdrawals.

2. Report by Chief, Operations Branch on operational order for Ship "33" (Captain Krueder). See War Diary, Part C, Vol. I.

The ship will be ready to sail on 18 June. Group West is taking preparatory measures to control her departure and passage as far as 60° N in the Atlantic.

Assignment for Ship "33":

- 1) Cruiser warfare in foreign waters.
- 2) Mining operations (Ship has 300 mines on board).

3) Combined operations with submarines.

Cooperation with U "A" is planned for this. Rendezvous southwest of the Cape Verde Islands about 18 July. The submarine's operational target is the coast of West Africa. (Freetown, Dakar, Casablanca.)

Operational area for Ship "33":

Main operational area the Indian Ocean and adjacent Australian waters.

Alternative areas: South Atlantic and Pacific Ocean.

Naval Staff will order limitation as regards the operational areas of our own or Italian merchant raiders and possible shifting of the operational area.

3. Since the coastal patrol squadrons available at present for operational assignments are numerically inadequate, Naval Staff feels forced as from 12 June to withdraw the 3rd Coastal Patrol Squadron, 106th Group and 3rd Coastal Patrol Squadron, 906th Group, which were handed over to the 9th Air Division, and to put them again under Commander, Naval Air, West.

Commander in Chief, Air Force, Operations Staff has been informed, giving the reason; at the same time it is requested that the planes of the Trans Ocean Squadron, which are no longer required to take supplies to Group Narvik, be released from their subordination to the 10th Air Corps and put under Commander, Naval Air, West, since they can perform valuable service for naval operations in reconnaissance over a wide area. (See letter in War Diary, Part C, Vol. V.)

Special Reports on the EnemyAtlantic:Great Britain:

The old battleship REVENGE is in the western part of the North Atlantic. Otherwise nothing of importance to report.

9 June 1940

CONFIDENTIAL

France:

Submarine warning reports south of Ireland and west of Quessant.

Mediterranean:

According to a report from "Hannibal" (Italy) the following were in Oran on 6 June: the DUNKERQUE, STRASSBOURG, LORRAINE, MARSEILLAISE, GALLISSIONERE, JEAN DE VIENNE, MOGADOR, VOLTA, 4 destroyers of the TERRIBLE class, 8 submarines.

Northern Waters/North Sea:

For disposition of forces see radiogram 1220.

The events of 8 June did not become known to the enemy until the morning of 9 June. The first signs of recognition did not begin to show themselves in British radio traffic until about 1000. At this time the old battleship VALIANT, about 90 miles northeast of the Faroes, received a visual signal from the hospital ship ATLANTIS that at 1000 on 8 June the latter had sighted a German battleship with two destroyers and a transport about 240 miles northwest of Trondheim. The VALIANT passed this report on to home command stations. (This was obviously a sighting of the HIPPER and her destroyers, which sank the transport ORAMA in this area at this time.) At 1120 the VALIANT received an urgent order from Commander in Chief, Home Fleet to advance to a "Group 2" at increased speed, together with the vessels in her company (probably the cruiser VINDICTIVE and destroyers). At 1100 Commander in Chief, Home Fleet informed the VALIANT and Commander, 20th Cruiser Squadron that "Group 2" left Point "A" (approach point in the Lofoten area) at 0330 on 9 June without the ORAMA and was proceeding towards the Clyde at 14 knots. The VALIANT was then instructed to reinforce "Group 2" on its passage to Great Britain. This assumption was confirmed by evening reconnaissance, which spotted "Group 2" about 300 miles west of the Lofotens at 2240. At this time the group consisted of a battleship (VALIANT), an aircraft carrier (ARK ROYAL), numerous destroyers and 7 transports. The Group is to proceed to the Clyde via two points 300 miles northnortheast and 60 miles east of the Faroes. It must be assumed that the cruisers COVENTRY and SOUTHAMPTON are also in this group. While the battle cruiser RENOWN arrived in Scapa under destroyer escort on 9 June, the REPULSE appears also to have been brought up for reinforcement of "Group 2", according to evaluation of radio intelligence. The cruiser DEVONSHIRE, with Commander, 1st Cruiser Squadron, is proceeding from Tromsøe

9 June 1940

CONFIDENTIAL

to Scapa. The King of Norway and the Norwegian Government are possibly on board.

As can be discerned from the course of the action, the Admiralty did not know of the sinking of the aircraft carrier GLORIOUS and her escorting destroyers up to the afternoon of 9 June. During the afternoon various "O.U." radiograms indicated a certain state of alarm on the part of the enemy. There are such poor radio communications home from the British vessels in northern waters or the Harstad radio station that radiograms can sometimes only be transmitted after 10 hours. This fact explains why the activities of our forces yesterday produced such a tardy enemy reaction.

An enemy submarine was sighted off Trondheim west of Froeya Island on northeasterly course. Another one was reported by U "25" 80 miles southwest of Egersund. Two enemy submarines, including the minelaying submarine PORPOISE, left the Firth of Forth in a southeasterly direction in the afternoon. A fifth enemy submarine left the Firth of Forth northeastwards to a position north of 65° via a point off Flamborough Head.

Own Situation

Northern Waters:

Operation Northern Norway:

The HIPPER and the four destroyers put in to Trondheim on the evening of 8 June after being dismissed by Commanding Admiral, Fleet. At 0100 on 9 June the battleships, according to a Fleet report, were about 180 miles northwest of the Frohavet on course 150°, speed 19 knots. The SCHARNHORST's starboard and center engines are out of action. If the center engine is put in order again, her speed will be 25 knots. Commanding Admiral, Fleet has for the present reserved the right, if the situation continues to be favorable and air reconnaissance is adequate, to commence immediate further passage to home waters within 30 miles of the coast (he obviously has in mind the return with both battleships). In this event he requests fighter and heavy fighter cover, also as exhaustive air reconnaissance as possible as far as 250 miles out to sea.

9 June 1940

CONFIDENTIAL

At 0800 Group West resolved to order the Fleet to put in to Trondheim with the battleships. The reason for this decision, apart from the appreciation of the operational situation, is doubtless the plan to wait until the SCHARNHORST's center engine is repaired in order to achieve a speed of 25 knots and then to have the damaged ship return home under the escort of torpedoboats which are still on the way to Trondheim.

According to its appreciation of the enemy situation and our own operational situation, Naval Staff would have welcomed the SCHARNHORST's immediate return home without putting in to Trondheim, since the prospects of success must be regarded as most propitious for this at present.

At 1530 the battleships put in to Trondheim. In complete agreement with Naval Staff's plans, Group West has sent Commanding Admiral, Fleet instructions to resume operations against enemy evacuations as soon as possible, if necessary with the GNEISENAU alone, since the enemy situation at present is particularly promising. Since the British have been evacuating the North Norwegian area for some days already, according to latest data, and the evacuation can be expected to finish soon, Commanding Admiral, Fleet has also been informed that the operations against the returning transports are urgent.

The NUERNBERG is to sail from Kiel tomorrow with two torpedoboats for operations off the Norwegian coast in the Trondheim - West Fjord area. (For order see radiogram 2330.)

No time can be given yet for restoration of the SCHARNHORST's readiness to proceed at 26 knots; this depends on the basin trial on 12 June.

The course of the battleship operations "Juno" is given in a short report from Commanding Admiral, Fleet. (See reference file Operation "Juno".)

Naval Staff is disappointed in the report on the course of the operations and of the action on 8 June. The following questions require further examination and evaluation:

1. In Naval Staff's opinion, the Fleet deviated from the main operational aim laid down in the directives, without any reason apparent from air reconnaissance or radio intelligence. This aim was to effect relief for Group Narvik by operations against naval forces, transports and enemy bases in the

And Fjord - Vaags Fjord area. The decision, obviously reached already on the evening of the 7th, to operate against an enemy convoy could not bring about the required relief for Group Narvik in view of the reported convoy course, and entailed the probability of no longer being able to attack the very valuable main targets suspected to be in the Harstad area.

The advance with the battleships on objectives which, such as the tanker, by no means represented targets for battleships, was wrong and entailed the danger of the battleship formation being reported to the enemy at a time which would necessarily entail a highly undesirable effect on further operations and could nullify the whole surprise success which was guaranteed by its so far completely undetected advance.

2. The immediate heedless destruction of a large transport steamer and of a tanker - of great value in our present situation - without any attempt to bring the ships in with prize crews and to render them of use to our own operations, is incomprehensible. It would have been more correct for the destroyers to have captured the steamers than to have sunk them, using much ammunition and many torpedoes, especially as sufficient time was found to pick up survivors.

(Position 270 miles from Trondheim.)

3. The fact that the second escort destroyer of the GLORIOUS was not sunk contravenes the basic rule of naval warfare that an enemy is not destroyed until he has been sunk. An effort should also have been made to ascertain the names of the destroyers.
4. The torpedo hit on the SCHARNHORST during a day action at 130 hm. should have been avoided under all circumstances. Tactical movements should have made such allowances for the obvious danger from torpedoes that a torpedo hit would become impossible. The inevitability of this hit, which withdraws the SCHARNHORST from action for several months, cannot be acknowledged.
5. The immediate dismissal of the HIPPER and the destroyers after the first encounter with small escort groups was not in accordance with the aim of the assignment. Since refuelling had just taken place, there was, in Naval Staff's opinion, no reason for not making further use of the favorable chances of success which were offered in the operational area according to air reconnaissance and radio intelligence.

9 June 1940

CONFIDENTIAL

It is to be stated in conclusion:

The military success gained by the sinking of the GLORIOUS is highly satisfactory. The success is due to a pure stroke of luck, since the unforeseen evacuation of Northern Norway caused this carrier to be already on return passage. In the conception and execution of the operational assignment and in its tactical progress there were deficiencies, the avoidance of which could in all probability have made the effects of the operation even more far-reaching.

Situation in Narvik:

Narvik again occupied by our troops. No Allied troops left. At 1600 the Norwegians ceased hostilities. Norwegian plenipotentiaries are in Trondheim and Narvik for negotiations about capitulation. Group 21 plans to disarm and pacify Northern Norway by occupying Narvik, Harstad, Bardufoss, Tromsø and Alta. Group 21 requests that a battalion be speedily transported to Tromsø and the man of war ensign shown there, in spite of strong advice to the contrary by Commanding Admiral, Norway, who points out the priority tasks of naval forces and the difficulty of carrying this out.

Naval Staff's objections have been passed on to Armed Forces High Command and transportation by the Air Force suggested. Chief, Armed Forces High Command states that the question of the Navy occupying Tromsø is to be left open and decided later. At present the naval operations against the evacuation of the Narvik - Harstad area by the enemy have priority. They can therefore be carried out without regard to a possible later occupation of Tromsø. Tromsø's occupation by the Air Force is not possible at present.

Trondheim:

Troops and material transported as planned to Fauske and Mo under minesweeper escort.

Southern North Sea/Hoofden:

Thrust by six boats of the 1st and 3rd PT Boat Flotillas against the Downs and the Thames Estuary during the night of 8 June. Strong patrol line between Kwinte Bank and North Goodwin. Advance greatly impeded by shadowing PT boats and patrol planes. No worthwhile targets sighted. The boats report excellent cooperation between enemy patrol vessels. Obviously excellent listening sets.

Unobserved break-through is impossible.

Northern France:

Admiral, Northern France reports that there is no longer any possibility of utilizing previous installations in Dunkirk for naval warfare, since the town and harbor have been completely destroyed by air raids and shelling. The harbor is closed by blockships. There are twelve sunken or beached steamers on the roads. Two destroyers (including L'ADROIT) and submarine-chaser "CH 9" beached.

Skagerrak/Kattegat:

Mine Situation:

The Norwegian steamer KONG HALSDAN struck a mine in the Langeland Belt and sank in 17 m. water. Minesweeper M "1305" struck a mine near Korsøer and was towed in damaged. During the night of 9 June there were further enemy flights over North Schleswig and Southwest Denmark, also the Great Belt. Several cases of mines being dropped are reported in the Great Belt.

Transport Situation

All transports to Larvik and Oslo proceeded according to plan and undisturbed.

Submarine Situation

Atlantic:

U "28" sailed from Trondheim to proceed into the operational area.

U "37" returned from her very successful long-range operation. The boat (Lieut. (s.g.) Oehrns) sank 10 steamers, totaling about 43,000 G.R.T. (For brief report see War Diary, Part B, Vol. V.)

U "56" commenced return passage. Fifteen submarines in the operational area or on passage.

9 June 1940

CONFIDENTIAL

In view of the enemy withdrawal from Narvik, U "A", "51", "52", "65" and "25" have been ordered to proceed at maximum speed to the Shetlands-Faroes area, in order to attack the transports to be expected there.

Situation on Land

The enemy is falling back but resisting. The right wing has taken Rouen. Army Group B advanced successfully everywhere. Army Group A commenced the attack at 0500 as planned and is forming several strong bridgeheads over the Aisne.

Air Situation

See Air Force Events of the day.

Support for Army operations. During attacks on naval targets in the Seine estuary about five transports of medium size were set on fire or severely damaged. Steamers and auxiliary cruisers were successfully attacked in the Narvik area.

Items of Political ImportanceItaly:

Mussolini's declaration on Italy's entry into the war on the side of Germany. Beginning of hostilities at midnight on 10 June. Declaration of assurance by Mussolini to the Balkan countries. Turkey may be expected to remain neutral for the present. Proclamation by the King of Italy. For details see Political Review and Foreign Press.

Norway:

Proclamation by the King and the Norwegian Government on the capitulation of Northern Norway.

Russia:

The German Military Attaché in Moscow gives the following assessment on the attitude of the Russian Government:

The Soviet Union will not commence a war against Bessarabia without an urgent reason. After the experiences during the Finnish war, Russia's internal policy will not permit a large-scale war. Military and economic reasons, as well as the disinclination of the people for such a war are factors which speak against it. Molotov has stated several times that the Soviet Union has never recognized Bessarabia's annexation by Rumania, but will not solve the question of its return by force. Impression: ready for all eventualities, but no signs so far of offensive Russian plans.

The Naval Attaché (Captain Baumbach) reports today during discussions with Naval Staff that since the conclusion of the Finnish conflict at the end of March a perceptible coolness has appeared on the part of Russia. The Attaché complains of great difficulties particularly of a technical nature (Base North). Very dilatory answers or none at all from Russia in reply to various inquiries. The reason for this new, very reserved attitude on her part is attributed by the Naval Attaché to fear that too close an alliance with Germany will involve the danger of conflict with England, of which Russia's weak arms and economy, as well as her internal political constitution, are not capable. There is also the fact that the Russians fear, in view of Germany's great successes in the West, that the latter will come out of the war too strong and could possibly turn against

10 June 1940

CONFIDENTIAL

Russia later. The very difficult dealings with the Russian authorities are to be mainly attributed to the fact that no one in the lower and middle strata dares to make any decisions in view of the nature of the Russian state organization.

Political cooperation with Germany is satisfactory on the whole. As yet no improvement of conditions regarding relations between Japan and Russia.

Conference on the Situation with Chief, Naval Staff

1. Report of Chief, Operations Branch on the Fuehrer's order for continuation of operations on land (see order).
2. Report on battleship operation in Northern Norway. Chief, Naval Staff entirely agrees with Naval Staff's views on the execution of the operations. The task set by Naval Staff has not been fully grasped and discharged by the Fleet.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

The cruiser DORSETSHIRE was in the Plymouth area on the evening of 9 June, proceeding at 24 knots on southwesterly course.

The following auxiliary cruisers are at present southeast of Iceland: CIRCASSIA, LAETITIA, CALIFORNIA, SALOPIAN and an unidentified one.

The ARETHUSA put in to Gibraltar on 7 June and the DELHI on 8 June. The DELHI will probably proceed to the South Atlantic.

The aircraft carrier HERMES, in the South Atlantic, received an order from Commander in Chief, South Atlantic, to remain with Convoy "U.S.3" until further notice. This is obviously the convoy of large troop transports carrying Australian troops which is

10 June 1940

CONFIDENTIAL

already in the Freetown area, escorted by two cruisers.

France:

The French Navy Department is leaving Paris and is taking up emergency headquarters in Indre et Loire in the vicinity of Tours.

Neutrals:

According to press reports the U.S.A. wish to send further warships into South American waters. Relief vessels of the European Squadron arrived in Lisbon on 8 June. The Squadron is in future to be composed of the cruisers VINCENNES and OMAHA and two destroyers.

Mediterranean:

All British and French warships and merchantmen have been informed that the state of war with Italy begins at 0001 on 11 June (British Summer Time). Merchantmen have received orders to make for an Allied port or for the next one in their vicinity.

Northern Waters/North Sea:

The convoy designated "Group 2" was reinforced during the night of 9 June by the VALIANT, REPULSE and several destroyers. It is now proceeding to England via a point about 70 miles east of the Faroes. There are obviously no further enemy forces in the Iceland area, apart from five auxiliary cruisers.

Several return convoys were spotted by extensive reconnaissance of the sea area northwest of the Norwegian coast. At 1400 3 tankers with 2 escort vessels were sighted about 350 miles northwest of Trondheim on southwesterly course. A plane of the 506th Group reported an enemy unit northwest of this towards 1700 (in grid square AF 1729) consisting of the RODNEY, a RENOWN type, the ARK ROYAL, destroyers and probably two anti-aircraft cruisers. The unit was escorted by Sunderland flying boats and fighters. The forces are on northeasterly courses and are presumably to cover the further withdrawals from Northern Norway.

Towards 1515 air reconnaissance sighted a convoy of 6-8 ships, escorted by 2 heavy cruisers and 8 destroyers, on southwesterly course about 180 miles northnortheast of the Faroes. Single unescorted freighters were also reported on southwesterly course

10 June 1940

CONFIDENTIAL

about 350 miles north of Trondheim. Enemy air reconnaissance was obviously trying to gain an insight into the movements of our forces and to ascertain their positions. It was able to inform all forces in the afternoon that no German forces were sighted as far as Kristiansund.

In the meantime the Admiralty has no doubt, in view of the German announcement and repeated inquiry by radiogram, about the losses in action on 8 June. The Admiralty announced in the evening that the aircraft carrier GLORIOUS, transport steamer ORAMA, steam tanker OIL PIONEER, as well as destroyers ACASTA and ARDENT were lost during the Fleet operation to evacuate Narvik. The submarine CLYDE was detected off Trondheim in the area of the Frohavet. It is to be assumed that the enemy, as soon as he has recognized Trondheim as a base for our operations, will increase his submarine disposition to the west in this area. The danger of submarines and anti-submarine measures must, therefore, be given great attention in the Trondheim area.

On the evening of 9 June the British Commander, Submarines informed submarines at sea that there were indications of an attack by German forces against the east coast of England at daybreak on 10 June. It can be concluded from this instruction that several enemy submarines have taken up a kind of defensive disposition on the east coast of England.

Southern North Sea/Channel:

It is apparent from radio traffic in the Channel area that the supplies of ammunition and foodstuffs for troops encircled on the Channel coast are being effected from Cherbourg and Le Havre; withdrawals lead to Brest. British and French destroyers are being sent out on these assignments.

Significant is a French inquiry in Plymouth as to whether arrangements can be made for return to Cherbourg of gear which was taken from French troops evacuated from Flanders.

Shipping Losses:

The British steamer BARON ELPHINSTONE (4,600 tons) damaged off Cross Sand by bombs or torpedoes. The British steamer MARTIS (2,500 tons) and another vessel struck mines off North Foreland.

For survey of data gained from radio monitoring during the week 2-9 June see Radio Monitoring Report No. 23/40. Attention is drawn

to the activity of the radio monitoring group embarked on the GNEISENAU during the North Norwegian operations and to the results achieved during engagements by interference or deception of the enemy.

Own Situation

Atlantic:

Nothing special to report. Ship "10" sailed as planned. The Italian Navy has been informed of the following positions of our auxiliary cruisers. One auxiliary cruiser each in the North Atlantic operational area west of 30° W and in the western part of the Indian Ocean west of 80° E. A third one on passage into the operational area of the Indian Ocean east of 80° E in the southern part of the Pacific. Alternative areas are the South Atlantic and southern part of the Pacific Ocean.

The Naval Attaché in Rome has been instructed to submit proposals, if the Italian Navy wishes limitation of the operational area of our auxiliary cruisers in the Indian Ocean to the north, and to inform us of the positions of Italian vessels in foreign waters.

Northern Waters:

Battleship Operations:

Our forces, with the exception of the damaged SCHARNHORST, left Trondheim in the morning in accordance with the instructions from Naval Staff and Group West, for further operations against returning enemy transports. On the basis of the enemy situation reported in the afternoon, which was considered by Group West to make a successful operation against enemy convoys doubtful, the Group at 2315 instructed Commanding Admiral, Fleet to put into Trondheim if he thought it advisable. It is not desired to have the battleships pass frequently through the area off Trondheim (the Frohavet) owing to submarine danger. Naval Staff takes the view that the Task Force GNEISENAU-HIPPER can withdraw without danger into northern waters when the enemy situation allows, so as to operate from there from the refuelling bases (NORDMARK and DITHMARSCHEN) for several days against enemy convoys and against the Iceland area. Immediate return to Trondheim was not necessary in Naval Staff's view.

10 June 1940

CONFIDENTIAL

The battleship SCHARNHORST reports damage through torpedo hits (see radiogram 0030). Unfortunately breakdowns and damage (among other things, turret C out of action, side armor and starboard shaft damaged) will probably require a very long dockyard period. As soon as two engines are in working order, the ship is to start on return passage escorted by torpedoboats which arrived today (GREIF, KONDOR).

The question of oil supplies is specially important for the use of Trondheim as a Fleet base. The tankers SCHWARZES MEER and FRIEDRICH BREME have been made available by Group West. The tanker SAMLAND is in Trondheim, the tanker ADRIA is proceeding to Bergen to fill up.

Commanding Admiral, Fleet and Commanding Admiral, Norway both consider anti-submarine defense in the Trondheim area completely inadequate and urgent steps to remedy this to be necessary. Minesweeper forces for urgent transport assignments of the Army are also required for Narvik. Commanding Admiral, Norway has again made an urgent request for experienced submarine-chaser units and an up-to-date motor minesweeper flotilla for Trondheim. Group West therefore requests transfer of the 1st Minesweeper Flotilla from the Baltic to the North Sea area, as available forces are at present insufficient for mine and anti-submarine patrol. According to the Group's report 6 out of 10 modern minesweepers, 3 out of 5 submarine-chasers with small echo-ranging gear and 2 out of 4 motor minesweeper flotillas are in Norway.

Naval Staff acknowledges the request from Group West and has made available the 1st Minesweeper Flotilla from the Baltic area. The resultant difficulties in carrying out defense assignments in the area of Group Baltic are realized. The limited number of minesweepers and submarine-chasers, however, requires concentration altering according to current requirements. After withdrawal of the 1st Minesweeper Flotilla the escort tasks to be carried out by Group Baltic in connection with the operations in the west are to receive support if necessary by forces of Group West.

The Groups have been informed accordingly.

Narvik:

Reports on the complete evacuation of the North Norwegian area by the British have been confirmed. Northern Norway is thus also in German hands. The capitulation negotiations were concluded on 10 June.

(For wording see War Diary, Part B, Vol. V, page 149.)

The Norwegian campaign has thus been concluded victoriously. The sacrifice of our destroyers and their able commander has not been in vain. Decisive victory was due to the operational readiness of the destroyers' crews, the untiring efforts of the Air Force and the heroic, stubborn fight by our mountain troops as well as to the excellent and tenacious leadership of their Commander, Lt. General Dietl.

According to special reports the British withdrawal was mainly due to supplies being too costly and difficult. Upon announcement of this decision the Norwegian Army declared that it was forced to capitulate owing to the British withdrawal.

Southern North Sea/Hoofden/Channel:

Patrol boat "801" was lost through striking a mine northwest of Schiermonnikoog.

PT Boat Operation:

The 1st PT Boat Flotilla sent out two boats into the area east of Lowestoft and three into the Cross Sand area. Attacks on a convoy and destroyers were unsuccessful. The boats were chased by destroyers and heavily fired on. A new attack was unsuccessful. They were again fired on by destroyers between smoke screens.

Naval Staff attaches increased importance to the speedy transfer of the PT boats further west in view of the development in land operations. Evacuations from the area between Bresle and Seine which are at present being detected and will probably increase in volume seem to offer particularly good prospects for PT boat operations in this area, with Boulogne as their base.

Group West, which has been informed accordingly, does not plan operations from Boulogne until the mine situation is cleared up. The earliest possibility of this appears to be on 18-20 June. Naval Staff's views can be seen from the reply to Group West:

Naval Staff is of opinion that neither the enemy situation nor the mine situation off Boulogne has a decisive influence on PT boat operations. The great advantage of using PT boats is just that they are independent to a great extent of the mine situation. In critical cases a favorable tide can be utilized. If necessary operations can be carried out with an intermediate stop in Boulogne.

10 June 1940

CONFIDENTIAL

The Hook of Holland can then still be the main base until it is possible to transfer a depot ship. Naval Staff fears that if clarification of the mine situation is awaited, prospects of success will decline through another enemy deviation owing to the rapid developments in the situation on land. At present there is heavy transport traffic from Cherbourg to Le Havre.

Holland/Northern France:

Enemy air activity in Ijmuiden and the Hook of Holland without success. Railway battery "Gneisenau" ready for firing in Ijmuiden.

Calais:

The port of Calais will be ready as a submarine base from about the end of the week. Submarine dockyard with repair base is ready for use when control is taken over by Germany.

Skagerrak/Kattegat:

No submarine reports.

Mine Situation:

During the night of 10 June there were further enemy flights in the area Flensburg-Eckernfoerde-Kiel-West Baltic as far as Warnemuende. Mines and bombs were dropped. The areas in question and the Kiel Canal are at present closed. In order to combat enemy flights at night, especially in the area over the Great Belt, the Great Belt from Kjels Nor to the Schulzgrund has been declared a prohibited flying area from 10 June daily from 2200 to 0400.

Net barrages laid as agreed in the northern outlet of the Sound, including the land connections on the German and Swedish side.

Transport Situation according to plan.

A survey of transport carried out from 3 April - 4 June shows:
472 runs totaling 2,012,376 G.R.T.

Survey: 97,006 men, 14,194 horses, 18,580 vehicles, 97,006 tons additional cargo.

Submarine SituationAtlantic:

No changes.

U "43" (northwest corner of Spain) reports, upon inquiry, slight traffic, good possibility of offensive action.

U "38" arrived off the North Channel.

The situation is thus as follows:

Northwest corner of Spain: U "29", "43", "46", "48", "101".

Off the North Channel: U "47", "32", "38".

West of the Orkneys: U "56", "58".

West of the Shetlands: U "A", "28".

Northern North Sea: U "25", "30", "51", "52", "65".

North Sea:

U "60" on return passage. No successes.

Air forces were sent out against searches which are being made for the wreck of U "13" at position 51° 19' N, 2° 13' E (see radiogram 1640).

Merchant Shipping

1. The Swedish Government has granted 19 million Kr. for the construction of the Falsterbo Canal and for deepening of the channel in the Kalmarsund.
2. The Naval Attaché in Helsinki reports: according to information from the Naval Staff all ports on the Gulf of Bothnia are open. Towards Kotka-Oeregrund the fairway has

10 June 1940

CONFIDENTIAL

been opened to shipping. Petsamo traffic is possible. Upon reporting, ships receive pilots at the Finnish-Norwegian frontier near Kaposkar and must keep west of 31° longitude, since there are mines to the east.

3. German announcement of minelaying in the northern outlet of the Sound: The northern outlet of the Sound was mined on 9 June from 65° 7' N, 12° 32.6' E at the border of Swedish territorial waters in the direction of Ellekilde Hage. There is a narrow gap in the barrage, marked by buoys, off the Danish coast at about 10 m. water depth. No compulsory pilotage.

Shipping is warned against traversing the mined channel outside the gap in the barrage. Instructions of the patrol vessels should definitely be followed. When approaching the mined area a sharp look-out should be kept.

4. Mediterranean: The Italian Admiralty announces: shipping endangered in the Sicilian Channel.

Situation on Land

Further successful advance on the entire front. The enemy is withdrawing over the Bethune. Enemy line Veauvais-Compiègne broken through by us. Substantial evacuations from Paris. Withdrawals to Reims.

Air Situation

See Air Force Events of the Day.

Two air corps attacked ships and harbor installations in Le Havre in the late afternoon. Numerous hits were scored on transports and small ships. One destroyer was sunk by a direct hit from dive-bombers and a further one severely damaged.

Items of Political Importance1. Italy:

Mussolini entrusted by the King of Italy with the high command on all fronts. (Press gives out the following war aims: free access to the ocean by driving Britain out of the Mediterranean, Tunis, Malta, Corsica, Nice, Savoy.)

First reaction to Italy's entry into the war:

Great Britain:

Wild abuse of Italy, spasmodic optimism. Italy's behavior is said to be a treacherous blow.

U.S.A.:

Roosevelt's speech before Virginian students only established the following:

- 1) Sympathies for the Allies require material support.
- 2) Increased rate of delivery of war material to the Allies will be to the benefit of U.S. armament. Accusations by Roosevelt and strong attacks in the press against Mussolini.

An official U.S. declaration on this question is not to be expected just yet (Hull). Increased desire for intervention.

Turkey:

Great reticence on the part of Government and press. No entry into the war.

Balkans:

Quiet reception of the Italian intervention, official reticence everywhere.

Spain:

Declares herself a "non-belligerent". Further demonstrations for the return of Gibraltar to Spain.

Japan:

Agreement. Desires that Italy avoid incidents which could spread the war to East Asia.

South America:

Some pro-Italian press comments, in general however rejection. Brazil and the Argentine declare their strict neutrality in the new conflict.

2. Norway:

The agreement regarding surrender by Norwegian troops was concluded during the night of 10 June. Norwegian frontier defense against Finland will continue under the German High Command. The Norwegian High Command will not have any communication with foreign countries and will see to it that the civilian population also has no communication with enemy countries.

The British Ministry of Information reports that withdrawal of Allied troops has been carried out in agreement with the King and Government of Norway. Troops and material from Northern Norway can now be more usefully employed elsewhere in order to combat German predominance and re-establish Norwegian independence.

3. Great Britain:

Churchill's message to Reynaud that further British troops have been sent to France and that more will follow.

4. U.S.A.:

For survey of the situation in America see Political Survey No. 134. As is seen from this, at the present moment the views of the separate republics of America are not uniform. The Argentine and Uruguay are anti-German in policy, Chile, Mexico and the other central States are wavering because the predominance of the U.S.A. does not suit them; Brazil seems to be the least affable towards the U.S.A.

The U.S. State Department announces that on 11 June at 0500 an unidentified submarine stopped the passenger steamer WASHINGTON. The Commander at first demanded that the 1,020

passengers leave the ship, but later allowed her to continue her passage. U "101" reports on this: "0630 mistook the WASHINGTON for a captured Greek vessel. Radio traffic for 1½ hours on the subject of leaving the ship. After discovery of error parted on apparently good terms." No political repercussions are expected from the incident.

Conference on the Situation with Chief, Naval Staff

Special Items

1. Battleship Operation:

Chief, Naval Staff does not agree to the battleship group putting into Trondheim again. The extensive data at present from the Radio Monitoring Service, combined with great possibilities of air reconnaissance from the Norwegian area, must be utilized. Therefore a thrust against the enemy blockade position in the Iceland area is to be carried out as soon as possible.

A report by Naval Intelligence Division, Communications Intelligence, Radio Monitoring Reports Branch (Lt. Cdr. Teubner), who was aboard the GNEISENAU during the battleship operation, generally confirms the previous views on Operation "Northern Norway". Naval Staff has the impression that Commanding Admiral, Fleet, as opposed to his original plan, first came to his decision not to make a thrust into the Harstad area but to operate against the enemy convoy in the course of the Commanders' discussion which took place under peacetime conditions in northern waters on 7 June from 2030 to 2200.

The embarkation of the radio monitoring group proved very worthwhile and is in future to be effected in all operations.

The presumption is confirmed that the sighting report made by the enemy on 5 June of two steamers 300 miles north of the Shetlands, which possibly caused the movement of heavy enemy forces into the Iceland area, is to be attributed to sighting of the supply ship DITHMARSCHEN, which at this time was taking avoiding action before a steamer.

2. Italy's Entry into the War:

Commander in Chief, Navy has addressed the following telegram

11 June 1940

CONFIDENTIAL

to the Under Secretary of the Italian Navy, Admiral of the Fleet Cavagnari.

On the occasion of Italy's entry into the war on the side of Germany I transmit to your Excellency my cordial greetings and wishes. May the Fleet of Fascist Italy, which is allied with us in true brotherhood in arms, achieve the greatest successes under the worthy command of your Excellency.

Grand Admiral Raeder.

Now that Italy has joined us as an active partner in the war, Chief, Naval Staff has ordered that the Italian Navy is to be given the greatest support by handing over valuable experiences and information and equipment so far kept secret. The following are concerned:

- a) Characteristics of and measures against British ground mines.
- b) Submarine questions - Splashless air-discharge - electric torpedo explosive charge.
- c) Radar. Query as to whether Italians possess such gear, perhaps handing over such.
- d) Anti-submarine measures: echo-ranging sets.

The Italian Naval Attaché, Captain Peccori, was informed of these matters in the afternoon at the office of Chief, Naval Ordnance Division and requested to send specialists from Italy for further discussions.

3. A teletype has been received from Armed Forces High Command that operation "Naumberg" (transfer of troops on the BREMEN and EUROPA to Northern Norway) has been canceled but that, in spite of this, the two ships and also two further ones (GNEISENAU and POTS DAM) are to be prepared and converted as troop transports. The purpose of the planned operation is not named. The conversion of the BREMEN and EUROPA will entail great difficulties (to some extent very extensive conversion, structural alterations, installation of reinforcements). Naval Staff, Service Division, Transport Branch has received instructions to make a thorough investigation of the question of conversion and preparation. The Fuehrer is to have the difficulties pointed out to him again.

It should be stated that the order of Armed Forces High Command

11 June 1940

CONFIDENTIAL

for preparation of ships without a statement on the nature and purpose of the operation intended does not give Naval Staff a chance to make adequate preparations and fulfill assignments which may be based in this way on completely false presumptions and preparatory measures. Naval Staff must decide, according to the operational situation and assignment, what ships are suited and are to be prepared for a projected operation. Armed Forces High Command will be requested in future cases to inform Naval Staff in a directive of the nature and extent of the proposed operations.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The Australian troop transport, consisting of large, fast steamers, is in the area of the Canaries or further north. The HERMES, DORSETSHIRE, SHROPSHIRE and the auxiliary cruiser PATROCLUS were detected as escorts. Presumably the ARGUS and RESOLUTION, which have been in Gibraltar for a short time, are also to provide escort for the transport.

France:

Nothing special to report.

An Italian report states that on 30 April a heavy explosion occurred aboard the French destroyer MAILE BREZE (2,441 tons) in Greenock; this was probably the detonation of a torpedo warhead. The ship had to be abandoned and was sunk at sea by gunfire.

Northern Waters:

Iceland Area:

Patrol line of the auxiliary cruisers moved to the west. Beginning of new patrol system on 13 June at 0900. Seven auxiliary cruisers are to carry this out, 20 miles apart, bearing 138° from the light

11 June 1940

CONFIDENTIAL

off Aloidruhamrar (south Iceland), courses alternating 240° or 60°, turn every 12 hours, so that at 1500 course is 240° and at 0300 it is 60° (see Radio Monitoring Report 1150).

The exact data on this blockade line is extremely valuable for the intended thrust by our battleships into the Iceland area. A speedy raid against these patrols is of great importance for exploitation of this detailed data from the Radio Monitoring Service and for bringing Ship "10" through into the Atlantic. At the same time Commanding Admiral, Submarines will send out submarine U "A" against the auxiliary cruisers.

Norway:

An enemy unit consisting of 1 battleship, 1 aircraft carrier, 1 cruiser and 2 destroyers was sighted between 0800 and 0900 about 360 miles northwest of Trondheim standing on and off. This was obviously part of the escort force of the convoy designated "Group 2" which in the meantime has proceeded to England with the remainder of the escort.

An enemy submarine was located off Trondheim.

Towards 1100 a British plane reported 3 cruisers and 4 destroyers in Trondheim Fjord. A weather report was transmitted for a bomber formation which, as expected, carried out a bombing attack on Trondheim in the afternoon with 12 planes. The attack was unsuccessful; 3-4 enemy bombers were shot down.

North Sea:

Sullom Voe on the Shetlands was established to be a British destroyer base.

Channel Area:

On the French Channel coast west of Dieppe small units of soldiers were embarked on British destroyers and patrol vessels from the beach. During air attacks a French steamer (5,000 tons) was sunk in the area off Le Havre.

11 June 1940

CONFIDENTIAL

Own Situation

Atlantic:

Atlantic ships were informed of enemy movements (see radiogram 1738).

Norway:

Narvik:

Two 15 cm. batteries are at present scheduled for seaward defense of Narvik; they are already waiting to be loaded in Hamburg. Commencement of the necessary measures for transport and speedy transfer to Narvik has been ordered by Naval Staff. The anti-aircraft defense of Narvik is, in Naval Staff's view, the task of Commander in Chief, Air Force (Group West, Commanding Admiral, Norway and Armed Forces High Command have been informed accordingly).

Trondheim:

Commanding Admiral, Fleet, with all forces, put in to Trondheim Fjord at 0615. Three submarine-chasers have been ready for operation in Trondheim since 10 June for anti-submarine patrol. Transfer of tugs and pump ships has been arranged.

Exploratory ships on the outward routes by the 2nd Minesweeper Flotilla.

The weakness of Trondheim still undoubtedly lies in the danger of submarines and planes, while the danger of mines in the main departure channel of the Frohavet is regarded as slight in view of the great water depths. The transfer of further submarine-chaser groups to Trondheim will have to be carried out as soon as possible. The danger from the air has lately been met by a great increase in anti-aircraft defense. Group West also requests that suitable fighter and bomber formations be stationed in Trondheim until further notice so that it may be utilized to the full as a Fleet base.

Southern North Sea/Hoofden/Channel:

A thrust by three boats of the 1st PT Boat Flotilla led into the vicinity of Smith's Knoll and from there into the area east of

11 June 1940

CONFIDENTIAL

Cross Sand. Owing to the brightness of the night and phosphorescence of the sea, the steamers attacked were able to avoid the torpedoes, especially as some were surface runners. Defensive gunfire by some steamers. No losses on our part. The boats of the 2nd PT Boat Flotilla were transferred to Boulogne during the night of 11 June.

Commander, Naval Air, West reports the destruction of an enemy patrol boat west of the Shetlands by a Do 17 during reconnaissance on 10 June and attacks on various steamers.

Skagerrak/Kattegat:

No submarines detected in spite of very thorough patrol by units of Commanding Admiral, Defenses, Baltic.

Mine Situation:

During enemy flights over Schleswig Holstein and into the western Baltic during the night of 11 June it is assumed that mines were dropped. The areas in question are closed for the present. A mine was discovered on land in Gluecksburg.

Transports are proceeding to Larvik and Oslo as planned.

The cruiser NUERNBERG is proceeding through the Skagerrak with torpedoboat and air escort.

During control of merchant traffic in the Skagerrak several steamers on a suspicious course were brought into Larvik by naval air forces.

Submarine Situation

No substantial changes.

U "25", "43" and "29" are shadowing convoys, obviously without result. U "65" and "61" put in to Bergen.

The submarines at present in the sea area of the Shetlands in view of British return transports from Norway have received orders to proceed on into the Atlantic.

11 June 1940

CONFIDENTIAL

Merchant Shipping

Own Shipping:

Nothing to report.

Foreign Shipping:

Numerous Italian merchantmen are being seized in British ports or taken prize or scuttled at sea. It is incomprehensible that Italy was unsuccessful in withdrawing her merchant ships in good time from seizure by the enemy in view of the preparations planned for entry into the war and the date which had been fixed for a long time.

A British announcement gives British merchant shipping losses off Dunkirk as 24,000 tons, also merchant shipping losses in the week ending 2 June as 11 British totaling 54,715 tons, 4 French totaling 17,913 tons and 3 neutrals totaling 7,923 tons.

Situation on Land

Army Group B, after overcoming the Bresle sector, is pursuing the retreating enemy on the entire front. Rouen was taken. Bridgeheads over the Seine. Near Compiègne the 6th Army broke through enemy positions. The 9th Army crossed the Ourq and the Marne. The 12th Army gained ground on the south bank of the Aisne in spite of hard enemy resistance.

General impression: Enemy in retreat everywhere.

Air Situation

See Air Force Events of the Day.

Support for fighting on land. Repetition of attack on Le Havre and convoys. Bombs dropped successfully; several transports badly damaged or sunk.

The Italian Air Force carried out a successful attack on Malta.

12 June 1940

CONFIDENTIAL

Items of Political Importance

Great Britain:

The British Dominions of Canada, South Africa, New Zealand and India have declared war on Italy. Australia has not done so yet, but mass arrests of Italians living there are taking place.

Further attacks in the House of Commons against Mussolini's "stab in the back" policy. The resources of America will ensure victory.

France:

Extensive evacuation of Paris has begun.

Italy:

No state of war so far between Italy and Egypt.

In Tunis, call to Italians for loyalty. No internment, as the number of Italians in Tunis is almost as great as that of French.

Lithuania:

New demands and accusations by Russia to Lithuania. Situation critical.

Turkey:

Turkey remains neutral, if peace in the Balkans is maintained and only Italian demands in the Mediterranean outside Turkey are carried through.

U.S.A.:

Neutrality law is extended to Italy. The Mediterranean is closed to American merchantmen. The west coast of Portugal and northwest coast of Spain remain open. Lisbon is the most important European port for American ships.

Conference on the Situation with Chief, Naval StaffSpecial Items1. Battleship Operation:

A telephone conversation between Chief of Staff, Naval Staff and Group West has revealed that yesterday's order by the Group to the GNEISENAU and HIPPER to put into port was due to the enemy situation. However, Group West also considers the situation such that speedy execution of further thrusts by the Task Force GNEISENAU/HIPPER into northern waters and the Iceland area must be attempted with all the means in our power. The Fleet Command obviously sees its main assignment at present in protection of the Norwegian coastal route by battleship operations and in the safe return of the damaged SCHARNHORST.

This view is not shared by Naval Staff. The task of coastal defense is not a matter for the battleships. Return of the SCHARNHORST, even without escort by the GNEISENAU Task Force, is to be carried out. Moreover, most favorable diversions may be achieved for the return passage of the SCHARNHORST by thrusts into the Iceland area, where there are great operational and tactical possibilities of success. Above all something must be done soon in order to exploit to the full the particularly favorable operational situation at present. If, regarding supplies for the destroyers, there are fuel difficulties, the GNEISENAU and HIPPER must, if necessary, carry out the operation without destroyers, a strong destroyer escort only having the task of escorting the Task Force safely through the waters off the Norwegian coast which are endangered by submarines.

2. Dockyard period of the battleships and the KOELN:

In view of the SCHARNHORST's breakdown following a torpedo hit, a dockyard period for the GNEISENAU can on no account be sanctioned at present for operational reasons. Since the KOELN must undergo a dockyard period in view of her condition, Chief, Naval Staff has decided that she is to go into dock now and must therefore be counted out of operational assignments which Group West had planned for her originally (minelaying).

3. Conversion of the BREMEN and EUROPA:

An inquiry to Armed Forces High Command has revealed that the conversion of the ships which it ordered is intended for an

12 June 1949

CONFIDENTIAL

operation against Iceland which may be carried out later. Actually the ships are little suited for transport of troops with gear, as they are equipped constructionally as pure passenger steamers only for carrying a large number of passengers with a relatively small amount of light luggage but on no account for carrying heavy loads. Transport of heavy Army vehicles and gear requires difficult conversion, since it will be necessary to break away bulkheads and remove internal fittings to create the necessary loading space (e.g. conversion of the 1st Class lounge, library and 2nd Class lounge for accommodation of horses). The number of motor vehicles which can be carried on these ships is very small in ratio to the number of troops. In short, the investigation by Service Division, Transport Branch shows that if the BREMEN and EUROPA are used:

- a) considerable dockyard work must be carried out,
- b) fittings and equipment of the ships will be very much affected,
- c) the tonnage expended will bear no relation to the troop transport capacity which can be utilized,
- d) transport of gear and vehicles will only be possible to a limited extent.

Naval Staff takes the following view regarding an occupation of Iceland:

An occupation of Iceland will not entail any improvement of the strategic situation at present, since the sea area around Iceland and between Iceland and the Faroes is not controlled by German forces and utilization of Iceland as a base for German forces is out of the question. Landing operations will entail great risk on the outward passage under present conditions, bearing no relation to the military advantage gained by utilizing the area. In spite of doubtful prospects on the outward passage the operation could nevertheless be carried out under certain conditions (enemy situation, weather). No guarantee could be given to hold the area owing to the lack of any supply, for which the Navy could under no circumstances be responsible.

Possibly at a later date, which the Fuehrer presumably has in mind, there will be other considerations for the practicability of this operation.

12 June 1949

CONFIDENTIAL

4. Assessment of the mine situation in the Channel and order for our own minelaying on the southeast coast of England:

Possession of the north Channel coast of France gives a new aspect to mining of the Channel by the British as well as to our own minelaying plans against the southeast coast of England.

British minelaying in the Straits of Dover has so far sealed off this entrance to the Atlantic against penetration by submarines and through-passage.

Following the occupation of the Channel coast the next aim is to free this route for submarine operations against the British sea communications to the west. It must be the task of a systematic mine reconnaissance to investigate at once the data so far obtained from Naval Intelligence Division (see reports of Naval Intelligence Division), with the object of creating as soon as possible a route off the French coast in deep water and of making the enemy barrages serve our own purposes.

With regard to our own minelaying against the southeast coast of England, the final aim is still completely to paralyze any traffic by sea to London by sealing off the Thames. The changed situation offers improved prospects for this. Apart from the plane, the PT boat is regarded as a suitable minelayer. Both are capable of repeatedly re-mining an area which is already mined. The PT boat has the advantage of a greater accuracy. Since the development of the situation cannot be predicted, it is necessary now, when minelaying, to take into consideration later operational freedom regarding our own mines off the English coast. The assessment of the situation in the enemy mined area Dover-Calais and considerations of Naval Staff regarding further minelaying in the Thames area have been passed on to Group West and Commanding Admiral, Submarines (by 1 Skl. Ic 7937/40 of 12 June - see War Diary, Part C, Vol. VI). Reference is made therein to the following ways and means for successful operations and for making minesweeping activity more difficult:

- a) If possible mixed use of mines (ground mines, as far as water depth allows, moored mines with greatly varying depth-setting, explosive buoys and cutting floats).
- b) Continuous observation of traffic, of sweeping activity and of routes taken.

- c) Minelaying according to the enemy's measures.
 - d) Disruption of minesweeping by air attacks.
 - e) Use of torpedoes alternating with mines.
 - f) Minelaying on recognized routes.
5. Further operational plans for naval warfare following occupation of the Channel coast and control of the Norwegian area may be summarized as follows:
- 1) Continuation of operations from Trondheim with the aim of rolling up the enemy blockade position between Iceland and the Faroes and of destroying the enemy forces in this patrol line.
 - 2) Defense of the supply movements necessitated by the new situation in Northern Norway.
 - 3) Continuation of the PT boat offensive with mine and torpedo in the Channel from western bases on the Channel coast (Boulogne, Le Havre, Cherbourg).
 - 4) Submarine warfare in the eastern Channel from Boulogne and Calais after ensuring safety against mines.
 - 5) Submarine warfare in the Atlantic.
 - 6) Cruiser warfare in the Atlantic and Indian Ocean by auxiliary cruisers.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The HOOD, at present in the Irish Sea area or western part of the Channel, is mentioned in connection with the escort cruisers of

12 June 1949

CONFIDENTIAL

the Australian troop transport. Presumably she will also participate in the escort of this convoy. The ARGUS already left Gibraltar on 12 June, westbound.

German submarines were reported west of Northern Ireland, west of Cherbourg, off the Spanish coast at 42° N and west thereof. Bearings were taken on their radio traffic.

France:

Radio intelligence detected movements of single forces and convoys.

Northern Waters:

Radio intelligence reveals that the battle cruiser REPULSE and the old battleship VALIANT were still some way off Scapa on the night of 11 June. There are no further reports on the enemy from the Norwegian area, apart from the sighting of two destroyers about 180 miles northwest of Trondheim on southwesterly course. On the other hand, lively enemy air activity was detected off Stadtlandet. In addition, the enemy increased his submarine disposition off Trondheim in the knowledge of the arrival of our forces there. The submarine CLYDE in the Frohavet received a priority radiogram on the morning of 12 June; the submarine TRIBUNE was at this time in the Shetlands passage on her way to the Frohavet and another submarine was west of Stadlandet, also making for a Norwegian position.

The enemy barrages in West Fjord became known through a transmission from the radio station in Tromsø to the German High Command. Among others there is a minefield (declared area) in the outer West Fjord on the southeast side between the islands of Maloy and Melligvaer (see radiogram 2000).

Southern North Sea and Channel Area:

Only slight enemy movements in the Channel. During the night of 11 June British and French vessels attempted to embark parts of the 51st British Division in the area of St. Valery. The destroyer CODRINGTON was in command.

The ports of Poole, Dieppe, Le Havre and Rouen have been closed.

Caen and Cherbourg are only open for ships with degaussing equipment.

Losses:

The Polish Fleet Staff in London announces the loss of the submarine ORZEL.

12 June 1949

CONFIDENTIAL

A ship struck a mine off Goodwin Knoll.

Own Situation

For decree by Commander in Chief, Navy, on the conclusion of the Norwegian campaign see War Diary, Part B, Vol. V, page 150.

Atlantic:

Ship "10" commenced further passage during the night of 11 June.

Ships "16" and "36" have been instructed, as an amendment to the operational order, to respect the American neutrality zone for political reasons until further notice, i.e. not to take any offensive action there on their own accord.

The Atlantic ships have been informed of movements of merchantmen, situation regarding operations in the west and alterations in their operational order arising from Italy's entry into the war. Naval Staff will transmit continuous information on Italian forces and on all questions of joint naval warfare. When encountering Italian warships these are to be accorded every possible aid. The ports of the Italian colonies are not to be regarded as bases, in view of their geographical situation and lack of technical facilities, but only as ports of refuge. (See radiogram 1700.)

Plans:

Ship "33" (Captain Krueder) to sail into the Atlantic on about 18 June. Will be ready to sail in Gdynia on 15 June; she will require three days for changing camouflage in the Baltic Sea and will be off Gjedser on about the night of 17 June.

Naval Staff plans that she should sail in the same way as Ship "10".

Group West will control her passage until she crosses 60° N in the Atlantic.

Norway:

Narvik:

General Dietl requests that 200 men of the destroyer crews may be

12 June 1940

CONFIDENTIAL

left here as a railway unit until relieved by Army troops.

Trondheim:

Transports of troops and material by sea to Bodoe and Fauske without incident.

Sweeping in Trondheim-Leden is completed; 97 mines were swept. Work on the Stadtlandet barrage has begun.

Bergen:

Unsuccessful enemy bombing attacks. Several mines, obviously laid by submarines, were swept in Hjelt Fjord. Stavanger minesweeping assignment completed after clearing 45 mines.

Passage of the cruiser NUERNBERG according to plan.

Hoofden/Channel:

Thrust by the 1st PT Boat Flotilla from the Hook of Holland into the Downs on the evening of 12 June.

The 2nd PT Boat Flotilla arrived in Boulogne. Transfer was spotted by the enemy. There were various regrettable casualties (one commander killed, one badly wounded) during several enemy dive-bomber attacks on Boulogne and the PT boats lying in harbor. No material damage. The boats will have to leave Boulogne again owing to inadequate anti-aircraft defense there and owing to limitation of operational readiness through casualties. They will proceed to Rotterdam. The 2nd Air Force is to transfer a mixed anti-aircraft battalion to Boulogne on the evening of 13 June.

Aerial Minelaying off French Ports:

Group West requests that no aerial minelaying be carried out in and off Brest in view of later use of the port.

Naval Staff takes a different view. The same thing applied to all harbors so far mined on the Dutch, Belgian and French coasts. Naval Staff is of opinion that necessary operations which promise success must not be neglected because the measures might later disturb our own plans. This disadvantage must be accepted and is considered to be much smaller than the damage caused by air attacks on harbor installations which must therefore be avoided as far as possible. Naval Staff still considers aerial minelaying against Brest and Atlantic ports, as well as the British ports in question,

12 June 1940

CONFIDENTIAL

to be urgent in view of the disruption of sea transports.

Group West has been informed accordingly.

Skagerrak/Kattegat:

Submarine reported sighted by a plane west of Hanstholm.

Mine Situation:

Enemy flights during the night of 12 June into Kiel Bay and the Fehmarn Belt. Various cases of minelaying observed. The sea areas in question have been closed. The closed areas of the previous days have been re-opened to a large extent after checking or sweeping.

Transport Situation:

Transports of troops to Oslo and Larvik continued according to plan.

Group Baltic plans a certain limitation of assignments in the area of Commanding Admiral, Defenses, Baltic in the near future owing to an urgently necessary rest for the crews and overhaul of material and gear. Transports would then only be carried out every second day. It is planned to return boats to the Anti-Submarine School, Torpedo School and Minelaying School. Delay in troop transports must be accepted and appears possible. Naval Staff agrees with the plans of Group Baltic.

Control of Merchant Traffic:

Ship "23" seized 2,000 kg. of enemy mail in operations against merchant shipping.

Submarine Situation

Atlantic:

In the operational area west of Finisterre - west coast of Spain:
U "46", "48", "43", "101", "29" (designated Group "Roesing").

The submarines have received new attack disposition in view of the convoy of Australian troop transports expected off Finisterre on 13 June.

12 June 1940

CONFIDENTIAL

In the operational area of the Atlantic west of the Bay of Biscay (north of Group "Roesing"): U "47", "32", "28", "57", "25", "38" (designated Group "Prien).

Also, west of the Hebrides: U "52", "30".

West of the Orkneys: U "58".

Crossed 11° W: U "A".

Bergen: U "65".

Return passage: U "56".

Successes:

U "46" reports a strong convoy successfully attacked.

The Radio Monitoring Service reports: British steamers ATHEL PRINCE (8,782 tons) and EARLS PARK (5,230 tons) torpedoed.

Situation Mediterranean

See Vol. "Mediterranean Situation"

The Italians have 60 submarines in the Mediterranean, in submarine lines or at individual waiting positions. There are two submarines west of Gibraltar (Azores/Casablanca and area of the Canary Islands).

Mine barrages laid under the escort of cruisers in the Sicilian Channel and at individual points on the coast.

The British Admiralty announces mine endangered areas in the Gulfs of Venice, Quarnero and Taranto, off the coast of Sicily and Lybia and in Albanian territorial waters (see Radio Monitoring Report 1310).

12 June 1940

CONFIDENTIAL

Situation on Land

Strong enemy forces encircled southwest of Dieppe near St. Valery laid down their arms (20,000 men). Strong bridgeheads formed over the Seine. Great progress on the entire offensive front. Chateau Thierry and Chalons sur Marne taken. Enemy counter-thrusts repulsed.

Defenses of Paris reached.

Air Situation

(See Air Force Events of the Day.)

Very successful air attacks in the coastal area between Dieppe and Le Havre to prevent evacuation of enemy forces. Two troop transports sunk, a further one badly damaged. Effective attacks on boats and tugs carrying men.

The 9th Air Division carried out aerial minelaying during the night of 11 June, with formations of Commander, Naval Air, West participating.

Items of Political ImportanceFrance:

Reynaud's call for help to Roosevelt, in which the French Prime Minister entreats the American President to make an open declaration, in view of France's extremely difficult situation, that the U.S.A. guarantee the Allies every material aid. In a radio appeal to the other democracies: "The life of France herself is now at stake."

Spain:

Official decision of the Cabinet Council to declare Spain a non-belligerent state. Demand for Gibraltar and French Morocco as far as Oran.

Portugal:

The Foreign Ministry has informed Italy that Portugal will defend her neutrality to the utmost against any British demand for the ceding of bases.

Egypt:

Diplomatic relations between Egypt and Italy were broken off under strong British pressure. A declaration of war, however, is only intended if Egyptian ports are bombarded.

Italy:

No internment of the approximately 1 million Italians living in France, but arrest of Italians in Tunis.

Relations between Russia and Italy put on a normal footing by sending an ambassador.

U.S.A.:

Growing pressure on South America with the aim of the whole continent entering the war against Germany. Main resistance in Brazil, Mexico and Chile. Change of U.S. neutrality into "non-belligerence" possible in the near future. Italy's entry into the war is at present moderating the anti-German feeling of Latin America in view of the blood relationship.

13 June 1940

CONFIDENTIAL

Russia:

Fortification of the Rybachi Peninsula and thus a possibility of controlling Petsamo harbor.

Conference on the Situation with Chief, Naval Staff

Special Items

Fleet Operation from Trondheim:

Task Force GNEISENAU has still not put out for a further operation. Group West has been instructed to report as soon as possible plans for further conduct of the operations from Trondheim or present plans of Commanding Admiral, West.

The teletype crossed with a report from Commanding Admiral, Fleet that he is forced to request his relief owing to renewed illness. Chief, Naval Staff has ordered command of the Fleet to be taken over by Vice Admiral Luetjens, as Commanding Admiral, West.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

The cruisers SUSSEX and NEWCASTLE have been on operation in the last few days in the area west of the Hebrides - Ireland.

Radio intelligence detected various movements of auxiliary cruisers and submarine warning reports, which were passed on to the Australian troop transport for the area Biscay-Cape Villano. Apart from the aircraft carrier ARGUS and the cruiser CUMBERLAND, the cruisers DORSETSHIRE and SHROPSHIRE are also with the transport (position north of Gibraltar).

13 June 1940

CONFIDENTIAL

Commander in Chief, Air Force has made available reconnaissance planes and bomber formations of the 2nd Air Force in the French area for operations against this valuable convoy, which is expected in the Bay of Biscay on 14/15 June. Results of long-range reconnaissance are to be transmitted to submarines. (See radiogram 2330.)

France:

Overseas radio communication with the Navy in Paris has been broken off. Movements of part-convoys in the Brest and Gironde area and in the Bay of Biscay.

Northern Waters:

The VALIANT and REPULSE are obviously at sea. (Both left convoy "Group 2" apparently on 9 June).

In the morning British carrier-borne planes (about 25) attacked Trondheim and the naval forces lying there. On the basis of a chart found on a carrier-borne plane shot down in Trondheim, the carrier must have been about 100 miles westnorthwest of Trondheim. (See Own Situation.)

Radio monitoring established two enemy submarines in the Frohavet. A further submarine was sighted by air reconnaissance 60 miles west of Sogne Fjord.

North Sea/Channel:

The submarine PORPOISE carried out a minelaying assignment in the North Sea on 13 June.

Slight enemy movements in the area of Cherbourg. Troops were embarked at an unidentified point on the coast.

Own Situation

Atlantic:

Nothing special to report. Atlantic ships were informed of the political situation as a whole, state of Army operations and

13 June 1940

CONFIDENTIAL

regarding enemy disposition of forces (see radiograms 1522, 1842, 1900, 2103, 2346).

The tanker ESSO is scheduled as supply ship for auxiliary cruiser Ship "45" and is also to carry out assignments for the Ministry of Economics. The ship is to proceed with Ship "45" on the Siberian sea route to East Asia. Group West will control outward passage until she crosses 40° E. For sailing order see War Diary, Part C, Vol. IX.

Norway:

Narvik/Kirkenes:

In contrast to the coastal defense of Narvik, Naval Staff considers it necessary to have only an artillery defense of the German garrisons to be established in Harstad, Tromsø and Kirkenes (yet to be occupied). Batteries for firing at naval targets are, therefore, not scheduled for these ports. A certain artillery defense will, however, be possible by setting up captured guns.

Trondheim:

The NUERNBERG put in to Trondheim.

Task Force GNEISENAU is still lying in harbor. The long wait there, without carrying out continuous operations in northern waters, is most undesirable as it gives the enemy the chance, in view of our inactivity, to reinforce his submarine disposition off Trondheim (this is already in progress) and to weaken the power of our forces by continuous air attacks. In today's attack by the carrier-borne planes a dud bomb fell on the deck of the SCHARNHORST and recoiled from the reinforced upper deck. Fortunately anti-aircraft and fighter defenses succeeded in shooting down 11 of the attacking enemy planes.

The Fleet reports that the SCHARNHORST will not be able to sail before 16 June (1700 cbm. water in the ship, pumping out with bilge pumps unsuccessful, trial run 15 June). The development in the situation has convinced Naval Staff that it would have been better if the ship had been withdrawn on 9 June at once to her home base without putting in to Trondheim.

13 June 1940

CONFIDENTIAL

The 5th Air Force plans to transfer its staff and the main part of its planes to Stavanger in view of the projected operation against England, in the belief that formations in Trondheim are no longer of such great importance. On the other hand, the Fleet rightly points out that the importance of Trondheim as a base for naval operations is most dependent on the extent of anti-aircraft defense, fighter cover and the presence in Trondheim of dive-bombers and coastal patrol formations.

In a teletype to the 5th Air Force, Naval Staff again emphasizes the importance of Trondheim as a base for naval forces and the necessity of its anti-aircraft and air defense.

Southern North Sea/Channel:

The 1st PT Boat Flotilla carried out an operation with three boats during the night of 12 June in the area of Cross Sand, without encountering any targets. The boats returned to Rotterdam.

Since operations by PT boats in the Channel area must be carried out from Boulogne as soon as possible, Admiral, Northern France has been instructed by Chief, Naval Staff to establish camouflaged anchorages for PT boats in Boulogne as soon as possible.

Skagerrak/Kattegat:

Anti-submarine patrol apparently detected submarines off Lasoe and east of Larvik. Submarine-chase without success. The presence of enemy submarines is still doubtful and in the Kattegat improbable.

Mine Situation:

Nothing new to report. The Great Belt is open to shipping. Check-sweeping and exploratory sweeps according to plan.

Transport Situation:

Transports, empty transports, escort and air cover without incident.

A request from Group West for transfer of the 1st Motor Minesweeper Flotilla has had to be rejected by Naval Staff, since this

13 June 1940

CONFIDENTIAL

Flotilla, as the only fast defense flotilla of Commanding Admiral, Defenses, Baltic for fast troop transports to Norway, cannot be given up yet (instead transfer of Minesweeper "11").

Submarine Situation

No change on the whole.

Group "Roelsing" consisting of five submarines in the operational area.

The attack disposition of Group "Prien" has been moved 20 miles further north in view of the expected Halifax convoy. The submarines were informed of the rendezvous of the convoy with home forces on 17 June about 300 miles west of Brest. Until arrival of the convoy west of 11° W and south of $49^{\circ} 30'$ N attacks are permitted only on warships from cruisers upward.

Successes:

U "25" sank the auxiliary cruiser SCOTSTOWN (17,000 G.R.T.) in the area 57° N 10° W (west of the North Channel).

U "56" reports, after return, sinking of an escorted passenger steamer of 12,000 tons north of the Minch on 30 May.

Mediterranean Situation

See Volume "Situation, Mediterranean".

The Italian Armed Forces report announces the torpedoing of a cruiser and a 10,000 ton tanker. No engagements by surface forces.

13 June 1940

CONFIDENTIAL

Situation on Land

Le Havre taken. The first troops are pushing into Versailles.

Paris is declared an open city. Enemy front everywhere withdrawing, sometimes with heavy fighting. At many places, however, signs of disorder. The Marne crossed at several places with strong forces. Defenses of Paris penetrated.

Norway:

Tromsø and airfield of Bardufoss occupied.

Air Situation

See Air Force Events of the Day.

Concentration with Army Group A and in the sea area between Caen and Le Havre; 4-5 transports sunk, several ships damaged by bomb hits.

The 9th Air Division carried out aerial minelaying off the French and English coasts, naval air formations participating.

14 June 1940

CONFIDENTIAL

Items of Political Importance

Great Britain:

The British Government has addressed a message to the French Government in which it is again emphasized that Great Britain will continue to send every help. Great Britain renews her promise of help and will exploit every conceivable means in order to bear the burden of war losses. England will never stop fighting until France is again restored and secure in her entirety and the oppressed peoples and civilization are freed from the nightmare of Naziism.

France:

Paris evacuated by French troops; at 1100 discussions on surrender of the city. In the afternoon the first German troops entered Paris. The French Government has moved to Bordeaux.

Still no answer by Roosevelt to Reynaud's appeal for help.

Spain:

The Spanish Government is carrying out military occupation of the Tangier area for the maintenance of its neutrality.

The occupation of Tangier affects a strong British interest, since possession of this town by a Spain rising to great power entails the greatest threat for control of the Straits by England. No reaction by France is expected; reprisals by Britain also appear unlikely, since she has no interest in provoking Spain's entry into the war in view of her dependence on Spanish ores. Nevertheless, the possibility of an attack on the Canary Islands must be reckoned with.

Turkey:

Unofficial reports from Turkey state that although she will adhere to her obligation to the Allies, she will not allow Italy's action to be deduced as such an obligation.

According to Protocol 2 of the Ankara Pact, Turkey is not obliged to take any action, the effects and results of which would bring her into conflict with Russia. Turkey intends to repeal fulfillment

14 June 1940

CONFIDENTIAL

of her obligations by reference to this Protocol and to keep herself out of the conflict.

Sweden:

The German Embassy reports on the very unfriendly tone of the Swedish press.

U.S.A.:

According to a report from the German Embassy, feeling towards Germany has again deteriorated considerably. Hate for Germany has seized the mass of the people. A declaration of war against Germany is demanded and closer relations with Japan at the same time. The American General Staff, on the other hand, takes a more objective view.

Conference on the Situation with Chief, Naval Staff

Special Items

1. Utilization of Trondheim base for naval operations:

The steps taken by the enemy show that by intensified submarine operations and minelaying plans he is trying to make operations by our naval forces from Trondheim impossible. Chief, Naval Staff therefore demands that Group West put into operation speedily all available minesweepers and submarine-chasers in the area of the west coast of Norway, concentrating on Trondheim. Resultant weakening of defense forces in the southern North Sea and Heligoland Bight must be accepted. Either we operate with our forces from Trondheim - which is necessary for strategic and operational reasons - and everything is done to make the base absolutely suitable for operations, or we retain our defense forces in the Heligoland Bight and forego Trondheim of necessity as a base for combat forces.

The demand arising from this is definite and clear. Chief, Naval Staff attaches the greatest importance to active and offensive operations by Task Force GNEISENAU. In order to allow no further delays owing to the illness of Commanding Admiral, Fleet, Naval Staff has determined that sorties are to be carried out if necessary

14 June 1940

CONFIDENTIAL

under Commanding Admiral, Scouting Force, Rear Admiral Schmundt.

2. In a letter to Chief, Naval Staff, Commanding Admiral, Norway again points out the weakness of Trondheim's defense owing to the lack of sufficient defense forces. He also reports on the still inadequate liaison between Air Force and Navy and on the very limited understanding which Army Group 21 has for questions of naval warfare.

Survey of the Situation

Atlantic:

Great Britain:

Radio intelligence intercepted numerous submarine warning reports by British steamers west of Ireland, southwest of Ireland, west of the Channel and west of Northern Spain. Enemy submarine-chase was started accordingly.

The Halifax convoy HX 49, against which our submarines were sent out, is probably delayed by one day. It was originally scheduled to arrive at about 47° 20' N, 12° 40' W at 0430 on 21 June.

France:

On 14 June Admiral, Africa ordered submarines at sea now to observe strictly the 3-mile zone along the Spanish coasts.

Otherwise nothing to report.

Northern Waters/North Sea:

In the area of the Norwegian coast no further enemy forces were detected apart from submarines. Air reconnaissance of Scapa reported 3 battleships, 8 destroyers, 5 cruisers (?), also a number of large transports, tankers and merchant steamers in Scapa. According to radio intelligence the cruisers NEWCASTLE and SUSSEX put in to Scapa on the morning of 14 June. The aircraft carrier ARK ROYAL was sighted by one of our submarines 60 miles west of the Shetlands and was also detected by radio

14 June 1940

CONFIDENTIAL

intelligence in the same area. She is obviously proceeding to the Orkneys, carrying out anti-aircraft firing under way. She reported to the Admiralty air attacks carried out on Trondheim, using 500 lb. (225 kg.) bombs.

Enemy submarines detected about 70 miles southwest of Lister and west of Aalesund.

For disposition of British naval forces in the home area according to radio monitoring see radiogram file, Radio Monitoring Report 0800.

Southern North Sea/Channel:

No enemy movements detected in the eastern Channel area.

Own Situation

Atlantic:

Atlantic ships were informed of shipping movements and the situation in the French campaign.

Norway:

Narvik-Bodoe:

Commanding Admiral, Scouting Force with the NUERNBERG, STEINBRINCK and four minesweepers left Trondheim in the evening for Mosjoen and Bodoe to carry out transport of 400 Army troops to Narvik and Tromsø. Further passage is dependent on the fuel situation in the northern area. (The tanker KATTEGAT, reported lost, has been refloated by the Norwegians and is being transferred to Bodoe.) The NUERNBERG group will at the same time escort the steamer LEVANTE with 1,200 men from Fauske to Narvik.

Commanding Admiral, Norway reports Tromsø ready to receive seaplanes.

Among the prisoners released from Norwegian captivity in Tromsø there are many men of the crews of the Narvik destroyers, including Commander Koellner who has been so far posted missing.

14 June 1940

CONFIDENTIAL

Trondheim:

Nothing special to report. Nothing to report on the SCHARNHORST and Task Force GNEISENAU.

The following teletype has been sent to Group West from Naval Staff regarding expansion of Trondheim's defense and as a stimulus for speedy execution of further operations:

- 1) Commander in Chief, Navy desires reinforcement of defense forces stationed in Trondheim while the Fleet is in Trondheim and is operating from there; this is to be effected at the expense of the Heligoland Bight.
- 2) Commander in Chief, Navy has no objections to naval operations by the Fleet being controlled by Rear Admiral Schmundt until Vice Admiral Luetjens arrives.

Convoy movements by tankers and transports from and to Trondheim so far according to plan.

Commanding Admiral, Norway reports that the transfer of parts of the 10th Air Corps, particularly the withdrawal of Stukas, was carried out upon definite orders from above. In a discussion between Commanding Admiral, Norway and the 5th Air Force the former requested that the Stukas should be left; he requested above all adequate fighters and heavy fighters in Trondheim. Fighter forces were promised. Today there was a personal discussion between Commander, 5th Air Force and Commander in Chief, Air Force.

Naval Staff fully agrees with the request of Commanding Admiral, Norway.

In a letter to the Naval Liaison Officer attached to Commander in Chief, Air Force, Operations Staff, Naval Staff once more states its demands for defense of the Norwegian base by air formations. Referring to the fact that the enemy doubtless plans to disrupt traffic on the Norwegian coast, Naval Staff states that our own naval forces are not adequate to defend the route along the Norwegian coast in its entirety and at all times.

For such defense what is required is the repellent force of a weapon which the enemy fears, above all for his surface forces. Even after complete pacification of the country, therefore, the fulfillment of the most vital tasks of the Navy requires that

14 June 1940

CONFIDENTIAL

the necessary air forces should remain on the Norwegian coast in order, on the one hand, directly to ward off the enemy but, on the other hand, in conjunction with adequate reconnaissance in coastal waters, to defend the Navy's weak forces which are operating on escort assignments against superior enemy forces.

While up to now the parts of the coastal patrol air formations stationed in Trondheim carried out an operational reconnaissance for the bomber units of the Air Force, their main task, after suitable reinforcement, will now be reconnaissance and defense of coastal waters and also close escort of transports and convoys.

Emphasizing the necessity of the bomber, reconnaissance and defense tasks to be carried out for defense of the Norwegian area and maintenance of sea traffic, Naval Staff considers that at least one bomber group He 111 or Ju 88, 1 Stuka group, 1 long-range reconnaissance squadron and suitable fighter forces should remain in Norway itself at least until the enemy's plans are clarified.

The Naval Liaison Officer has received proposals for the distribution of these forces from Naval Staff. In addition to this continuous support, Naval Staff will also request from time to time prompt operations by strong bomber formations of the Air Force for the execution of large-scale naval operations.

(For details see letter from Naval Staff in War Diary, Part C, Vol. II.)

Northern France:

It was possible to ward off yesterday's enemy flights against Boulogne by anti-aircraft fire. The Air Force has now set up two heavy batteries and one light one for the defense of Boulogne.

Investigations in Rouen show that harbor installations are for the most part undamaged. One patrol boat (three 10 cm. guns), 1 naval transport ship, several undamaged steamers, tugs, floating docks and large quantities of fuel, copper and clothes have been seized.

Skagerrak/Kattegat:

No submarines detected. Check sweeps and exploratory sweeps without special event. It was possible to re-open Flensburg and Eckenfoerde Bays to traffic.

14 June 1940

CONFIDENTIAL

Transport Situation:

1,403 men, 788 horses and 200 vehicles arrived in Oslo on three steamers. Further transports to Larvik according to plan.

In view of further requests from Armed Forces High Command, especially owing to the intended exchange of anti-aircraft battalions of the Air Force for those of the Navy, continuance of fast troop transports from Fredrikshavn to Larvik and also of transports from Aalborg to Oslo will still be necessary for some time to come.

Admiral, Denmark reports on the Situation regarding Cooperation with the Danish Navy:

A. Agreements with the Danish Navy have so far resulted in the following:

- 1) For minesweeping in sea areas which are important for internal Danish shipping, boats of the "Seeloewe" type are at present being equipped. Trials with our own cable sweeping gear have begun.
- 2) An observation service for aerial mines has been set up at all important lighthouses.
- 3) Patrol service at the Stoerstrom bridge and off Middelfahrt is being carried out by Danish police boats. The police have also set up a patrol service with cutters between Helsingoer and Gjedser.
- 4) Danish mine barrages are at present being removed.
- 5) Mine patrol service (removal of drifting mines) is being carried out as hitherto.

B. The Danes cannot at present be persuaded to take over tasks which could be interpreted as participation in warfare against England. An order from the political leaders would obviously be decisive regarding the Navy's attitude. It will, therefore, only be possible to enforce further demands under political pressure.

14 June 1940

CONFIDENTIAL

Submarine Situation

Atlantic:

No change in disposition. U "122" and "62" have put out into the operational area. There are thus 19 boats now in the operational area or on their way there. The Atlantic disposition of the submarines in two groups on the main convoy routes is favorable and has proved itself by sinkings. The newly adapted warhead pistol and the improvement of the depth-setting of the torpedoes leads us to expect greater successes by submarines. There is also the fact that the serious losses of destroyers will force the enemy to limitation of his convoy escort, which will be an advantage for attacks by our submarines.

Submarine Successes:

The British steamer BALMORAL WOOD (5,834 G.R.T.) was torpedoed at 50° 19' N, 10° 28' W. The British steamer SWEDRU (4,224 G.R.T.) sent an SSS message, submarine at 49° 2' N, 9° 47' W.

Situation Mediterranean:

For disposition of British and French forces and also that of Italian units on 14 June see Situation Mediterranean.

On the morning of 14 June Italian coastal points were shelled by French naval forces. One large French destroyer, type TARTUE, was sunk, and another destroyer severely damaged.

Situation on Land

Surrender of Paris. Enemy retreating to south and southwest on the whole northwest front. His plan is apparently to withdraw to the Loire. Enemy withdrawal also south of the Rhine-Marne Canal. Partial evacuation of the Maginot Line. Army Group C in the Saargemuend area commenced attack. Fortified position near Saarbruecken was broken through.

14 June 1940

CONFIDENTIAL

Air Situation

See Air Force Events of the Day.

Very heavy bombing during break through the Maginot Line.
No operations against naval targets.

15 June 1940

CONFIDENTIAL

Items of Political Importance

Decree of the British Colonial Minister to Governors that all interests of the Colonies must take second place to defense. Ships and markets for colonial products are to be limited.

France:

Considerable disagreement between Reynaud and Lebrun and Pétain, who are in favor of yielding.

Turkey:

Decision by the Cabinet Council: Turkey remains true to her obligations in principle. However, Italy's entry into the war is no reason for active participation.

U.S.A.:

The Fuehrer's interview with American journalist v. Wiegand: Germany has neither territorial nor political interests on the American continent. America's intervention with mass delivery of war material cannot alter the outcome of the war. It was not Germany's intention to destroy the British Empire. America for the Americans, Europe for the Europeans.

Soviet Union:

Russian ultimatum to Lithuania, Estonia and Latvia:

Demands:

- 1) Formation of a new Government.
- 2) Agreement to entry of Soviet troops in sufficient numbers to ensure carrying out of treaties for mutual aid.

Russian troops marched into Lithuania, Estonia and Latvia after expiry of the ultimatum.

Thus a development has taken place which has been foreseen for a long time and which had to be expected in the course of clarification of the European situation as a whole.

15 June 1940

CONFIDENTIAL

Conference on the Situation with Chief, Naval Staff

Special Items

In reply to the request of Naval Staff to Commander in Chief, Air Force, Operations Staff that a sufficient number of air forces be left in the Norwegian area and to the suggestion regarding a disposition of the air forces necessary for the requirements of naval warfare, an extremely unpleasant teleprint has been received today from Commander in Chief, Air Force personally. In this the Field Marshal sharply rejects any interference in his interests and any proposals from Naval Staff regarding disposition of air forces (see teletype in War Diary, Part C, Vol. V). He emphasizes in this letter that he knows enough about the tasks of the Navy to form a picture himself of the requirements of air support and states that he does not interfere himself in the disposition of naval forces.

Naval Staff considers the telegram from Commander in Chief, Air Force to be entirely unjustified and can discover no reason for such a curt reply in its requests to him. It considers the aggravation of relations between the Naval and Air Force Commands occasioned by the very impolite wording of the telegram to be extremely undesirable and unnecessary and highly detrimental to the interests of joint warfare.

Chief, Naval Staff feels obliged, since the answer of Commander in Chief, Air Force prevents the carrying out of essential requirements, to make a report to the Fuehrer and Supreme Commander on this matter.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Anti-submarine patrol by gunboats. Out of the forces which participated in the escort of the Australian troop transport,

15 June 1940

CONFIDENTIAL

the DORSETSHIRE put in to Gibraltar on 16 June and the DELHI was ordered to proceed to Gibraltar after taking on oil. The HERMES is to oil in Dakar. The HERMES, DELHI and auxiliary cruisers were informed of the movements of Italian steamers in the area of the Canary Islands.

France:

According to an Italian report, a French aircraft carrier constantly watches sea traffic in the area African coast-Canaries.

Northern Waters:

Destroyer movements in the Faroes-Shetlands area.

Radio intelligence detected enemy submarine positions off Trondheim, off Stadlandet, off Utsire and in the Lister area. Six further submarines in the area Heligoland Bight - Dutch coast.

Air attack on Bergen against non-military targets. Large fire in Alstadt. Attack on Sola airfield near Stavanger.

Hoofden/Channel:

Apart from minesweeping off the Thames no enemy movements were detected.

The Admiralty announces the loss of a trawler and a patrol vessel through striking mines.

Own Situation

Atlantic:

Our Atlantic ships were informed of the situation (military occupation of Tangier).

Norway:

Task Force GNEISENAU still in Trondheim. Commanding Admiral, Fleet reports that he considers it necessary to hand over personally to Vice Admiral Luetjens before further operations. Thus there is

15 June 1940

CONFIDENTIAL

a further delay in the thrust by the GNEISENAU and HIPPER, since Vice Admiral Luetjens cannot arrive in Trondheim before 18 June.

See, on the other hand, the views of Naval Staff stated in the teletype to Group West of 14 June, in which it was stated that there were no objections to the next operation taking place under Commanding Admiral, Scouting Force (Rear Admiral Schmudt).

Trial runs by the SCHARNHORST are unsatisfactory, so that specialists for repair work are being sent to Trondheim by air.

No special reports received from Commanding Admiral, Scouting Force's group (passage Bodoë-Narvik-Tromsø). Air reconnaissance in coastal waters did not sight any vessels.

Bergen:

Air attack on the town of Bergen. Large fire in the town. No military targets hit. Bombing without plan or target.

Admiral, West Norwegian Coast intends resumption of coastal traffic to Trondheim.

During the air attack on Sola/Stavanger airfield all three enemy planes were shot down.

North Sea:

Group West reports experiences during enemy air attacks at sea (attacks by night, flights in very poor visibility, disadvantages of ships anchored close together), see radiogram 1000.

Belgium/Northern France:

Investigations by the Group revealed eight submarine pens in the harbor of Bruegge which can be used at once. The canal from Zeebruegge to Bruegge is not yet navigable.

Air attack on Boulogne and Dunkirk caused no special damage.

Harbor of Le Havre occupied by naval artillery troops.

Skagerrak/Kattegat:

Submarine chase between Skagen and Oslo Fjord following a report

15 June 1940

CONFIDENTIAL

by a plane. No result.

Mine Situation:

Nothing to report. Valuable steamers escorted by mine-exploding vessels.

Transport Situation:

According to plan. Fast troop transport with 1,000 men to Larvik.

Eastern Baltic:

In connection with the Soviet action against the Baltic States the German steamer GUDRUN, which left Windau, and the German steamer REGINA were brought into Libau by Soviet naval forces on the evening of 15 June. Suitable steps are being taken for the immediate release of the steamers.

Submarine Situation

Atlantic:

The Australian troop transport convoy went through without contacting our submarines. The submarines have, therefore, been ordered to operate in accordance with standing war orders. Operational areas are to be patrolled without limits to west and east around the present attack grid squares.

U "52" has been assigned the operational area off the entrances to the Channel, east of 10° W: U "30" will join Group "Prien".

Group "Prien" has been instructed, if no contact with the enemy is obtained beforehand, to proceed in such a way that the second attack disposition in grid square BE 63 is reached at 0500 on 17 June, for an attack on the expected Halifax convoy.

Submarine Successes:

U "A" reports torpedoing the auxiliary cruiser ANDANIA (13,950 tons). Sinking not yet observed.

15 June 1940

CONFIDENTIAL

Thus the first satisfactory result has been obtained by the planned operation by submarine U "A" against the auxiliary cruiser disposition in the Iceland area on the basis of radio intelligence reports.

The Greek steamer MOUNT HYMETTUS (5,820 G.R.T.) carrying grain and ore was sunk on 10 June west of Finisterre. The Greek steamer VIOLANDO GOULANDRES was torpedoed on 13 June. On 15 June an unidentified tanker blew up (Land's End radio). The Finnish steamer MARGARETHA (1,860 tons) was sunk west of Finisterre.

Use of Submarine Mines:

The TMA (submarine mine on mooring rope) is ready. Delivery has started. Probable numbers June and July 30 each, August 50, September 100.

Assessment of the mine is as follows:

The mine meets urgent operational requirements for a moored mine to be laid by submarines. It enables mines to be used by the submarine even in sea areas whose water depths exclude use of ground mines (TMB/C).

The TMB/C can be used from 5 to 20 m. water depth, the TMA from 50 to 150 or 270 m; the latter means a thinner mooring rope and thus less endurance and greater dip.

The water depths between 20 and 50 m. can thus not be touched.

The TMA has, compared with the ground mine, the disadvantage of every moored mine, that it can be swept comparatively easily with sweeping gear.

This is to be countered by using it, as far as possible, simultaneously at widely separated points (splitting up of defense) and in sea areas where sweeping is often prevented by weather conditions.

Naval Staff considers the use of the TMA mine to be particularly promising in the following areas:

- a) Approach to the North Minch off Butt of Lewis and Cape Wrath;
- b) Little Minch;

15 June 1940

CONFIDENTIAL

- c) Entrance to the North Channel;
 - d) St. George's Channel;
 - e) Bristol Channel.
-

Mediterranean Situation

See Situation Mediterranean.

Nothing special to report. No activity by surface forces. A British submarine was destroyed in the harbor of Taranto.

The British Admiralty announces the loss of the cruiser CALYPSO (4,180 tons) by torpedoing.

Situation on Land

Enemy collapse along our entire front. Right wing advancing over the Seine. Plan: Speedy advance of fast formations on Nantes, harbors on the coast being occupied at the same time.

Heavy advance of the 2nd, 12th and 16th Armies. Armored divisions - thrust via Joinville as far as Chaumont. The 16th Army took Fort Vaux and Verdun citadel. Break-through achieved near Saarbruecken. The 7th Army started an attack against the Maginot Line near Colmar.

Norway:

Harstad and Tromsøe occupied. On the land road an advance section of Group "Hengl" reached Narvik.

Air Situation

See Air Force Events of the Day.

The 9th Air Division laid mines in Bordeaux and Le Verdon.

16 June 1940

CONFIDENTIAL

Items of Political Importance

Baltic Area:

For situation in Lithuania, Latvia and Estonia see Political Review No. 139. The Soviet Army first entered Lithuania. The Lithuanian Government has fled to Germany.

France:

Reynaud's Government resigned. The new Prime Minister is Marshal Pétain. His deputy is General Weygand and War Minister Admiral Darlan.

Foreign diplomatic circles are convinced that the new Government will try at the last moment to offer the Fuehrer a qualified capitulation. Reynaud's resignation is, in any case, to be regarded as a reversal of the policy of adherence to Great Britain followed by the previous French Government. The Government obviously has hopes of the possibility of a compromise peace with Germany and Italy, at the same time maintaining a certain sovereignty and territorial integrity of the colonial empire.

Turkey:

As expected, Turkey has given as the reason for her decision to remain neutral that she would otherwise be involved in a conflict with Russia. The Allies have stated their agreement to this Turkish policy, provided that Turkey revises her attitude if Jugoslavia or Greece are attacked.

U.S.A.:

In his reply to Reynaud's call for aid Roosevelt emphasizes that the American Government made every possible endeavor to supply the Allies with guns and ammunition. This would also continue to an increased extent. However, no military obligation had thus been incurred, since the approval of Congress is necessary for this.

Conference on the Situation with Chief, Naval Staff

1. Report by Chief, Operations Branch on the directive of Armed Forces High Command regarding personnel and material readiness of the Armed Forces after the defeat of France. (See directive OKW 00349/40 Abtlg. L of 14 June):

After the defeat of France no new divisions will be established. Limitation to 120 full divisions. Age group 1910 and below. Increase in number of fast troops, especially tank units. Material equipment is to be brought to the maximum regarding quality.

The Navy and Air Force, even after the defeat of France, are to continue the war against England, paying special attention to the weapons and ammunition necessary for this and for defense. For this purpose, these branches of the Armed Forces are to be given priority in the allocation of raw materials and production capacity. Army forces released (by defeat of France, Tr. N.) are to be returned to industry and traffic.

2. Report on the Fuehrer's directive of 14 June for continuation of Army operations.
3. In view of the report to Armed Forces High Command regarding Naval Staff's views on the conversion of the BREMEN and EUROPA for transport purposes (see War Diary, Part C, Vol. II), Armed Forces High Command has ordered that the conversion of the BREMEN and EUROPA is to be carried out in the manner suggested by Naval Staff, with the limitation that preparations for the transport of horses on these ships are not to be made. In addition, the POTSDAM, GNEISENAU, MOLKENFELS and NEIDENFELS are still to be held ready for troop transports. A special date of readiness has not been stated. Work of first priority, however, should not be postponed by the conversion of the ships. The Fuehrer wishes to have the ships ready for any eventuality at short notice.

16 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

Following the torpedoing of the ANDANIA, which has sunk in the meantime, the patrol system in the Northern Patrol has remained the same as before with the exception that the most easterly point of the position line is no longer to be reached at 1500 but at 0300 and the most westerly point at 1500.

There are, therefore, still possibilities for our Task Force GNEISENAU.

The battle cruiser HOOD and the cruisers SHROPSHIRE and CUMBERLAND as well as the carrier ARGUS and seven destroyers put in to the Clyde at noon. It can be concluded from the arrival of these escort forces of the Australian troop transport that probably the transport itself has also put in to the Clyde or other harbors on the Irish Sea. The CUMBERLAND proceeded from the Clyde to Liverpool in the evening.

The cruisers ARETHUSA and GALATEA, as well as a number of destroyers, are at present operating in the western outlet of the Channel or in the Bay of Biscay, obviously as escort for transport movements from England to France.

From a radiogram from a Naval Liaison Officer in a French port it can be concluded that fresh British troops have landed in the mouth of the Loire and on the roads of La Pallice (about 30,000 Loire and about 10,000 La Pallice). Commander, Western Approaches is apparently controlling the operation.

France:

Air reconnaissance detected in the afternoon a convoy of about 60 ships off Le Verdon and a second one of 20 to 30 ships, including two of 35,000 tons west of St. Nazaire, inward bound. A third convoy of 15 to 20 ships, also including cruisers, was sighted in the same area.

Northern Waters:

No reports on the enemy north of Trondheim. However, it was only possible to carry out incomplete reconnaissance on the Norwegian coast owing to bad visibility. During the night of 15 June minesweeper M "2" sighted an unidentified warship northwest of Stadlandet, proceeding at high speed on southwesterly course. The ship turned away when sighted and it was not possible to make out anything further about her owing to prevailing weather conditions. A minelaying operation on the Norwegian coast can be concluded from the enemy's tactics.

North Sea:

Air reconnaissance of Scapa Flow gave only partial results owing to bad visibility over the target; several heavy vessels and destroyers were made out. (About 5 heavy vessels and 15 lighter ones.)

Not definitely established if heavy cruisers or battleships.

Southern North Sea/Channel:

The Downs were closed to merchant traffic.

In view of the German action on the Channel coast the harbor of Cherbourg was also closed and merchant traffic for Cherbourg diverted to Quiberon Bay.

Own SituationAtlantic:

No report from our auxiliary cruisers, so that scheduled course of operations by all ships can be assumed. The Atlantic ships were informed of the situation on land, the movements of enemy naval forces and merchant shipping routes (see radiograms 0634, 1237, 1731).

Norway:Narvik Area:

No report has been received of the operation by Commanding Admiral,

16 June 1940

CONFIDENTIAL

Scouting Force in the Narvik-Tromsøe area.

Trondheim:

Task Force GNEISENAU and the damaged SCHARNHORST are still in harbor. About 30 miles north of the island of Halten the GNEISENAU's plane destroyed a large enemy submarine, which was surprised while surfaced, with two 50 kg. bombs and by subsequent gunfire.

Bergen/Kristiansand:

The tanker SAMLAND struck two mines south of Haugesund and sank west of Lister after a torpedo hit. The tanker FR. BREHME, en route to Trondheim, was given increased anti-submarine escort by two torpedoboats.

Commanding Admiral, Norway requests altogether eight submarine-chasers while the Fleet is in Trondheim. Since some of the submarine-chasers are required urgently for assumption of Dutch traffic and for the Heligoland Bight, Group West requests transfer of a submarine-chaser group of Group Baltic to Trondheim.

Naval Staff recognizes this. Undoubtedly at present it is necessary to concentrate submarine-chase off the Norwegian coast, off Trondheim and in the area of the East Frisian Islands as far as Texel, in which areas enemy submarine operations against our sea communications are primarily taking place. On the other hand, the danger of submarines in the Skagerrak/Kattegat is regarded as slight at present owing to the enemy's heavy losses. The 17th Submarine Chaser Flotilla of Commanding Admiral, Defenses, Baltic will, therefore, be placed at the disposal of Group West.

Hoofden/Channel:

A thrust by two PT boats into the area east of Great Yarmouth was unsuccessful owing to fog.

Admiral, Northern France reports that camouflage for four PT boats lying in the harbor of Boulogne will be carried out at latest by the evening of 20 June, but that fighter cover is also regarded as necessary.

France:

After necessary communications were established, Commanding Admiral,

16 June 1940

CONFIDENTIAL

France, Admiral Schuster, took over command in his area.

Admiral, Northern France reports Le Havre to be well suited as a base for PT boats. The harbor is only slightly damaged. There are four new submarine constructions in the dockyard. Fighter and anti-aircraft defense is necessary.

Investigations in Fécamp reveal its suitability as an emergency port for PT boats and small submarines.

Skagerrak/Kattegat:

No submarines detected.

Mine Situation:

Further enemy flights during the night of 16 June as far as Mecklenburg Bay. Targets primarily the southern outlet of the Great Belt, the Fehmarn Belt and the Fehmarn Sound. In the evening mine-exploding vessel "4" was damaged by a mine detonation.

Transport Situation:

Fast troop transports to Larvik and material and troop transports to Oslo were continued according to plan.

Group Baltic reports that, owing to decrease of the forces of Commanding Admiral, Defenses, Baltic through withdrawals and breakdowns, a slowing down in the transport tempo and planned decrease of escort must be accepted. Defense against submarine attacks will thus be much less effective (see radiogram 1210).

The difficulties are realized. However, it will be possible to spread out the transport and escort service in view of the present enemy situation.

In view of the changed situation in the Baltic area, Naval Staff considers the Gjedser barrage no longer necessary after net barrages have been laid in the northern entrance to the Belts and Sound. It is deemed appropriate to take up this barrage soon in order to spare personnel and material.

Eastern Baltic:

Group Baltic had withdrawn Ship "23", operating against merchant

16 June 1940

CONFIDENTIAL

shipping in the eastern Baltic, in view of the Russian action in the Baltic States. The Group has been informed of the views of Naval Staff that our own control of merchant shipping west of 20° E is not affected at present by the Soviet action against the Baltic States.

Submarine Situation

Atlantic:

U "101" (Lt. Frauenheim) is on return passage after sinking 41,500 G.R.T. and firing all torpedoes.

U "52" has been ordered to operate against transport traffic from England to the mouth of the Loire and La Roche.

U "58" (Lt. Kuppisch) returned from operations. She sank the auxiliary warship ASTRONOMER (8,500 tons) in the Moray Firth in extremely tenacious attacks. She was submerged for 43 hours owing to heavy submarine-chase and depth charging. (For brief report see War Diary, Part B, Vol. IV.)

Submarine Successes:

The British steamer WELLINGTON STAR (11,400 tons) sunk by U "101". The British steamer EARLS PARK (5,250 tons) sunk. The Greek steamer ELPIS (3,651 tons) attacked by a submarine west of the Bay of Biscay.

Merchant Shipping

Norwegian Run:

The steam tanker SAMLAND (7,771 G.R.T.) sank west of Lister after a torpedo hit.

Admiral, North Norwegian Coast has opened coastal traffic as far as Trondheim and states that shipping as far as Bodo is possible.

16 June 1940

CONFIDENTIAL

Supplies for Auxiliary Cruisers:

The supply ship KOENIGSBERG, on passage to Vigo, was scuttled upon seizure by the enemy. It can be assumed that the ship carried out her assignment, that of supplying Ship "21", according to plan.

Situation on Land

Enemy retreating along the entire front. Army Group B pushed forward with its right wing as far as Laigle and Chartres and with advance sections as far as Orleans. Next target is the Loire and occupation of Cherbourg, Brest, Lorient and Nantes. Army Group A is pursuing the beaten enemy to south and southwest, advanced over Sens and Troyes and reached Clamecy-Avallons. The 12th Army is attacking to seal off the large Maginot Line triangle; Group Guderian reached Besancon and is advancing up to the Swiss border. Army Group C is extending its front of penetration south of Saarbruecken and near Colmar. Great signs of enemy disorder. No longer any uniform control.

Air Situation

See Air Force Events of the Day.

Reconnaissance of the French Channel coast revealed a large number of ships in Cherbourg and Brest. No bomber operations.

Mediterranean Situation

See Situation Mediterranean.

No special actions.

17 June 1940

CONFIDENTIAL

Items of Political Importance

Communication from the Fuehrer and Supreme Commander to the three branches of the Armed Forces: "The newly-formed French Government has informed the German Government, through Spain, that it intends to cease hostilities and asks to be informed of peace terms.

I shall not give my reply until I have communicated with the Duce of Fascist Italy. The operations by the Armed Forces are to be continued vigorously and the beaten enemy ruthlessly pursued.

The Army must consider it a duty of honor to occupy as soon as possible the old German territories as far as the line Verdun-Toul-Belfort, as well as the coastal sectors of Cherbourg and Brest and the armament center of Le Creusot."

France:

The French Foreign Minister stated on the radio: "France will not capitulate unconditionally."

Great Britain:

A British view on the peace rumors has become known from an authorized source; according to this it is stated definitely that Great Britain is still determined to carry on the fight until victory is won in spite of the defeat of the French armies. The idea of blockade is still described as decisive for the outcome of the war and its effectiveness is regarded as increased by Italy's entry into the war.

Conference on the Situation with Chief, Naval Staff

Special Items

1. Fleet operations:

Plans of the Fleet are: After the SCHARNHORST is ready, simultaneous departure of all forces. The SCHARNHORST is to commence homeward passage along the Norwegian coast with two torpedo-boats and will have additional destroyer escort until Stadlandet is passed. A thrust into the Iceland-Faroes

17 June 1940

CONFIDENTIAL

area is planned by Commanding Admiral, Fleet for Task Force GNEISENAU. Available destroyers to meet the returning ships in the Trondheim area.

Chief, Naval Staff agrees in principle with the plans of the Fleet; the thrust to Iceland must finally take place. The fully operational and powerful Task Force GNEISENAU/HIPPER must operate in northern waters; these ships cannot lie in Trondheim continuously, thus completely foregoing the great strategic advantage which possession of the Norwegian coast offers us.

Regarding return of the SCHARNHORST, Chief, Naval Staff considers an escort by only two destroyers to be too small, in view of the enemy's attempts at interference which are doubtless to be expected, and desires escort of the SCHARNHORST by destroyers as far as Bergen and from there anti-submarine escort by at least four torpedoboats.

Group West has been instructed accordingly.

2. Report by Naval Staff, Service Division on re-organization in the area Holland/Belgium/Northern France:
 - a) The former sector of Holland is placed under North Sea Station, with the addition of the Scheldt sector, including Antwerp.
 - b) The former Naval Section Commander, Holland (Captain Kienast) will take over office as Admiral, Netherlands.
 - c) The whole coastal area Belgium/France will come under Commanding Admiral, France (Admiral Schuster).
 - d) Admiral, Northern France will be assigned the area of Belgium (not including the Scheldt) and the coastal area of Northern France, including Cherbourg as far as east of St. Malo.
 - e) New Office - Admiral, Western France (later Brittany) from St. Malo to Nantes. The area will take in the former area of Admiral, Belgium/Netherlands (Admiral v. Arnauld).
 - f) Headquarters of Commanding Admiral, France in Paris, where the best communications are to be expected in the Navy Department.

17 June 1940

CONFIDENTIAL

Chief, Naval Staff agrees to the proposal for organization.

Survey of the Situation

Special Reports on the Enemy

At 1400 order from Commander in Chief of the French naval forces, Admiral Darlan, to all French warships and land stations:

"I order that all operations at sea and in the air are to be vigorously continued until a new order, signed by me, follows."

Admiral Darlan was appointed Naval and Merchant Marine Minister and retains his office as Commander in Chief of the French naval forces.

Atlantic:

Great Britain:

Since 15 June a number of British vessels, including the cruisers ARETHUSA and GALATEA, as well as destroyers of the 9th Flotilla and fast escort boats, have been operating in the western outlet of the Channel and along the west coast of France. Their movements are connected with the plan for disembarkation of troops in the mouth of the Loire and near La Pallice.

It is not out of the question that the Australian troop transport is concerned (probably an Australian infantry division, a New Zealand division and members of the Australian Air Force). Whether these landings have been carried out or will be, in view of the changed situation, appears very doubtful. Rather, it must be assumed that the transport movements now under way and the operations by naval forces in this area are connected with evacuation of personnel, material and vehicles of all types to England.

The establishment of the following British command posts on board ship has been detected by radio intelligence:

Senior Naval Officers, Loire, Brest and Quiberon.

British merchant shipping was informed that every route into Brest

17 June 1940

CONFIDENTIAL

is again open and ships bound for this port are to put in there as quickly as possible (see Radio Monitoring Report 1735).

Convoy movements: Halifax convoy HX 48, contrary to previous assumption, has a new rendezvous between 46° and 47° latitude and thus escapes attack by the German submarines sent out against it.

Radio intelligence intercepted further convoy movements from the Halifax-Bermuda area. Escort by auxiliary cruisers.

The cruiser DORSETSHIRE left Gibraltar on 16 June for the Canary Islands area.

Ships in the Indian Ocean west of 57° E and north of 10° N have been ordered to proceed at high speed by day and during light nights and to steer a zig-zag course.

France:

An unidentified French vessel requested transmission of the authentic text of the proclamation by Marshal Pétain, in view of the diversity of interpretation. Obviously there is grave misunderstanding as to whether fighting is to go on or whether arms are to be laid down (see Darlan's decree above).

Minesweeping was started in the area of Rochefort and La Rochelle. La Pallice roads are closed to merchant shipping.

Reports from the U.S.A.:

Re-commissioning of 35 old destroyers in order to reinforce the Atlantic squadron for defense of neutrality. British prospects of acquiring these destroyers are therefore slight.

Northern Waters/North Sea:

Two destroyers were sent out to chase a German submarine allegedly reported west of Reykjavik (torpedoing of the ANDANIA by U "A").

Destroyers and trawlers picked up 30 officers and 300 men (survivors of the auxiliary cruiser ANDANIA) west of the Faroes.

No reports on the enemy from the Norwegian area.

17 June 1940

CONFIDENTIAL

Southern North Sea/Channel:

No special reports on the enemy. French vessels received an order from Admiral, North, that if Cherbourg is threatened they are to withdraw from the southeast to Portsmouth and await orders there. The evacuation of Cherbourg is in progress. Evacuation transports are at present proceeding to Brest and La Pallice.

It is confirmed from a radiogram that, owing to the danger of PT boats, enemy convoys make fast at night on the southeast coast at protected anchorages.

Own Situation

Atlantic:

Ship "33" (Captain Krueder) has started passage through the Kattegat, escorted by mine-exploding vessels, for her break-through into the Atlantic.

Atlantic ships were informed of the movements of enemy forces (see radiogram 1413). They have been ordered, as an amendment to previous instructions for carrying out operations against merchant shipping, to treat not only foodstuffs, but all objects of absolute contraband as contraband when these are bound for France or England.

Norway:

Narvik:

Commanding Admiral, Scouting Force with the NUERNBERG, STEINBRINCK and four submarines, as well as the steamer LEVANTE, put in to Narvik and Elvegaardsmoen to disembark mountain troops and left Narvik in the evening. Return passage will be made through the skerries to Trondheim.

Trondheim:

The battleships and the HIPPER carried out refuelling from the tanker SCHWARZES MEER.

17 June 1940

CONFIDENTIAL

Otherwise nothing special to report.

North Sea:

Since reconnaissance by Commander in Chief, Air Force during the last few days has detected a large number of heavy enemy forces in Scapa, Commander in Chief, Air Force, Operations Staff has been requested to make a heavy attack on the enemy forces there in view of the operation in the direction of large grid square AE which is due to begin shortly.

Hoofden/Channel:

The 2nd PT Boat Flotilla, consisting of three boats, and the 2nd Motor Minesweeper Flotilla were transferred to Boulogne. Commander, Torpedoboats is in Le Havre to investigate facilities for a base. PT boats are to remain in Boulogne until torpedo and fuel supplies are ensured. Later transfer to Le Havre is planned.

France:

Navy Department in Paris occupied on the evening of 14 June. Special deputy of Commander in Chief, Navy reports seizure of material found there.

Skagerrak/Kattegat:

No reports on submarines. During the night of 17 June flights by 10 to 12 enemy planes over Schleswig and Holstein and the Baltic Sea entrances into the western Baltic. Most easterly point south of Darsser Ort. Minelaying observed over Flensburg Estuary and in the area of Travemuende. Bombs dropped near Rendsburg, Hamburg and Hanover. No success by our anti-aircraft and night fighter defense.

Transport Situation:

Troop and material transports to Larvik and Oslo carried out according to plan.

Barrage battery Skagen ready to fire from today.

Group Baltic reports plans to take up the old net barrages in the Little Belt, southwest wing of the Sound and Gjedser Channel.

17 June 1940

CONFIDENTIAL

Submarine Situation

Atlantic:

U "A" reports departure southward according to operational order.

The Halifax convoy has received a new rendezvous. Thus the attack disposition of Group "Prien" has no chances of success. Commanding Admiral, Submarines has sanctioned attack according to Standing War Orders and moved operational areas into large grid square BF, since heavy traffic from England to the French ports on the Atlantic is to be expected. The attention of Group "Prien" and U "52" and U "65" has been drawn to the main points of embarkation of British troops in Brest, Loire and Quiberon Bay (see radiograms 1900 and 2200).

Merchant Shipping

While the French Navy Department is calling on all Norwegian ships, particularly those chartered by France, to continue putting into French ports, the British Admiralty has issued instructions by radio in English, Dutch, Polish and Norwegian that all Dutch, Polish and Norwegian ships bound for French ports are to put into a British port at once. In a further announcement to shipping the British Admiralty warns merchantmen of all nationalities against observing reports or orders issued by French radio stations, since these are now under German control.

Mediterranean Situation

See Situation Mediterranean.

The sinking of a French destroyer of the AIGLE class by a submarine is confirmed. The disposition of Italian submarines is at present as follows: Atlantic (Madeira) - 1, Gibraltar - 1, Algeria-Sardinia-Balearic Islands - 5, Gulf of Lyons-Corsica - 3, Ionian Sea-Lybia - 5, Eastern Mediterranean - 8, Indian Ocean - 4. (Altogether 33 in position.)

17 June 1940

CONFIDENTIAL

Situation on Land

The French Army is for the most part in disorder. South of the lower Seine only weak enemy formations remain. South of Paris resistance only at places with rear guards. No longer any firm command of fighting. Heavy retreating column traffic in the direction of Tours. Army Group A is continuing its pursuit towards the Loire. Group Guderian has reached Pontarlier and the Swiss border. Thus the retreat of the fortress armies is cut off. Army Group C has had further successes at its point of penetration. Colmar taken.

Air Situation

See Air Force Events of the Day.

Successful air attacks on transport movements in the mouth of the Loire; 9 steamers, including 2 over 15,000 G.R.T., were sunk and 6 large steamers badly damaged. A large number of ships in all Atlantic harbors.

18 June 1940

CONFIDENTIAL

Items of Political Importance

Conference between the Fuehrer and Mussolini on procedure regarding France and the question of Armistice conditions.

For situation in the Baltic States see Political Review.

Churchill spoke in the House of Commons and gave an assurance that the events in France would have no effect on England's determination and that of the whole Empire to fight on if necessary alone and, if it had to be, for years. Reference to England's great preparations for defense against an invasion. For details see Foreign Press Report No. 252/40.

Survey of the Situation

Chief, Naval Staff started off by plane this morning to ascertain the situation in the area of Admirals, Netherlands/Belgium and Northern France and to inspect coastal defense on the occupied coast.

Armed Forces High Command (National Defense) transmitted by telephone the bases of a preliminary draft for Armistice conditions with France and requests the special demands of Naval Staff.

Armed Forces High Command (National Defense) (as well as the Naval Liaison Officer to the Fuehrer, Air Force Operations Staff and Commanding Admiral, France) have been given a statement of the military demands of Naval Staff.

See War Diary, Part B, Vol. V, Page 151.

On the afternoon of 17 June there was a discussion between Chief, Operations Division and Chief, National Defense (Armed Forces High Command), Colonel Warlimont. Chief, National Defense confirmed the views of Naval Staff that the Fuehrer does not plan to destroy the British Empire completely as England's downfall could be to the disadvantage of the white race. It is therefore possible that a peace can be made with England after the defeat of France, at the cost of the latter, provided our colonies are returned and the British forego any influence in Europe.

Regarding a landing in England, according to Chief, National Defense, the Fuehrer has not spoken of any such plan up to now,

18 June 1940

CONFIDENTIAL

as he is fully aware of the extraordinary difficulties of such an undertaking. Therefore up to now Armed Forces High Command has also done no preliminary work or made any preparations. (Commander in Chief, Air Force has made certain preparations, e.g. establishment of a parachute division.)

Regarding a landing in Iceland, Chief, National Defense states that the operation has met with great resistance from Commander in Chief, Air Force. Probably it can only be carried out if it is possible to create landing and taking-off facilities for fighters and bombers on the island.

Special Reports on the Enemy

Atlantic:

Great Britain:

The aircraft carrier FURIOUS (?) escorted by the cruiser DEVONSHIRE, left the Clyde, westbound. Position at noon on 17 June about 700 miles west of Land's End. The DEVONSHIRE returned to the Clyde. The destination and plans of the FURIOUS are unknown.

The following are possible:

1. Participation in escort service, possibly in view of German merchant raiders detected or presumed in the Atlantic.
2. Fetching planes from America.
3. Stationing in Canada in view of danger from the air in home ports and lack of operational assignments in home waters.

Radio intelligence detected submarine-chase against our submarines and intercepted orders to various British steamers to put in to St. Nazaire and Bordeaux. (Evacuations.)

France:

The following instruction was issued from the Navy Department in Bordeaux to an addressee in Lorient regarding continuation of fighting:

"You are reminded of the orders, transmitted at 1400 on 17 June, from Chief, General Staff. Regardless of all other instructions, the Navy is to offer the utmost resistance in the same way as the

18 June 1940

CONFIDENTIAL

Army has been ordered to do by the Marshal. I expect no deviation from this."

Special observations: The old battleship COURBET with destroyer escort in the Cherbourg area.

According to air reconnaissance there were in St. Nazaire 1 battleship (probably new construction) and about 30 freighters and transports and in Brest about 20 warships and 10 transports. Lively traffic off Quiberon; in Lorient only small ships.

Nantes radio station out of action.

All French vessels and vessels chartered by France which were on passage to the northern part of the west coast have been diverted to southern ports (Le Verdon - La Rochelle - Bordeaux).

On the other hand, Admiral, Dover has ordered that all French merchantmen encountered at sea are to be instructed to put in to the next British port if they are not already bound there.

Northern Waters/North Sea:

The battle cruiser HOOD and the aircraft carrier ARK ROYAL were at sea off the north of Scotland in the afternoon. The HOOD is apparently in the Larvik area. A joint operation is expected (direction not yet discernible, possibly the Norwegian coast?)

The submarine TRUANT left the Rosyth area on 17 June for an operation off the Norwegian coast, probably in the area off Trondheim.

Southern North Sea/Channel:

The advance of German troops against Cherbourg is apparent from radio traffic. The French Commander in the Cherbourg area has instructed all ships to proceed to Southampton or Weymouth. As German troops advance into Cherbourg all confidential material is being destroyed. In the course of the morning radio communication with Cherbourg was broken off.

18 June 1940

CONFIDENTIAL

Own Situation

Atlantic:

Atlantic forces were informed of the political and military situation.

Ship "16" has been ordered, if she is at present in the South Atlantic, to transfer her operational area to the Indian Ocean until the arrival of Ship "10". Transfer is to be reported.

Regarding Ship "10" it is assumed that her break through the Denmark Strait into the Atlantic was successful. Naval Staff, therefore, takes over control. Ship "10" is to report her position by short signal before crossing 40° N, in view of the operations of Ship "21".

Norway:

Nothing special to report.

Commanding Admiral, Scouting Force is returning from Narvik. Air reconnaissance without result.

Constant submarine-chase and anti-submarine patrol started off Trondheim in the Frohavet, as far as Kya Lighthouse.

Minesweeper M "5" ran on to a barrage of shallow mines, apparently in two rows, at the northwestern outlet of Ramsøe Fjord and sank.

In agreement with the Fleet Command, Admiral, North Norwegian Coast submits the following requirements; he states that without their fulfillment the assignments arising in connection with the utilization of Trondheim as a Fleet base cannot be carried out. Commanding Admiral, Norway agrees with this view:

1. Minelaying Measures:

- a) Mine barrage against submarines and light and heavy naval forces. Commanding Admiral, Norway supports this demand in agreement with Group West.
- b) Laying of three bottom-arrays - coastal (anti-submarine, Tr. N.) listening installation. Demand supported by Commanding Admiral, Norway.

18 June 1940

CONFIDENTIAL

- c) Laying of a torpedo defense net around the anchorage on Trondheim roads. Demands particularly stressed by Group West. Necessary to send nets from Germany.
 - d) Proposal by Group West: Establishment of an echo-ranging set operated from land.
2. Regarding surface forces, Admiral, North Norwegian Coast requests: 2 minesweeper flotillas, 1 motor minesweeper flotilla, 1 submarine-chaser flotilla, 1 patrol boat flotilla.
- The demand is acknowledged by Commanding Admiral, Norway. He is trying to make available 6 whaling boats from his own area. At present the following are at the disposal of Admiral, North Norwegian Coast: 10 minesweepers, 4 motor minesweepers, 3 submarine-chasers.
3. One squadron of planes for anti-submarine patrol and attacks on submarines.

The minelaying measures proposed by Commanding Admiral, Norway, will be worked out and executed by Group West. The reinforcement of submarine-chase and patrol units is planned.

For further defense of coastal traffic from northern Norway to home waters, disruption of which by the enemy is to be expected to an ever increasing degree especially in the favorable winter months through thrusts by light forces, submarine activity and use of mines, Naval Staff considers it necessary to set up a network of coastal reporting stations along the entire Norwegian coast, which is specially suited for this in view of its topographical nature. This network would be able to detect with certainty the appearance of enemy forces in the direct vicinity of the coast or the penetration of such forces into the skerries.

The sighting of an unidentified cruiser off Stadtlandet during the night of 15 June and the fact that minesweeper M "5" ran on to a barrage of two rows of mines at the northwest outlet of Ramsøe Fjord today appear to indicate that mines are even now being laid by surface forces at important points in coastal waters. This enemy operation was carried out unobserved. Coastal air reconnaissance will not always be in a position, especially during the unfavorable time of the year, to patrol the whole coast continuously in such a way that such enemy measures are observed with certainty.

18 June 1940

CONFIDENTIAL

Even patrol boats, motor boats and other auxiliary vessels which are commissioned will not always be in a position to do this for navigational reasons and owing to the lack of sufficient numbers. The organization of a widespread coastal reporting network therefore appears necessary. Combination of this organization with the air reporting service is to be investigated. Modest equipment of these reporting stations with personnel and material will be possible (if necessary non-military personnel).

Commanding Admiral, Norway, Submarine Division, Naval Staff and Armed Forces High Command, Service Division have received an instruction to this effect from Naval Staff (see War Diary, Part C, Vol. II).

In view of the fact that the tanker FRIEDRICH BREHME is proceeding to Trondheim on approximately the same route as that on which the torpedoing of the tanker SAMLAND took place a few days ago in the vicinity of the coast, the attention of Group West (Group Baltic and also Commanding Admiral, Norway) is again drawn to the greater safety from submarines which, in Naval Staff's view, exists on routes at a distance of about 30-50 miles from the coast. Moreover the route near the coast offers no appreciable advantages in the case of surprise by enemy surface force.

Southern North Sea/Channel:

During the night of 17 June, Commander, 1st PT Boat Flotilla made a Sortie with two boats from Boulogne against a convoy southwest of Dungeness. Misses on destroyers owing to failures. Pursuit by destroyers with heavy gunfire. Bright night, with full moon. Four further boats have been transferred to Boulogne.

France:

Le Havre only suitable to a limited extent as a submarine base, according to investigation. A new submarine construction (LE BAYADERE) of 1,200 tons, almost completed, was seized and also three pressure hulls, on which work had been started, and material for two further submarines.

Near Cape Gris Nez four 7.5 cm. guns have been brought up into position.

Skagerrak/Kattegat:

No submarines detected. In the course of enemy flights during

18 June 1940

CONFIDENTIAL

the night of 18 June no bombing observed.

Transport Situation:

Proceeded according to plan.

Minesweeping on the Danish barrage in the Little Belt completed.
Pilot service ceased.

Eastern Baltic:

The minelayer PREUSSEN is operating against merchant shipping.

Submarine Situation

Atlantic:

No change.

U "38" and U "25" contacted a convoy about 150 miles west of Quessant. U "52" reports contacting a troop transport.

Submarine Successes:

The Dutch steamer FLENSBURG chased by a submarine in the Bristol Channel. The British steamer ASIATIC attacked a submarine off Bull Point and requests aid.

Support for Submarine Operations by Air Reconnaissance in the Eastern Atlantic:

The Army's imminent capture of the French Atlantic coast and the resultant possibility of exploiting the naval and air bases there will entail the great advantage for submarine warfare in the Atlantic that operations can be supported by air reconnaissance.

For this purpose utilization of the bases on the French Atlantic coast by submarines and coastal patrol formations is necessary. For air operations it is intended to establish a special Air Commander under Commander, Naval Air, West and to assign him about one group of He 115's (later Ju 88's) and available Trans Ocean planes. It will not be possible at present to assign more forces for this task.

18 June 1940

CONFIDENTIAL

The Air Force General attached to Commander in Chief, Navy has been instructed to make the appropriate preparations for the necessary transfers.

A settlement of basic questions regarding joint or simultaneous operations by air forces and submarines will be arrived at between Commanding Admiral, Submarines and Commander, Naval Air, West. The establishment of a submarine operational headquarters on the French Atlantic coast appears to be necessary for local cooperation in the operational area between the Air Commander to be established there and the operational control of the submarines (for handing over results of reconnaissance, etc.). Commanding Admiral, Submarines will investigate the matter and submit proposals.

Merchant Shipping

Baltic States:

In spite of the general ban on putting out of port the departure of German steamers from Tallinn according to plan was permitted.

British East Coast:

In the area of Kinnaird Head U "58" detected a large number of small vessels, coastal steamers, auxiliary sailing vessels, etc., but no large steamers. This observation indicates that these small vessels are carrying transshipment goods from the west to the east coast.

Atlantic:

The Italian Government has informed us of the route of the steamer MONARCH OF BERMUDA which will carry out exchange of Italian and British diplomats. The Foreign Office requests that unmolested passage by this steamer be assured (see radiogram 0215).

Mediterranean Situation

See Situation Mediterranean.

Nothing special to report.

18 June 1940

CONFIDENTIAL

Situation on Land

On all fronts further rapid advance by our troops. Cherbourg and Rennes taken. Bridgehead near Orleans reinforced. In the area of Army Group A the Loire was crossed at several points. The French armament center at Le Creusot was taken. An armored corps occupied Beaune and Dijon. Group Guderian, which advanced up to the Swiss border, has started an attack on the rear of the Maginot Line between Belfort and Epinal. Belfort occupied.

Impression on the whole:

French Army collapsing completely.

Air Situation

See Air Force Events of the Day.

Successful operations by strong forces on British night operations airfields and harbors in the Thames.

Later reports reveal great successes during the attack on 17 June against assemblies of shipping in the mouth of the Loire. Several large transports, including a 30,000 ton ship, were sunk and numerous ships, including two 10,000 ton and one 25,000 ton transports, were heavily damaged.

19 June 1940

CONFIDENTIAL

Items of Political Importance

After conclusion of the discussion between the Fuehrer and the Duce the French Government was informed that the German Government was willing to receive an envoy of the French Government to inform him of the conditions for the cessation of hostilities.

France:

Another reference by official French offices to the fact that no armistice has come into force and that arms have not yet been laid down. Negotiations are not yet concluded, so that it is the duty of everyone to offer resistance to the utmost.

According to a report from Geneva, there is dissension in the French Cabinet. Chautemps and Baudoin are for carrying on the fight and working with England, if necessary from Canada, while Pétain wishes to await Hitler's decision and rejects transfer of the Government to England under all circumstances. At most he still sees the possibility of continuing resistance in North Africa.

Russia:

Official communication on 17 June from the Russian Commissar for Foreign Affairs, Molotov, to the German Government on the Russian action against the Baltic States. He points out the necessity of putting an end to all intrigues with which the Western Powers have tried to sow mistrust in the Baltic States between Germany and Russia.

Turkey:

Deterioration of the military and political situation through German successes in France. The alliance with England and France is being regarded to an increasing extent as a mistake. Delivery of war material by the Western Powers has ceased, without it being possible to bring the Turkish Army equipment up to the intended standard. Support from Great Britain and France is no longer to be expected.

19 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

For survey of data on the enemy situation gained from radio intelligence during the week 9-16 June see Radio Monitoring Report No. 24/40.

Atlantic:

Great Britain:

Movements of Forces:

The HOOD and the ARK ROYAL are presumably proceeding to the western outlet of the Channel. In this area, as well as on the west coast of France, there is still a large number of British warships, including the ARETHUSA and twelve destroyers. Lively and urgent radio traffic indicates intensive transfer of warships and merchantmen as well as shipment of troops and material.

The FURIOUS and DEVONSHIRE were in the western part of the North Atlantic in the evening.

Radio monitoring detected various convoy and auxiliary cruiser movements. The cruiser ARETHUSA reported the probable departure of a number of steamers from Le Verdon to Falmouth in the evening.

France:

Numerous measures to transfer warships and merchantmen as well as to carry out demolitions are apparent from radio traffic. Reuter's report, according to which almost all French vessels have left French ports and French planes are being transferred to Africa, appears to be confirmed. The submarine depot ship JULES VERNE with a group of 14 submarines is apparently to be transferred to a British port. The old battleship JEAN BART has been ordered to leave St. Nazaire. Auxiliary cruisers, torpedoboats and steamers assembled on the evening of 18 June in the area south of Quessant. Off the mouth of the Gironde also units were detected moving together on westerly courses. The old battleship PARIS, which was 20 miles south of Falmouth in the afternoon, sent a naval transport in to a British port in the evening. The naval dockyard at Lorient was instructed to carry out demolition measures.

19 June 1940

CONFIDENTIAL

The general impression is that owing to the lack of definite commands, there is considerable confusion within the French Navy and Merchant Marine and some of the ships have left occupied ports for England, some have left for Southern France and some have left for ports in the French colonies. In view of the order issued on 17 June by the Commander in Chief of the French naval forces, Admiral Darlan, addressed to all French warships and shore stations, to continue operations at sea and in the air with the utmost energy, there is great danger, owing to the increasingly apparent efforts of the British to order the French War Fleet and Merchant Fleet into their harbors, that the greater part of these ships will escape German seizure or custody to be demanded by us, and that they will continue to fight with the British against us.

At the proposal of the Radio Monitoring Control Station (Naval Intelligence Division, Communications Intelligence, Radio Monitoring Reports) Naval Staff has decided to frustrate enemy plans by a deceptive order. In the afternoon the following radio message was sent out on French radio waves, coded with original codes available to the Radio Monitoring Control Station:

"With reference to my message 1300 of 17 June stop Order to cease all war operations stop All warships to put in at once to nearest French ports stop Do not repeat not follow British orders stop

Long live France.

signed Darlan."

Even though Naval Staff does not expect that this deceptive measure will be entirely successful, it can nevertheless be assumed that some of the French forces will follow this order at least for perhaps decisive hours and that undoubtedly it will cause unrest and dissension so that any new counter-order which is issued will no longer be accorded the trust and belief to guarantee that the real order is carried out.

The radio message, which was transmitted towards noon by the German radio station in the west, was repeated "to all" a short time later in routine French radio traffic and has therefore reached the French radio and command network. As expected it caused doubt at some command posts. At 1610 a Commander on the old battleship PARIS (apparently position south of Falmouth) pointed out that the radio message from Admiral Darlan was

19 June 1940

CONFIDENTIAL

doubtful and that orders should not be carried out until confirmation had been received. At 1700 Portsmouth also sent a coded radiogram to all French ships, which was repeated seven times during the period 2000 to 2400 and presumably contained a basic order, possibly of a French Commander who had escaped to England, on the question of the movements of French forces.

The effect of the German deceptive order is, therefore, to be awaited.

Northern Waters/North Sea:

No further news has been received regarding the disposition of the auxiliary cruisers southeast of Iceland since the sinking of the ANDANIA. Four modern destroyers were detected in the area west of Iceland in the last few days.

According to an Admiralty announcement 36 members of the crews of the GLORIOUS and ACASTA were rescued by Norwegian ships and landed in England.

Southern North Sea/Channel:

Five enemy submarines were detected in the area between Texel and the East Frisian Islands. Admiral, Dover gave out the order that small vessels leaving Cherbourg with French troops were to be escorted to Dover if necessary, should they attempt to reach the English coast.

Own Situation

Atlantic:

The British steamer NIAGARA (13,415 tons) sank in the Sea of Tasmania after an explosion. An announcement was made by the New Zealand Prime Minister, Fraser, that the loss was caused by a mine. A New Zealand minesweeper had found a further mine at the scene of the accident.

Thus Ship "36" (Weyher) reached her minelaying area according to plan at the earliest possible moment and has achieved a very pleasing success. The exact position of minelaying is not

19 June 1940

CONFIDENTIAL

known. Naval Staff assumes that the mining was carried out in the Hauraki Gulf. (Atlantic ships have been informed.)

Regarding the effectiveness of the minelaying carried out by Ship "16" (Rogge) in the Capetown area, there are now some reports (unconfirmed) from neutral sources, according to which quite a large number of ships (7-8) was lost by striking mines.

Ship "21" has been informed that Naval Staff assumes rendezvous with the supply ship KOENIGSBERG to have taken place according to plan and that 700 cbm. oil were taken on. If this is not correct any changes should be reported at the first opportunity.

Atlantic ships were informed of enemy movements and regarding Italian submarines outside the Mediterranean.

Outward passage of Ship "33" (Captain Krueder) so far according to plan.

Norway:

Trondheim:

The formation of Commanding Admiral, Scouting Force put in to Trondheim, under anti-mine and anti-submarine escort, after carrying out assignment "Narvik".

Submarine chase off Trondheim so far without result. In the northern outlet of the Frohavet there is now always a submarine-chaser cooperating with Ship "47".

Exploratory sweeps for mines with paravane sweep through Trondheim-Leden, Yttre Fjord and Griphoelen, without result (shallow water points not indicated on the chart were established).

The destroyer IHN is on passage to Trondheim to relieve the STEINBRINCK, which must be withdrawn for dockyard overhaul.

North Sea:

Enemy flights and bombing attacks on Norderney, Langeoog and Oldenburg. No great material damage. During the night of 19 June attacks on Neuhoof, Harburg, etc. (see radiograms 1255 and 2400).

19 June 1940

CONFIDENTIAL

Skagerrak/Kattegat:

During the night of 19 June alleged submarine sighting northeast of Frederikshavn. No confirmation.

Enemy flights into the western part of the Baltic (Kiel Bay - Alsen - Langeland - Fehmarn Belt - Kiel Canal).

Transports carried out without interruption. Return convoy with 2,500 men arrived in Aalborg. Further transports carrying troops, horses and material to Oslo and Larvik according to plan.

Submarine Situation

In the Atlantic operational area:

U "43", "48", "46", "29", "30", "32", "47", "38", "28", "25", "51", "52", "65", "61", "A" (special assignment).

On passage: U "122" west of Ireland;
U "62" west of the Orkneys;
U "99" put out.

On return passage: U "101" (west of the Hebrides).

U "25" reports: rammed during submerged attack on convoy, bridge dented in, periscope unserviceable. Limited diving capacity. Return passage.

U "43" has taken on supplies in Spain as planned. She has been assigned an operational area between 42° and 42° 54' N.

U "48" reports three ships sunk. Convoy broken up. Position BF 7165.

U "65" contacted a convoy.

Submarine Successes:

The Belgian steamer VILLE DE NAMUR (ex-American BANKER - 7,430 tons) torpedoed.

19 June 1940

CONFIDENTIAL

Mediterranean Situation

See Situation Mediterranean.

No special operations or events. Note from the Italian Government regarding operations against merchant shipping and Italian mine barrages, see radiogram 1306.

Situation on Land

Mopping-up operations east and south of Cherbourg. Army Group B in a further advance to the Atlantic coast and the Loire. Brest and Nantes taken by armored corps. Tours occupied. In fighting with rear guards bridgeheads established over the Loire, the south bank of which the enemy evacuated during the day. In front of Army Group A now only slight enemy resistance. The Loire crossed at many points. Army Group C occupied Nancy and Toul. Group Guderian in Belfort and Épinal. Maginot Line still held tenaciously by the enemy at some points. Strassbourg, Muenster and Muehlhausen in our hands.

Air Situation

See Air Force Events of the Day.

Operations were concentrated on support for the Army in breaking remaining resistance.

The 9th Air Division, together with the 106th Coastal Patrol Group, carried out operations against England (Billingham and large tank storages near Hull and North Klingholme Harbor).

20 June 1940

CONFIDENTIAL

Items of Political Importance

France:

In accordance with the German reply the request for an Armistice was handed over to Italy. The French Armistice Delegation arrived at 1700 on 20 June at the Loire Bridge near Tours. Negotiators are General Huntzinger, Admiral le Luc and Ambassador Noel.

Marshal Pétain has ordered Weygand to hold the Loire line firmly as long as Armistice negotiations have not been concluded.

In a radio address Marshal Pétain tried to analyze the causes of defeat to the people. (Comparison with 1914/18: We now had less friends, too few weapons, too few forts, too few allies and too few children). See wording in Foreign Press Report No. 255/40.

A British station is spreading the news that a new French Government has been formed outside France to continue the war with the Navy, the Air Force and the auxiliary forces of the colonies, even if Pétain should accept the German conditions. General de Gaulle, who has escaped to England, is to be regarded as the head of this center of resistance and representative of Britain's interests.

Great Britain:

According to all reports, particularly that on a session of the House of Commons on 18 June, the will to continue fighting and to increase the output of war industry is expressed on all sides. British Generals in the East and in Malta, also General Smuts and the Canadian and Australian Governments, have stated their definite will to hold out.

The Minister of Information, Duff Cooper, refers in his radio speeches to England's great powers of resistance and to the fact that she has the mighty supply sources of Canada and the U.S.A. behind her. While Germany must stake everything to gain a quick victory, England can endure a long war.

All measures against an invasion in the military, propaganda and economic spheres are being undertaken with the utmost vigor and speed.

20 June 1940

CONFIDENTIAL

U.S.A.:

On 19 June in the House of Representatives a proposal for immediate participation in the war was rejected by 104 votes to 66.

The State Department has addressed notes to Germany and Italy to the effect that no transfer of British, French or Dutch colonies in America to a third power will be recognized by the U.S.A.

Conference between Chief, Naval Staff and the Fuehrer at the Fuehrer Headquarters

Points discussed:

1. The Armistice with France. Questions of the French Navy, occupation of the Atlantic coast of France.
2. War against England. Chief, Naval Staff pointed out the necessity of commencing strong air attacks on British bases now.
3. Siege of England.
4. Question of a landing in England, preparations and necessary conditions for invasion.
5. Naval warfare from Norway. Defense of coastal traffic. Leaving air forces in Norway as a necessary condition for successful naval warfare.
6. Landing in and occupation of Iceland.
7. Submarine construction program. Necessary to make available at once the facilities requested.
8. Necessity of increasing allocation of ammunition and return of the 38 cm. guns handed over to the Army.

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

20 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

There are at present in the area of the Western Approaches: the HOOD, ARK ROYAL, ILLUSTRIOUS, UGANDA (new cruiser), BIRMINGHAM, ARETHUSA, GALATEA, numerous destroyers and escort boats. Urgent radio traffic continued and indicates further evacuation of vehicles and equipment to England.

The old battleship REVENGE put in to Greenock on 19 June with the auxiliary cruiser LAETITIA; en route to Devonport on 20 June. Ships were warned of a submarine southwest of Ailsa Craig.

In connection with the activities of our submarines, radio intelligence intercepted various submarine warning reports. It is seen from convoy reports that only one to two auxiliary cruisers are operating as ocean escort, even of large convoys.

France:

Radio intelligence intercepted shipping movements, which indicate the arrival of eleven French vessels in Portsmouth or neighboring ports.

With reference to the possible effect of the deceptive radio message sent out yesterday, the Italian Radio Monitoring Service reports numerous orders intercepted from French vessels proceeding to Toulon. On the other hand, units were again detected on the west coast on westerly and southwesterly courses, apparently outward bound.

Northern Waters:

In the Iceland area there are four destroyers, including three TRIBAL class. Several anti-submarine trawlers are proceeding to Reykjavik (effect of U "A"'s operation).

No special reports on the enemy from the Norwegian area, with the exception of submarine dispositions off Trondheim.

20 June 1940

CONFIDENTIAL

Southern North Sea/Channel:

Flights by about 20 enemy planes into the Heligoland Bight for minelaying and bombing. Bombing attacks on Helder, the Hook, IJmuiden and Scheveningen without substantial damage.

Shipping Losses:

The tanker M.C. GEE (?) struck a mine in the Bristol Channel.

Own Situation

Atlantic:

Ship "33" put into a Norwegian fjord to make preparations for her further passage into the Atlantic, planned for the morning of 22 June.

Atlantic ships were informed of enemy movements (see radiogram 1822).

Norway:

The GNEISENAU's plane reports destruction of an enemy submarine about 30 miles north of Halten on 19 June. Detailed report is awaited.

The new Commanding Admiral, West, Vice Admiral Luetjens, left Trondheim at 1600 with the GNEISENAU, HIPPER and GALSTER for a thrust into northern waters and the Iceland area. At the same time the damaged SCHARNHORST, together with the destroyer STEINBRINCK and two torpedoboats, started on return passage from Trondheim into home waters. (Order for return see radiogram 2155).

While the departure of the SCHARNHORST was apparently not observed by the enemy, the GNEISENAU group was reported by an enemy submarine at 2330 as 1 battleship and 1 battle cruiser on northerly course about 40 miles northnortheast of the island of Halten. Shortly after the submarine attacked. The GNEISENAU was hit by a torpedo at 2335 in grid square AF 6472. The unit turned about and returned to Trondheim. Naval Staff's assumption

20 June 1940

CONFIDENTIAL

that the cruiser HIPPER continued the operation in the direction of Iceland alone was unfortunately not confirmed according to later reports. The HIPPER also put into Trondheim again.

Further reports are awaited.

Force SCHARNHORST is on return passage according to plan. From off Stadlandet the FR. IHN joined the group as additional reinforcement.

The supply ship NORDMARK was withdrawn by Group West from northern waters and has been ordered to return in the direction of West Fjord, where she will be met by three minesweepers. The supply ship DITHMARSCHEN will remain in position in the northern area as a fuel base for operations in northern waters.

Commanding Admiral, Norway has made further demands for the expansion of Trondheim as a base (establishment of a mine depot, tugs, water and oil supply vessels), see radiogram 1100. Fleet Command fully supports the requests made by Commanding Admiral, Norway for further minesweeper and submarine-chase units; the former regards the requested assignment of the units as a necessary condition for the Fleet's freedom of movement and supply facilities (see also radiograms 1150 and 1910). Naval Staff recognizes in principle the demands of the Fleet and of Commanding Admiral, Norway. The necessary measures are being carried out as facilities allow. It should, however, be stated that there have been definite possibilities of operations by the Task Forces in northern waters from Trondheim for many days, even without further reinforcement of the minesweeping and submarine-chase units, and that this cannot be regarded as a reason for the inactivity of the Fleet.

Group West requests, in agreement with Commanding Admiral, Norway, that Bergen should only be expanded as a secondary base and that expansion of Trondheim instead should have priority, since Bergen, on account of its geographical situation, is very vulnerable from the air with its small harbor and its entrances are narrow and easily mined.

The request corresponds with Naval Staff's plans.

On the question of the withdrawal of the 106th Coastal Patrol Group and of the Trans Ocean squadron, requested from Commander in Chief, Air Force, see notes of 20 June in War Diary, Part C, Vol. V.

20 June 1940

CONFIDENTIAL

Southern North Sea/Channel:

A thrust by PT boats S "19" and S "26" during the night of 19 June into the area of Dungeness led to the sinking of a 4,000 ton wood steamer owing to excellent cooperation between the boats.

Investigation of Le Havre has revealed:

Normand Dockyard: Submarine LA BAYADERE blown up, three further boats type AURORE and one Polish submarine in the first stages of construction. Submarine LA CREOLE apparently sunk.

Chantiers de la Mediterranee Dockyard: Large dockyard installations. Warships - only two torpedoboats. Very modern gunnery workshops (Schneider) seized. (For details see radiogram 1030.)

Closing the Straits of Dover:

In connection with naval measures for completely closing the Straits of Dover to any traffic by enemy warships and merchantmen, the demand arises to supplement naval measures (mines, torpedoes, planes) by the use of long-range coastal batteries which are able to achieve an almost complete blockade of the Channel by guns. With the great distances and times of flight of the projectiles which are involved, the spray effect of the very sensitive heavy high-explosive shells will above all be effective also in cases where they hit the water, this spray effect extending to a considerable radius in view of the large angles of fall. For this purpose speedy establishment on Cape Gris Nez of Battery "Grosser Kurfuerst" (four 28 cm. guns) with a range of about 380 km. has been ordered to start with. (Good camouflage, adequate anti-aircraft defense necessary.) Will be ready about the middle of August. Setting up of radar gear has been started as a necessary condition for its effective operation. Steps are being taken to investigate further increase in efficiency. (Infra-red photography, starshell guns, flares, narrowing the area for shelling by mine barrages.)

The setting up of 38 cm. guns in the area between Gris Nez and Calais is planned for later.

Group West, Commanding Admiral, France and Admiral, Northern France have been instructed to make the necessary preparations.

20 June 1940

CONFIDENTIAL

(See order from Naval Staff in War Diary, Part C, Vol. X.)

Occupation of the Large Channel Islands and of the Island of Quessant:

Speedy occupation of the three large Channel Islands of Alderney, Guernsey and Jersey (British) and of the French island of Quessant is necessary.

While in enemy possession the British Channel Islands are an advanced observation point for the enemy in our flank, to the disadvantage of our naval and air operations in the area of the central and western Channel. The island of Quessant is most important as a main point of approach for shipping and for air forces. Admirals, Northern France and Brittany have received orders from Naval Staff to make the necessary preparations for occupation of the islands in cooperation with the local Commanders of the other branches of the services and have been entrusted with carrying out the operation. For assessment of the strength of the islands and considerations on carrying out occupation see order of Naval Staff Io 8639/40 gen. of 20 June in War Diary, Part C, Vol. II.

Skagerrak/Kattegat:

No submarine reports. During enemy flights on the night of 19 June minelaying was observed in Kiel Bay and Eckernfoerde harbor.

Transport situation, anti-submarine patrol and check sweeps according to plan. Four boats of the 17th Submarine-Chaser Flotilla were handed over to Commanding Admiral, Norway as ordered.

Submarine Situation

Atlantic:

U "26" put out into the operational area.

U "25" reports periscope again serviceable. Makeshift repair of damage. The submarine is able to dive and is therefore remaining in the operational area.

20 June 1940

CONFIDENTIAL

U "122" has been ordered to operate between the western part of the Channel and the northwest corner of Spain.

Otherwise no changes.

Submarine Successes:

The British steamer OTTERPOOL (4,867 tons) torpedoed west of the Channel. The British steamer ANDALUSIEN (3,074 tons) torpedoed west of Quessant. The British steamer MONARCH OF GLASGOW torpedoed south of Quessant. The steamer CORINTHIA (3,122 tons) chased by a submarine. U "122" reports sinking a fully loaded Royal Mail steamer (11,000 tons), which was inward bound.

Anti-submarine Activities:

Three destroyers and two trawlers were sent out on submarine-chase in the North Scotland/Orkneys area - see Radio Monitoring Report 2255.

Merchant Shipping

1. Own Shipping:

Group West reports plans to establish as soon as possible mine-free channels to Ijmuiden and Rotterdam so that coastal shipping may start and ships lying in Holland may be transferred.

2. Foreign Shipping:

Great Britain:

Commander, East Indies Station gave orders to all British merchantmen to instruct Norwegian, Dutch, Polish and Belgian ships that they are not to proceed to French ports but should put into a British port to receive further orders.

France:

The French Naval Attaché in Washington instructed French merchant shipping to put into British or Canadian ports.

The Intelligence Service reports from Spain: Heavy shipping

20 June 1940

CONFIDENTIAL

observed along the coast off Barcelona. This also includes troop transports, apparently ships and troop units fleeing from French Mediterranean ports.

Italy:

For routes of the steamers CONTE ROSSO and MONARCH OF BERMUDA, carrying members of the British and Italian diplomatic and consular services, see radiograms 0339 and 2045.

Mediterranean:

See Situation Mediterranean.

No special activities. The Italian Navy is reinforcing its submarine disposition in the Western Mediterranean, in order to stop traffic between France and North Africa.

According to a British radio report, Admiral, Toulon stated that contrary to the decree that French towns of over 20,000 inhabitants were to be considered open cities, the naval base of Toulon was to be regarded as a fortress and would be defended with all possible means.

The Spanish Navy reports the following French forces in Oran and Mers el Kebir: the STRASSBOURG, DUNKERQUE, BRETAGNE, LORRAINE, PROVENCE, the cruisers LA GALLISSIONÈRE, GEORGES LEYGUES, four further cruisers, twelve destroyers. Ships have got up steam and are ready to put out.

British merchantmen in ballast which can reach the harbor of Marseilles within 48 hours have been ordered to proceed there at once.

Situation on Land

Further mopping-up in Brittany. Nantes occupied. At present we are advancing up to the line of demarcation scheduled so far:

- a) Land front: from the mouth of the Loire, along the Loire, approximately the present front through Tours - Vierzon - Bourges - Moulins - Chalons s.S. - Dole - Swiss border at

20 June 1940

CONFIDENTIAL

Geneva.

b) Naval front: coastal strip about 80 km. wide from the mouth of the Loire as far as the Pyrenees.

Army Group A is fighting enemy rear guards and advancing quickly to the south. Group Kleist is to advance for support of the Italian attack with a part-formation via Lyons in the rear of the French border fortifications. In the Maginot Line the enemy is still holding parts of the fortified front.

Air Situation

See Air Force Events of the Day.

During attacks against transport traffic in the mouth of the Gironde several large transports were sunk and further ones damaged.

21 June 1940

CONFIDENTIAL

Items of Political Importance

France:

At 1530 the German Armistice conditions were handed over to the French Delegation in the Compiègne Forest in the presence of the Fuehrer and Supreme Commander and the Commanders in Chief of the three branches of the Armed Forces. General Keitel read the preamble to the Armistice conditions.

Marshal Pétain declared Bordeaux to be an open city and requested the Fuehrer that attacks on this city be stopped. The Fuehrer agreed.

According to various reports from France, increased activity by the French communists is to be expected. The Government is attempting to suppress the communistic risings.

Great Britain:

Reports from Egypt speak of tension between Egypt and Great Britain. The main source of difficulty is said to be interpretation of the Anglo-Egyptian treaty. Egypt does not consider herself in any way obliged by this treaty to enter the war on Great Britain's side.

Turkey:

The Ambassador in Akara reports that the Turkish General Staff is following the situation in the Eastern Mediterranean with increasing anxiety; it is considered possible that the French Orient Army and Fleet will go over to England to continue the fight. If the French forces retire from the war completely the British forces in Syria and Egypt are regarded as too weak. There is a possibility that under these circumstances Turkey will undertake a precautionary occupation of northern Syria and Aleppo.

Russia:

So far no further aggressive plans on the part of Russia regarding Finland or Bessarabia. Turkey is seeking a closer alliance with Russia.

Japan:

Great interest in Indo-China; at her instigation France has

21 June 1940

CONFIDENTIAL

forbidden transit of weapons to China through Indo-China. Japan has the right of control.

U.S.A.:

Attitude at present unchanged. War Minister Woodring and Secretary of the Navy Edison have resigned. Roosevelt has appointed the Republicans Stimson and Col. Knox who are regarded by their party as deserters. (Both are fanatically pro-Allied and have long supported Roosevelt's attempt to have the U.S.A. enter the war.)

Survey of the Situation

Chief, Naval Staff was present at the handing over of the Armistice conditions to France in Compiègne. He returned to Berlin on the evening of 21 June.

Special Reports on the Enemy

Atlantic:

Great Britain:

The destroyer CAMPBELL was ordered to report the number of survivors on board. Position in the Clyde area. Possibly shipping losses through mines?

Several destroyers were sent out in the Bristol Channel on submarine-chase. The British War Office announces that large contingents of Australian and New Zealand troops, who left Australia and New Zealand in May, have been disembarked in British ports. Thus the large troop transport of 25,000 men actually did arrive in England.

In Bayonne and St. Jean de Luz 2,500 men of the 3rd Polish Division were embarked on British destroyers on 20 June.

British ships outside the Mediterranean were instructed that they could proceed to French colonial ports. This cancels an Admiralty radio message.

21 June 1940

CONFIDENTIAL

France:

No further movements of French vessels on the west coast detected. Shipping between Pauillac and Le Verdon is prohibited. Various French and neutral ships have fled from French ports to Bilbao.

In the evening French steamers in British waters or on their way there were ordered to proceed to French ports south of 47° latitude, i.e. evacuation of Lorient, Nantes and St. Nazaire.

Northern Waters/North Sea:

On the basis of the report of the enemy submarine on the departure of our forces from Trondheim, the submarine SEVERN was ordered at 0430 to proceed to Utsire with the utmost speed.

A further urgent radiogram was sent at 0445 from Commander in Chief, Home Fleet to Commander, 18th Cruiser Squadron (aboard the SOUTHAMPTON presumably west of the Hebrides) and to the cruisers YORK and NEWCASTLE (presumably in the Scapa area).

It is assumed on the basis of this observation that these ships are being sent out against our forces, whose return passage to home ports is presumed by the enemy.

Task Force GNEISENAU, which put in again after the torpedo hit, was reported by an enemy plane in Trondheim Fjord at 0900 and was unsuccessfully attacked. Group SCHARNHORST was not detected by the enemy until about noon. It was not until 1218 that an enemy plane reported a battle cruiser and 5 destroyers on southwesterly course west of Sogne Fjord. No direct effect of this sighting report is to be seen in enemy radio traffic. Our air reconnaissance yesterday evening detected 6 large vessels (battleships or cruisers) and numerous destroyers (23) in Scapa. Morning reconnaissance in the sea area North Sea/northern waters was without result.

In the course of the afternoon (1750) radio intelligence was able to ascertain that Commander, Battle Cruiser Squadron, as later transpired with the RENOWN and REPULSE, was at sea at 1400 (left Scapa Flow at 1230, eastbound).

Enemy plans:

Attempt to cut off the returning battleship group SCHARNHORST and to destroy the SCHARNHORST. It must be taken into

21 June 1940

CONFIDENTIAL

consideration here that the British Fleet is doubtless doing all in its power, on the day when the Armistice conditions were handed over to France, to gain a large-scale operational success which will increase its prestige.

The enemy contacted the SCHARNHORST in the course of the afternoon and carried out torpedo and bombing attacks. Reports received in the evening from air reconnaissance and radio intelligence give the following picture of the enemy situation:

The enemy has put into operation against the SCHARNHORST group, apart from submarines and planes, the battle cruisers RENOWN, REPULSE, the heavy cruisers YORK and SUSSEX and the light cruisers SOUTHAMPTON, BIRMINGHAM, SHEFFIELD and NEWCASTLE, as well as a comparatively small number of destroyers.

Evening reconnaissance sighted at 1920 about 70 miles west of Lister a formation of 2 battleships, 2 cruisers and 1 destroyer on southeasterly course. A group of destroyers was sighted at 1830 halfway between the Orkneys and Skudesnes Fjord, proceeding on easterly course at high speed. A cruiser group was obviously advancing against the Norwegian coast on a northerly latitude (north of 59°) and was detected towards 2200 about 60 miles west of Skudesnes Fjord by our bombers.

Regarding the enemy submarines, the Radio Monitoring Service discovered the positions of the SEVERN - about 25 miles southwest of Egeroe - and the SALMON - about 20 miles off Lister; there were two further submarines in the same sea area. The submarines were informed by the Commander, Submarines of the departure of British forces.

Own Situation

Northern Waters/North Sea:

Group SCHARNHORST was about 25 miles from the coast, off Bergen, at 1300 on southerly course. After the first sighting by an enemy plane at 1218 the enemy maintained constant contact with the unit. Group West urgently requested reinforcement of fighter cover. Towards 1600 there were constant air attacks in waves. After an attack by torpedo bombers there was a bombing attack at 1635 by about 25 Bristol Blenheims. No hits

21 June 1940

CONFIDENTIAL

were scored owing to strong anti-aircraft and fighter defense. Six enemy planes were shot down by anti-aircraft fire from the SCHARNHORST and escort forces and seven further planes by fighters. An outstanding success for the ship's anti-aircraft and for fighter defense. (See brief combat report radiogram 2400.)

On the basis of the enemy situation, indicating an encounter between superior enemy forces and the SCHARNHORST, which was greatly restricted in her readiness to proceed and in her fighting qualities, Group West ordered the SCHARNHORST at 1745 to put in to Stavanger via Skudesnes Fjord and to take up an anchorage protected against torpedo attacks. Destroyers and torpedo boats will protect against an enemy penetration. Further passage is planned on the morning of 22 June, according to data from air reconnaissance. The decision reached by Group West on the basis of the results of radio intelligence, to have the SCHARNHORST deviate to Stavanger, was correct and had the desired result. As evening reconnaissance showed, an encounter with the enemy battle cruisers would in all probability have taken place under particularly unfavorable conditions for the SCHARNHORST. The course of the operation has again emphasized the great importance of possession of the Norwegian coast. The line Shetlands-Norway has lost its character as a dangerous "channel".

In the course of the evening (around 2230), our own bombers contacted the enemy cruiser and battleship group, which was unsuccessfully bombed. Submarines U "99" and U "26", which were in the area in question, were sent in against the enemy forces but did not contact them.

At 0800 Commanding Admiral, West, with the GNEISENAU, HIPPER and GALSTER put in to Trondheim again, where emergency repairs to the GNEISENAU will be attempted. The torpedo hit the ship forward (compartments XIX-XXI). 1,000 cbm. water in the ship. Speed reduced to about 17 knots. No casualties (see War Readiness Report, radiogram 2000). The Fleet reports that the torpedo hit the ship from a spread of three fired from starboard in grid square 6472, i.e. 35 miles northnortheast of Halten off the entrance to Folda Fjord.

Anti-submarine escort by a plane and a destroyer was too ineffective in an area in which the presence of enemy submarines was to be reckoned with according to the data of air reconnaissance and radio intelligence. The question as to why the unit did not provide for a very much stronger air and anti-submarine escort until leaving the narrow coastal waters requires investigation.

21 June 1940

CONFIDENTIAL

In view of the submarine danger to be expected it would doubtless have been more correct - in review - to use the available destroyers and torpedoboats first of all to bring Task Force GNEISENAU out into the open sea and to have delayed the return passage of the SCHARNHORST accordingly.

Naval Staff's hope of the battleships carrying out operations from Norway for a long time in northern waters and in the Iceland area has been frustrated for the present by the elimination of both heavy ships. The enemy has succeeded in obviating this constant danger to him. This fact is to be regretted all the more since the successes, which the enemy has not yet realized, were achieved not by any special battle but by an absolutely chance hit. It is in no way the consequence of an unfavorable operational situation that the battleships must now leave the operational base of Trondheim, without achieving any effect in further combat. If the successes by the battleship group are restricted to the sinking of the GLORIOUS and of the two transports in the course of an operation ordered by Naval Staff, the main reason for this lies in the inactivity of the GNEISENAU group which has been lying in Trondheim for twelve days. Since the transfer of the Task Forces to Trondheim, Naval Staff has pointed out repeatedly the necessity of continuous operations. The long period of inactivity in Trondheim was not planned by Naval Staff, which wished to see them on frequent operations at sea and not lying in the harbor. The enemy has, as was anticipated, utilized the interval to reinforce his submarine disposition off Trondheim and to carry out air attacks on our forces. Now the operational facilities for the battleships have declined through the torpedo hit on the GNEISENAU and the main fighting strength of the German Navy is out of action. In Naval Staff's view it was all the more necessary now not to allow the cruiser HIPPER also to put in to Trondheim again, but to carry out the thrust to Iceland with her alone, an operation for which the cruiser, regarding speed and fighting strength, must be regarded as particularly suitable in view of the enemy situation to be expected in this sea area. Air reconnaissance and radio intelligence will decrease the hazard of such thrusts to a minimum and increase our own prospects of success.

In view of this Naval Staff can also not at all condone Group West's plan to withdraw to home waters the two supply ships NORDMARK and DITHMARSCHEN, at present in northern waters, in view of the alleged new situation (see radiogram 1735). The withdrawal of these fuel bases from northern waters entails our foregoing any operational activity and effects in the northern area.

21 June 1940

CONFIDENTIAL

In order to compare the views of both sides on further operations, Group West has been requested to report its plans.

North Sea:

Group West plans to leave the following units permanently in the area of the Norwegian coast, at the expense of defense of the North Sea and Heligoland Bight:

1st Minesweeper Flotilla
18th Minesweeper Flotilla
5th Motor Minesweeper Flotilla
12th Submarine-Chaser Flotilla (7 boats)
Ships "7", "18", "47".

In exchange, withdrawal of the 11th Patrol Boat Flotilla and later exchange of the 12th Submarine-Chaser Flotilla for the 17th. The 2nd Minesweeper Flotilla, put into operation earlier, is also to be withdrawn later on.

Submarine-chasers "123", "124", "127" and "F" are leaving the North Sea for Trondheim today.

France:

Results of investigation: Dockyard Worms et Cie. in Le Trait: Dockyard seems to be extremely productive. New submarine constructions LA FAVORITE, L'AFRICAINNE, ARMIDE, ANDROMAQUE intact on slipways. Torpedo boats "91-92" ready for construction.

Skagerrak/Kattegat:

No submarines detected. Mine situation unchanged except for fresh minelaying by enemy planes during the night of 20 June over Flensburg Estuary - Kiel Bay - Great Belt.

Transports were carried through and empty steamers and prizes transferred according to plan.

Operations against merchant shipping carried out by the minelayer PREUSSEN in the Eastern Baltic so far without success.

A cable from Denmark to Norway was laid by the cable steamer NEPTUN. Faults still existing are being eliminated.

21 June 1940

CONFIDENTIAL

Atlantic:

Atlantic ships were informed of the course of operations in the west and of enemy movements.

Ship "33" (Krueder) was ordered, in view of the enemy situation, to postpone for the present her departure from the fjord in the area of Stadtlandet; however, she started out according to plan during the night of 21 June after the situation had altered.

Mediterranean Situation

See Situation Mediterranean.

Nothing to report.

Submarine Situation

Reports from our submarines and repercussions in radio traffic reveal particularly successful operations against merchant shipping.

U "47" reports a successful attack on a convoy in the western outlet of the Channel. U "38" has contacted troop transports; U "25" also reports troop transports in sight. U "32" attacked a convoy southwest of Ireland.

U "29" took on supplies in a Spanish port. U "48" reports return passage after sinking 8 steamers, totaling 42,686 tons, an excellent achievement. U "99" has been damaged by a bomb; she is on return passage.

Submarine Successes:

The Finnish steamer SARYMATIA (4,000 tons), a British troop transport (11,279 tons) west of the Loire (by Ettrick?), the British steamer JARRAVILLE (8,627 tons) west of Lisbon, the Greek steamer ANGHYRA (2,447 tons) sent an S.O.S., the Belgian steamer LUXEMBOURG (5,809 tons) 35 miles southwest of Penmarch, the steamer PRUNELLA south of Ireland, the French steamer ARRAGAS

21 June 1940

CONFIDENTIAL

(fired on south of Penmarch), the Syrian steamer AL RAWDAH (3,549 tons) sent an SSS message and requested help.

Situation on Land

Army Group B is mopping-up the area around Cherbourg and Brest and is reinforcing the bridgeheads over the Loire after breaking remaining enemy resistance. Army Group A, in a further advance southward, overtook the retreating enemy. Group Kleist occupied Bourg and Lyons, and is now advancing to the Atlantic coast, at first as far as Cognac. Army Group C has completed the encirclements on the Maginot Line and is closing in around the strong enemy groups which are trapped.

Air Situation

See Air Force Events of the Day.

The large-scale attack on Southampton planned for 21 June has been postponed for the present.

The 2nd Air Force has orders to keep a further watch on the west coast of France and only to destroy outgoing naval vessels in agreement with the German demand for the return of all French ships.

In reply to Naval Staff's inquiry regarding the carrying out of air attacks on Scapa Flow, Commander in Chief, Air Force, Operations Staff informs us that attacks are subject to the special approval of Commander in Chief, Air Force, in view of the necessity of uniform control of operations against England.

22 June 1940

CONFIDENTIAL

Items of Political Importance

France:

The German Armistice conditions were signed by the French Delegation. For conditions see File Armistice/France. The Armistice will not come into force until six hours after information from the Italian Government of the conclusion of Armistice conditions between Italy and France.

General de Gaulle calls on the French Army to continue resistance in a radio address from London. American reports mention that the French Fleet Command has resolved not to surrender under any circumstances. All air, sea and available land forces are to be assembled in North Africa. Radio intelligence does not reveal any such decision, but on the other hand it is certain that the larger part of the French Fleet is in ports on the North African coast and a small part in British ports.

Great Britain:

According to a foreign diplomatic report, differences of opinion have arisen in the British Cabinet on further conduct of the war. Some members are apparently in favor of negotiations with Germany. It is seen from a telegram to Rome from the Italian envoy in Sweden that the British envoy in Stockholm stated to Foreign Minister Guenther that England was prepared to enter into peace talks with Germany and Italy. A similar report has been received from Hungary. The report must for the present be treated with great reserve.

South Africa:

General Hertzog demands of the South African Government the cessation of hostilities with Germany.

For situation in the Baltic States see Political Review. Reformation of Governments with a pro-Soviet tendency.

Conference on the Situation with Chief, Naval StaffSpecial Items

1. Chief, Naval Staff gave a review of the results of his tour of inspection in the occupied coastal areas and of his discussions with the Fuehrer. He informed Naval Staff of the most important points of the Armistice conditions and of the Fuehrer's plans regarding the final boundaries between France and Germany.
2. Report of Chief, Operations Branch on Group West's plans:

Group West has reported as follows: "In view of the new situation it is planned to have the GNEISENAU return to home waters for repairs after damage has been ascertained and adequate readiness to proceed has been restored. Independent of this, Group West plans the following:

- 1) Early withdrawal of the HIPPER and NUERNBERG owing to serious danger of submarines in the Trondheim area and inadequate defense of berths against torpedo attacks of every kind.
- 2) Transfer of defense assignments in the North Norwegian area to destroyers and minesweepers, which are well suited to this and quite sufficient in number. Commander - Commander, Destroyers.
- 3) Return of the DITHMARSCHEN and NORDMARK to home waters after handing over oil in Trondheim, Bergen and Stavanger in order to replenish fuel stocks there."

Group West's views differ basically from those of Naval Staff. Naval Staff is therefore not at all in accord with the plans of Group West.

The complete withdrawal of all combat forces from the Trondheim area is considered wrong by Naval Staff. The acquisition of the strategic base in the Norwegian area forces us to utilize this area for operations. It would be intolerable to withdraw after every reverse and to forego the great strategic advantage offered for the Navy by the occupation of Norway. Naval Staff was from the start quite aware of the difficulties of utilizing the Norwegian area and of the submarine danger existing. We must, however, see to it that the Trondheim area is made so safe

22 June 1940

CONFIDENTIAL

with the available submarine-chase and defense forces that it is possible to use it as a base for naval forces. The danger which has so far arisen in Trondheim was primarily caused by the fact that the ships lay inactive there far too long, against the wishes of Naval Staff, instead of operating in northern waters.

In Naval Staff's view operational requirements are not sufficiently allowed for by leaving destroyers and minesweepers for operations on the Norwegian coast. Without the support of cruisers, operations by destroyers cannot be carried out either. The destroyers would thus be rendered useless; however, operations by the HIPPER from home waters would also be inconceivable without destroyers - in fact the danger of complete inactivity by the HIPPER would then arise. The danger of submarines in and off Trondheim is regarded as bearable following the transfer of patrol forces and submarine-chaser groups which has taken place meanwhile. Further reinforcement of defense is to be attempted.

Naval Staff still foresees many chances for the cruisers and battleships in the course of operations in northern waters, while such chances are not discernible at present in the Baltic and North Sea areas.

Naval Staff has therefore decided as follows: A Commander (Commanding Admiral, Scouting Force) is to remain in Trondheim with the cruisers HIPPER and NUERNBERG as well as available destroyers for operational assignments. Everything possible must thus be done to facilitate the stay by the heavy forces and their operations. Group West has therefore received the following order:

1. HIPPER-NUERNBERG with Commanding Admiral, Scouting Force are to continue operations in the Norwegian area from Trondheim.
2. All available forces and suitable air forces for combatting submarines are to be brought up to Trondheim.
3. Dispose tankers and supply ships as deemed fit according to 1.

22 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The HOOD and ARK ROYAL were detected in the Gibraltar area or on their way there. Both received submarine warning reports on 21 June, following the torpedoing of the British steamer YARAVILLE west of Lisbon.

The battleship NELSON is at sea in the Clyde area for attack exercises by torpedo bombers.

A new vessel, presumably the aircraft carrier ILLUSTRIOUS, put out on the evening of 21 June with four destroyers and is obviously proceeding to the West Indies. This observation was confirmed by a report from U "46" on the sighting of an aircraft carrier 300 miles west of Quessant.

The cruiser GALATEA was off St. Jean de Luz yesterday evening. U "52" reports a heavy cruiser and a troop transport on easterly course west of the mouth of the Gironde.

An unconfirmed agent's report mentions the possible sinking of the new aircraft carrier FORMIDABLE (?).

France:

Nothing special to report.

Neutrals:

Movements by American destroyers in the area of Bilbao and Casablanca are connected with the evacuation of American citizens.

Northern Waters/North Sea:

The enemy groups which appeared between the Orkneys and the Norwegian coast withdrew in the course of the morning to their bases. Commander, Battle Cruiser Squadron planned to put in to Scapa at noon. Commander, 18th Cruiser Squadron and the cruisers NEWCASTLE and SUSSEX were still detected at sea.

22 June 1940

CONFIDENTIAL

At 0800 the second morning reconnaissance detected the cruiser formation consisting of 1 heavy and 3 light cruisers and 1 destroyer, 100 miles west of Stavanger changing course to 200°. At this time there was a vessel 30 miles north of the position of the cruiser formation.

At 1540 an unidentified radio transmitter reported an engagement with an enemy warship and four destroyers north of the Dogger Bank. It is possible that the cruiser formation became involved in an engagement with a British patrol vessel.

The submarines TRIBUNE and TRUANT have been assigned waiting positions in the Utsire area.

The British Admiralty announced a torpedo hit on a battleship off Trondheim Fjord. The Air Ministry reported air attacks with torpedoes and bombs on a German formation. Allegedly a torpedo hit on a destroyer and three hits on the SCHARNHORST.

Southern North Sea/Channel:

A submarine 60 miles southwest of Lister reported a serious leak and is returning to Rosyth. It is possible that she struck a mine.

Admiral, Dover informed Dover forces of the arrival of 12 PT boats, of which 8 are to proceed to Dover and 4 to Ramsgate. Since the boats so far have no distinguishing marks and are flying the white flag, it is to be assumed that they are vessels which are to be commissioned and which are being brought up to the Dover area in view of our own PT boat operations.

It is seen from a radiogram from a minesweeper that British minesweeping activity and the sweeping of magnetic mines is obviously of late taking into account also the reversal of polarity of the "Big". The boat reports search "using both poles".

Own Situation

Atlantic:

Atlantic ships were informed of enemy movements (see radiogram 1517). Ships "16" and "21" were ordered, when firing torpedoes,

22 June 1940

CONFIDENTIAL

only to fire with close firing speed owing to the unreliability of the pistols. Ship "10" (Captain Kaehler) reports position at 2300 as 40° N, 36° W.

Ship "33" left the Stadlandet area at 0100. Air reconnaissance is scheduled in the direction of her advance by a Do 26 from Trondheim as far as large grid square AB 78.

Norway:

In view of the withdrawal of the enemy groups the SCHARNHORST unit was ordered at 0930 to leave Stavanger and is proceeding on from there in the direction of Hanstholm. Group Baltic has informed the unit that there is no indication of enemy submarines in the Kattegat. Group SCHARNHORST was off Hanstholm in the evening.

The boats of the 12th Submarine-Chaser Flotilla, on their way north, have been put at the disposal of Naval Commander, Stavanger for one day and are carrying out submarine-chase for him in the area Boemelen Fjord - Utsire - Obrestad.

In view of recent experiences and the withdrawal of air forces from the Norwegian area, the following teletype has been addressed to Chief, Armed Forces High Command, for the Fuehrer's information, referring to Commander in Chief, Navy's conference with the Fuehrer: "Operations by the Navy during the last fourteen days have again proved that it is urgently necessary to leave adequate bomber, dive-bomber, fighter and reconnaissance units still in the Norwegian and Danish area in view of the inferiority of our own naval forces compared with the British Fleet."

Southern North Sea/Channel:

During the PT boat thrust on the night of 21 June S "32" sank about 15 miles south of Dungeness following an explosion, probably due to a drifting mine. The Commander (Lt. Kosky) and six men were killed. Two boats continued the operation and encountered enemy destroyers south of Rye Bay. No chance to fire. They put in to Boulogne again.

The 2nd Motor Minesweeper Flotilla established the entrance to Le Havre to be free of mines. The channel is buoyed.

In connection with minelaying directed against British sea

22 June 1940

CONFIDENTIAL

communications on the southeast coast, Group West and Commander, Naval Air, West have been instructed to investigate the question of mining the "searched channels" in deep water off the Thames estuary. Mining with EMD mines, using the He 59's of Commander, Naval Air, Baltic converted for this purpose (formerly operating in the Narvik area). If this idea proved practicable, it is to be considered whether the marked convoy route on the east coast could be mined in this way along its entire length - without limitation to the area off the Thames - by single EMD mines laid by He 59's.

Even a few individual mines on this convoy route can, apart from the surprise hits on mines, result in considerable indirect consequences such as increased minesweeping activity, delay to shipping, deviation from the route and thus possibly running on to earlier mine barrages.

Netherlands/Belgium/France:

Admiral, Netherlands requests intensification of anti-aircraft defense in view of several air attacks yesterday on the harbor and dockyard installations of Helder.

Group West reports its views on the question of bases on the French coast:

1. Brest - base of the first order.
2. Cherbourg - base for destroyers, torpedoboats and PT boats.
3. Boulogne is still a favorable base for PT boat operations in the Straits of Dover, as far as the Thames.
4. Use of Le Havre is at present to be foregone in favor of Cherbourg.

The Group request speedy fitting-up of Brest as a submarine base, independent of further expansion. The following are necessary for this: immediate provision of adequate anti-aircraft defense, creation of mine-free entrances, guarantee of regular supplies.

The necessary steps will be taken by Armed Forces High Command, Service Division, Group West and Commanding Admiral, Submarines.

Skagerrak/Kattegat:

No reports of submarines.

22 June 1940

CONFIDENTIAL

Mine Situation:

Sweeping of ground mines in the Stollergrund Channel and east of Kjels Nor. Closing of the Great Belt canceled.

Transport Situation:

Continuation according to plan of the fast troop transports and return transports. Transfer of 2,350 men, 735 horses, 536 vehicles is in progress. The battleship SCHARNHORST was escorted from Skagen at 2215. Anti-mine escort off Skagen, escort by mine-exploding vessels from Anholt. Continuous close air cover and heavy fighter escort.

Submarine Situation

Put out into the operational area: U "102", "34".

On return passage: U "99" central North Sea;
U "101" Shetlands.

Otherwise no changes.

U "26" is in the northern North Sea, U "122" southwest of Ireland on passage into the operational area.

Submarine Successes:

U "32" reports sinking a 16,000 ton tanker out of a convoy south of Ireland.

Merchant Shipping

The Danish steamer ALPHA was torpedoed on 21 June off Texel by a British submarine. Admiral, Netherlands therefore proposes that Russian tugs and steamers should not be permitted to leave for the present, as every sea transport without sufficient defense against British submarines is greatly endangered. Naval Staff, however, has no objections to the proposed transfer of the

22 June 1940

CONFIDENTIAL

Russian tugs, provided that they have easily recognized neutrality markings and proceed with lights at night.

According to reports from captains of steamers, traffic from London to the Tyne is not yet closed. For route see radiogram 1830.

Six French steam tankers which were lying in Istanbul have been transferred to British ownership and are now flying the British flag.

Mediterranean:

See Situation Mediterranean.

Good successes by Italian submarines in the war against merchant shipping. Increase in number of submarines in the Western Mediterranean. Attacks by the Air Force on Bizerta and Port Sudan.

Situation on Land

The naval base of Lorient was occupied after resistance had been broken. Bridgeheads over the Loire were extended. Chatellrault (50 km. south of Tours) reached. On the rest of the front advance as far as the line of demarcation.

In front of Army Group C collapse of strong enemy groups in and behind the Maginot Line. Tenacious enemy resistance still in the Vosges. The Italians started an offensive against the enemy who is putting up a stubborn defense.

Air Situation

See Air Force Events of the Day.

Operations were concentrated on support for the Army in Alsace-Lorraine.

22 June 1940

CONFIDENTIAL

Parts of the 2nd Air Force attacked shipping targets in the area off the Atlantic ports. Several large transports were badly damaged or set on fire by bomb hits.

According to a report from Spain, a 32,000 ton transport with 5,000 British aboard was sunk in dive-bomber attacks two days ago in the mouth of the Gironde.

Items of Political ImportanceFrance:

The Cabinet Council sat in conference under the presidency of Lebrun on the Armistice conditions. Following the signing of the Armistice conditions with Germany, Marshal Pétain received the unanimous confidence of the deputies and senators. For official French announcement and British views see Foreign Press Report No. 260/40.

Reuter announces the alleged Armistice conditions in 24 articles. (Announcement in Germany has not yet taken place.)

Great Britain:

Churchill made an official British declaration that the British Government could no longer regard the Government of Bordeaux as that of an independent French state, since France had become completely dependent on Germany by acceptance of the German Armistice conditions and thus the agreement solemnly concluded between the Allied Governments had been violated. The British Government calls on all Frenchmen outside the enemy's sphere of influence to join Britain. At the same time the British Government recognizes the French National Committee of General de Gaulle formed in London.

The French Cabinet Council has dismissed General de Gaulle at the proposal of General Weygand.

The French Government has protested against Churchill's reproaches and rejects the biased accusations of the British Prime Minister.

(For details see Foreign Press.)

Russia:

The German Ambassador in Moscow has learned from the Rumanian envoy that no negotiations between Soviet Russia and Rumania are at present taking place on Bessarabia and that there is also no reason for such negotiations.

Conference on the Situation with Chief, Naval StaffSpecial Items

1. Chief, Naval Staff again expressed his views on the necessity of now having the cruiser HIPPER make a thrust as soon as possible into the sea area of Iceland for operations against the British auxiliary cruiser patrol. Recent experiences during the return passage of the SCHARNHORST have again clearly shown what possibilities exist for offensive thrusts by our own forces owing to the strongly defensive attitude of the enemy and the great deterrent effect represented by the Norwegian coast. In view of the enemy's attitude and the very favorable operational situation for us, we must seize the initiative through constant offensive action against the enemy's weak points and we can thus gain very great successes.
2. Group West has suggested its transfer to the west for control of the Atlantic war from the French coast. Such a transfer is out of the question for the present. In contrast to Group West, Naval Staff still foresees great tasks at present in the North Sea and northern waters and in the area of the Norwegian coast. Operations from the French coast cannot anyway be carried out for the present, since no forces are available for this. The only operational forces which can conceivably operate from the west coast of France in the near future are submarines and planes. The transfer of a Group Command is unnecessary for them and will come into question at the earliest when the battleships are able to operate from Brest.

Survey of the SituationSpecial Reports on the EnemyAtlantic:Great Britain:

The HOOD, ARK ROYAL and RESOLUTION are in Gibraltar. Four destroyers arrived in Gibraltar at the same time.

The cruiser DORSETSHIRE put out to the west.

23 June 1940

CONFIDENTIAL

The aircraft carrier FURIOUS and the Canadian destroyer ASSINIBOINA, returning from a patrol, put in to Halifax on 21 June.

In the course of the day British and Polish embarkations and evacuations were still being carried out from Bayonne and St. Jean de Luz. All ships in ballast were ordered to proceed to Bayonne.

France:

It can be concluded from an urgent radiogram from the carrier HERMES on the evening of 22 June addressed to the Admiralty, Commanders, South and North Atlantic, as well as the auxiliary cruiser CARNAVON CASTLE, that the battleship RICHELIEU is to put in to Dakar on 24 June and that her movements are being followed by the British with special attention.

It is also apparent from various reports that Britain is still trying hard to acquire as many French warships and merchantmen as possible, in order to remove them from presumable exploitation by the German Navy and to make use of them for her own operations.

The French minelaying cruiser EMILE BERTIN put in to Halifax on 21 June.

Northern Waters/North Sea:

Nothing special to report apart from various submarines detected.

There was a submarine southwest of Nord Fjord, the submarine SEVERN in the area of Hanstholm and a further one 50 miles west of Bovbjerg. Submarine H "32" passed Dover, westbound. The submarine CLYDE reported her observations in the Frohavet. She is obviously off Kya and is observing traffic on the east side of the Frohavet.

The submarine SUNFISH left for the operational area of the East Frisian Islands.

Losses:

Trawler CORINGA (294 tons) sank.

23 June 1940

CONFIDENTIAL

Own Situation

Atlantic:

Ship "33" proceeding according to plan. No reports from Atlantic ships. Ships were informed of enemy movements.

Norway:

The supply ship NORDMARK was met by a Narvik convoy (LEVANTE with minesweepers). The convoy put in to Trondheim in the afternoon.

The supply ship DITHMARSCHEN has started on return passage. She is to be met by the GALSTER and IHN.

Southern North Sea/Channel:

Commander, Torpedoboats reports the base of Cherbourg ready for PT boats except for the mine situation. The 2nd Motor Minesweeper Flotilla left Le Havre for Cherbourg. After sweeping off Cherbourg is completed, it is to proceed on to Brest.

Skagerrak/Kattegat:

No submarines detected.

Aerial Mine Situation:

Enemy flights during the night of 23 June into the western Baltic (Belts, Flensburg Estuary, Kiel Bay, Kiel Canal). Minelaying presumed. Most easterly points Arcona-Sassnitz. Bombing attacks on Wismar.

Transports:

Carried out as planned. New torpedoboats T "5" and T "8" operated on escort duties. Patrol boat "104" equipped with magnet gear. Trial as mine-exploding vessel quite satisfactory.

Return passage of the SCHARNHORST group with escort of mine-exploding vessels and air cover, without event. The SCHARNHORST put in to Kiel in the evening.

23 June 1940

CONFIDENTIAL

Submarine Situation

On return passage: U "25", "46", "48", "99", "101".

In the evening U "32" reported: Starting on return passage after sinking 23,500 tons; all torpedoes fired. The submarine reports that leading ships of the convoys show a strong red light at night.

On passage: U "26" in the Shetlands area.

U "102" in the northern North Sea.

U "34" in the central North Sea.

Otherwise no special changes.

U "29" has been assigned an operational area north of a line bearing Cape Villano on 110°, U "43" south thereof.

U "28" reports position south of Ireland, western outlet of the Channel. Average traffic. Still 4-6 torpedoes and half of fuel stock.

U "46" attacked an aircraft carrier (ILLUSTRIOUS?). One hit questionable.

For report from the Naval Attaché regarding supplies for "Bernardo" see radiogram 1300.

Limits fixed between U "A" and Italian Submarines:

According to an Italian communication there is at present only one submarine in the Atlantic en route into the operational area east of 11° W, between 30° and 36° N. The Italian Navy requests that a certain area be avoided by German submarines until its submarine arrives in the operational area. Commanding Admiral, Submarines has been informed of the area for the guidance of U "A" (see radiogram 1655).

Mediterranean:

See Situation Mediterranean.

Nothing special to report. The Italian Navy is at present

23 June 1940

CONFIDENTIAL

restricting itself to submarine warfare.

Situation on Land

Advances on to the line of demarcation according to plan. Enemy resistance only continues at individual points. Infantry divisions and army reserves closed up. Battle in Lorraine and in Alsace concluded with the defeat of the last large enemy resistance groups (500,000 prisoners). In the Vosges still some mopping-up operations. The enemy is still holding parts of the Maginot Line.

Air Situation

See Air Force Events of the Day.

No special activities. In the coming week the main assignment will be to increase operational readiness in material and personnel and to increase air defense. The 2nd Air Force will utilize suitable weather for nuisance raids on England with part-forces. Further, probably from 27 June, start of a scheduled reconnaissance of British airfields.

24 June 1940

CONFIDENTIAL

Items of Political Importance

France:

Conclusion of the Armistice agreement between Italy and France. Thus the Armistice agreement between Germany and France comes into force. Time for cessation of hostilities against France has been fixed as 25 June at 0135 German time.

In a radio address Pétain sharply rejects Churchill's statements. ("Churchill is the representative of his country's interests, but he is not the director of ours. Still less is he the guardian of French honor. Our flag remains unsullied".)

The French press manifests in striking unity the will to restore France to life and emphasizes the necessity of moral erectness of the people. It is the duty of all Frenchmen to gather themselves round Pétain's government.

There is as yet no definite news on the attitude of the French colonies. England is trying with all the means in her power to have the colonies continue the fight on her side and has declared her readiness to support their resistance. Various reports speak of protests by the colonial authorities against the Armistice.

Further developments are to be awaited. The French Government's chances of drawing French warships and merchantmen back into home ports, in accordance with the Armistice conditions, must be regarded as slight at present.

Great Britain:

Churchill's statement has given rise to a strong anti-French campaign directed against Pétain in the entire British press. The present French Government alone is made responsible for the collapse.

In a statement from the British Ministry of Information Duff Cooper asserts that England can now fight under more favorable conditions than before, since support for France by British troops and material is no longer required. France's retirement from the war is "the incentive for the whole British Empire to continue the war until final victory is won".

Baltic States:

For situation in the Baltic States see Political Review and

24 June 1940

CONFIDENTIAL

Foreign Press.

Sweden:

The Swedish Government informs us that Great Britain is holding the Swedish destroyer unit coming from Italy in the Faroes. The Swedish Government has lodged a sharp protest in London. The political repercussions of this British act of force can only be assessed as favorable for Germany at present.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

The aircraft carrier ARK ROYAL is proceeding from Gibraltar to Casablanca. Since the carrier was in radio communication on 23 June with Commander, South Atlantic, a transfer to Freetown appears possible. It can be concluded from radio traffic that the carrier HERMES, so far stationed in the Freetown area, is scheduled for operations in the East Indies.

In the course of 24 June various urgent operational radiograms were intercepted in the Gibraltar area. The contents are not known; possibly they were orders in connection with the attempt by Britain to take possession of the French warships and merchantmen.

Otherwise nothing special to report, apart from some submarine warning reports and convoy movements.

France:

The French Navy Department informed all warships and merchantmen at 2220 of the cessation of hostilities against Germany and Italy at 0035 on 25 June.

The attitude of the individual French forces lying in French colonial harbors is not yet clear. Many of them are undoubtedly resolved to carry out the orders of the Pétain Government. A radiogram from a French vessel in the Casablanca area bears

24 June 1940

CONFIDENTIAL

witness to a different attitude. It reads: "Treachery along the whole line. I am making for a British port".

Northern Waters/North Sea:

The cruiser NORFOLK put in to Scapa in the evening. The cruisers BIRMINGHAM and SHEFFIELD and a second group with the SOUTHAMPTON and NEWCASTLE were still at sea on the evening of 23 June. No further reports received.

Channel Area:

A bearing was obtained on the old battleship COURBET in the Portsmouth area.

Own Situation

Atlantic:

No reports from Atlantic ships. Forces were informed of the movements of enemy warships and merchantmen and of the signing of the Armistice between Germany and France (see radiograms 0032, 1645, 2300).

Norway:

The tanker DITHMARSCHEN, escorted by the GALSTER and IHN, put in to Trondheim. Four submarine-chasers proceeded on to Trondheim after an unsuccessful operation in the Bergen sea area. Admiral, West Norwegian Coast reports the departure of six whaling boats for Trondheim as a further reinforcement of defense forces there. The shipping route between Kristiansand and Lister was checked for mines in an area $\frac{1}{2}$ mile wide, but without result.

Southern North Sea/Channel:

During the thrust by PT boats during the night of 23 June S "19" and S "36" each sank a medium-sized steamer between Dungeness and Beachy Head.

During air attacks and enemy flights into the Jade area three planes were shot down by the anti-aircraft battery at Arcona, and important papers and other material seized.

24 June 1940

CONFIDENTIAL

France:

Unsuccessful air attack on coastal batteries at Calais. Commanding Admiral, France reports that all modern batteries in Cherbourg have been blown up. The harbor is little damaged. Entrance protected by a net barrage.

Owing to the urgently desired use of Brest as a submarine base and of Cherbourg as a PT boat base, Group West requests the immediate provision of adequate anti-aircraft and fighter defense for both these ports. Anti-aircraft and fighter defense of Boulogne is to remain. The necessary steps will be taken by Commander in Chief, Air Force.

Skagerrak/Kattegat:

No submarines detected. No fresh minelaying. In the Langeland Belt further ground mines were swept. Areas are still being systematically checked by exploratory sweeps and check sweeps.

Transport Situation:

Nothing special to report; transports continued according to plan.

Submarine Situation

In the Atlantic and Bay of Biscay operational area: U "A", "28", "29", "30", "38", "43", "47", "51", "52", "65", "122".

Off the North Channel: U "61", "62".

On passage: U "102", "34", "26".

On return passage in the Shetlands area: U "25", "32", "46", "48", "99", "101".

24 June 1940

CONFIDENTIAL

Merchant Shipping

Argentina has issued a decree, according to which until further notice ships flying the Argentine flag bound for France, England, Ireland, Germany, Italy, Belgium, Holland, Norway, Sweden or ports of the Baltic States and Balkan countries will no longer be given clearance.

France:

All French warships and merchantmen have been given the following orders:

- "1. All French merchantmen and freighters are to carry out only the orders of the authorities. Other instructions are invalid.
2. Until new orders are issued there is no objection to putting into British ports. Merchantmen on their way to French ports are not to put into any Atlantic ports, but into Mediterranean or North African ones."

Great Britain:

All Dutch ships which are in a French colonial port or on their way there have received instructions to put in to a British or Dutch East Indies port as quickly as possible.

Mediterranean:

See Situation Mediterranean, with survey of the present disposition of British and French forces in the Mediterranean.

Nothing special to report; several Italian cruisers and destroyers carried out an unsuccessful thrust into the area between Sardinia and the Balearic Islands on 23 June.

Situation on Land

Right wing and center of the army forces have occupied the line of demarcation. In the south the line Grenoble-Swiss border

24 June 1940

CONFIDENTIAL

has been reached. In the Vosges mopping-up operations continue. Negotiations are being conducted with single nests of resistance in the Maginot Line.

Air Situation

See Air Force Events of the Day.

No special operations.

25 June 1940

CONFIDENTIAL

Items of Political Importance

At 0135 on 25 June the Franco-German and Franco-Italian Armistices came into force. Cessation of hostilities. Proclamation by the Fuehrer and Supreme Commander.

The war between France and Germany is thus concluded. The most glorious victory of all times has been gained. The results of this German victory will obviate any possibility of France again participating in warlike plans against Germany. The manner in which the Fuehrer and Supreme Commander of the Armed Forces completed the defeat of France and laid it down in the Armistice conditions offers the basis for a new development and a new order in Europe. France is beaten; England is robbed of her powerful and dangerous weapon on the Continent and of the controlling bridgehead. The necessary condition for the victorious conclusion of the fight against our main enemy, England, has thus been achieved.

France:

Day of national mourning in view of the Armistice. For Marshal Pétain's radio address see Foreign Press. Germany's superiority is stressed. The war was already won by Germany before Italy came in. General de Gaulle again calls on Frenchmen to resist. Morocco radio sent out a proclamation by General Noguès in which he calls on the troops not to be deceived by one-sided rumors - the fight goes on. (It remains to be seen whether Noguès will continue the fight even now, after conclusion of the Armistice negotiations.)

The attitude and views of all French colonies and mandates and of individual commanders of warships and merchantmen cannot yet be foreseen.

Spain:

Reports on the cancellation for the present of the Spanish plan to march into Morocco are confirmed. State of alarm canceled.

Canada:

According to a report from the Military Attaché in Washington, Canada is introducing conscription. In the press the transfer of the British armament industry to Canada is being discussed in detail.

25 June 1940

CONFIDENTIAL

Conference between Commanding Admiral, Group West (Admiral Saalwaechter) and Chief, Naval Staff (in the presence of Chief of Staff, Naval Staff)

1. Conference on the question of personnel in the Fleet Command. A basic change in the Fleet Staff appears necessary. Admiral Marschall's health prevents him from continuing command of the Fleet. Change of Chief of Staff, Fleet Command and of Chief, Operations Branch is proposed.
2. Question of bases on the west coast of France.
3. Operational plans of the Group. As the most important result of the discussion with Commanding Admiral, Group West it was again determined that the Group foresees no further tasks for the Fleet forces in northern waters and the Norwegian area, in spite of its otherwise positive attitude, and takes the view that the risk of operations by the cruisers and battleships bears no relation to the successes to be expected, in view of the possibilities of British reaction. In particular, Group West considers it wrong tactically to have the cruiser HIPPER operate alone in the Iceland area and that this does not hold out any prospects of success. The basic views of Naval Staff were again pointed out to Commanding Admiral, Group West. In the general operational assessment of the Norwegian area also the views of Naval Staff and those of the Group differ. The Group considers the base of Trondheim to be too vulnerable to submarine and air operations. Naval Staff still takes the view that the problem of Trondheim's defense as a base must be solved and can already be stated as solved to a great extent.

Chief, Naval Staff informed Commanding Admiral, Group West that Naval Staff attaches importance to operations by the cruisers from Trondheim and that the final decision regarding the return of the forces, planned by Group West, will not be made until after the return of the damaged GNEISENAU from Trondheim.

4. The necessity of the Group's transfer to the west into the French area is at present denied.

25 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The report on the passage of the ARK ROYAL to Casablanca is not confirmed.

Commander, South Atlantic, aboard the ALBATROSS, put in to Dakar, possibly for a discussion with the French Commander or to check French shipping movements.

France:

Decree by the Commander in Chief of the French Navy, Admiral Darlan (coded radiogram):

"During the war, which has ended so tragically for our country, the Commanders and crews of the naval forces and merchant marine have constantly stood tests of courage, strength and patriotism. Thanks to them the Navy can declare that it is not defeated. I express my appreciation to it. I salute the dead of this war who fell at sea and whose sacrifices will pave the way to less troubled times. We honor their memory and work with the same passion for the restoration of the mother country, in which the traditions of the Navy must play a large part."

Instructions to all warships and merchantmen dated 24 June at 1850, that only orders from authorities are to be carried out and that other orders are invalid. Until new orders are received there is no objection to putting in to British ports.

According to a Russian report all French ships in Turkish waters have hoisted the British flag.

Shipping Losses:

The French steamer LA SALLE in the mouth of the Gironde reports a heavy leak. Impossible to continue passage.

Northern Waters/North Sea:

No special reports on the enemy.

25 June 1940

CONFIDENTIAL

In the afternoon there was an unsuccessful submarine attack on a convoy between Stavanger and Kristiansand.

Bombing attacks on Sola and Stavanger without result.

Southern North Sea/Channel:

The results of radio intelligence reveal that parts of overseas convoys are still proceeding through the Channel to the Thames. Further convoy traffic was detected on the central east coast.

Yesterday evening a minelayer with escort was observed in the Humber area.

Lively enemy air activity and bombing during the night of 24 June over Rotterdam and the Hook of Holland.

Off Boulogne several enemy destroyers were sighted on the evening of 24 June, about 5 miles from the coast. Minelaying is presumed.

Own Situation

Special Items

At 0004 the following order was issued to Group West, Commanding Admiral, Submarines and all Atlantic forces:

Peace with France from 0135 on 25 June German summer time. From then on cease hostilities against French warships and merchantmen which are recognized as such and which appear to be putting in to French ports. All French ships which continue to proceed under escort or without lights or are obviously making for British ports are still to be treated as enemy. Further executive instructions will follow.

Atlantic:

Atlantic forces were informed of enemy movements.

Supplementing the order issued on the Armistice, the Atlantic ships have been instructed as follows:

"The attitude and views of French colonies and mandates and of

25 June 1940

CONFIDENTIAL

individual commanders of warships and merchantmen cannot yet be foreseen. Therefore final instructions for treatment of French ships and those chartered by France are not yet possible for every eventuality.

England is trying to draw as many French territories and ships as possible into her sphere of influence and to use them for her own ends. The aim of German naval warfare is: to draw French ships and ships chartered by France as far as possible into our own sphere of influence, e.g. by bringing into a Norwegian port or French port on the Bay of Biscay, otherwise, if there is danger of British intervention, by sinking these ships to avoid seizure."

Norway:

Northern Norway:

The 2nd Minesweeper Flotilla put out into the Bodoe-Narvik-Trondheim area for minesweeping operations.

Admiral, North Norwegian Coast intends to have Army transports proceed north and returning empty tankers south. Submarine-chasers are to carry out operations between Halten and Folla Fjord.

During unsuccessful air attacks on Sola and Stavanger two out of three enemy planes were shot down.

Southern Norway:

Patrol boat "107" sank southwest of Feistein after striking a mine. The tanker SCHWARZES MEER, proceeding south, ran aground off Lepsoerev.

France:

The enemy destroyers which appeared off Boulogne on the evening of 24 June were fired on by six coastal and anti-aircraft batteries. Initial range 80 hm. The destroyers turned away and put up a smoke screen:

Commanding Admiral, France reports results of investigation in La Pallice and La Rochelle: No merchantmen, six trawlers suitable for minesweeping, no naval installations but large stocks of raw material.

25 June 1940

CONFIDENTIAL

Group West requests as an immediate measure that the former French State Dockyard at Brest be put into operation and that an equipment depot be established at this dockyard and an equipment station in Cherbourg; the equipment station at Boulogne should be expanded.

Skagerrak/Kattegat:

No submarines detected.

Mine Situation:

In the Langeland Belt the steamer HARALD SCHROEDER struck a mine and was beached.

Check sweeping is in progress. Mine check off Vinga and Skagen without result. Two mines (submarine-laid) were cut between Kristiansand and Ryvingen.

Transport Situation:

Transports were continued as planned.

Air Situation:

Group Baltic emphasizes that the recent flights by the enemy, without loss, as far as Rügen and lasting right into daylight clearly show that neither anti-aircraft nor fighter defense in the western Baltic is adequate. The Group's defenses are too weak. So far no substitute has been provided for the balloon barrages and anti-aircraft guns withdrawn from the Kiel area.

Submarine Situation

Submarine U "101" returned from operations.

Otherwise no changes; nothing special to report.

Submarine Successes:

The British steamer SARANAC (12,049 tons) torpedoed southwest of Ireland. According to Portsmouth radio, two unidentified

25 June 1940

CONFIDENTIAL

steamers were sunk 400 miles west of Brest.

Commander in Chief, Air Force requests a daily weather report from the area approximately between 50° and 60° N and 15° and 20° W in order to assess the weather for air operations against England. The importance of this weather report is recognized. Commanding Admiral, Submarines has been ordered to ensure a weather report once daily from approximately this area by a submarine, if operations are not seriously endangered by this.

Mediterranean Situation

See Situation Mediterranean.

Nothing special to report.

Situation on Land

At 0135 peace on the Franco-German front.

Air Situation

See Air Force Events of the Day.

During the night of 24 June nuisance raids by part-formations of the 2nd, 3rd and 5th Air Forces on aircraft works, airfields and foundries in the area of Birmingham and Bristol. Good effects observed.

26 June 1940

CONFIDENTIAL

Items of Political Importance

France:

Radio address by Marshal Pétain on the evening of 25 June to the French people, with a statement on the reasons for the Armistice: "The first thing I must do is to emphasize the great illusion indulged in by France and her Allies regarding their military strength and regarding the effectiveness of the economic weapon, mastery of the seas, the blockade and the resources which were at their disposal. Neither now nor at any time was a war won alone with money and raw materials." Reference to the enormous stream of refugees. Emphasis on the Government's duty to remain at its post. "The conditions which we had to sign are hard, but our honor is preserved."

On the whole a very impressive and open speech.

Great Britain:

The speech by Churchill before the House of Commons on 25 June contains very interesting disclosures on the events which led up to the French Armistice. On 16 June the British Prime Minister received from Reynaud the report on the unsatisfactory American answer and the information that he now demanded a formal release for France from the obligations of the Franco-British agreement. The British Cabinet met immediately and stated that it would only permit France to obtain Armistice conditions if the French Fleet were brought to British ports during the negotiations. England's safety depended to a great extent on the fate of the French Fleet. No credit was to be given to Germany's promises not to use the French warships for her own purposes and they had already been violated in the Armistice conditions themselves by the assignments of coastal patrol and minesweeping.

Churchill further stressed Great Britain's attempts to guarantee the maintenance of the French Fleet in British ports and expressed great dismay regarding Article 8 of the Armistice conditions, through which the French Fleet will go over to German or Italian control.

Reports from London state that the Allied blockade will now be extended to the German-occupied area of France. Ships proceeding to or from French ports which are occupied by the enemy can be stopped and seized by the British naval authorities, likewise

26 June 1940

CONFIDENTIAL

steamers proceeding to Spanish and Portuguese ports. Ships bound for French territory which is not occupied must proceed via Gibraltar and are subject to contraband control.

Russia:

For situation in the Baltic States see Political Review No. 147. Reports are again coming in from various sources regarding the massing of troops at the Russo-Bessarabian border. The possibility of an imminent advance by Russia against Rumania (Bessarabia) must be anticipated.

In Russo-German discussions on the subject of Bessarabia it was emphasized by Germany that, if Russia cannot now forego clearing up the question of Bessarabia, the German Government must attach the greatest importance to this question being solved in a peaceful manner.

Sweden:

The Swedish destroyers seized by the British have been brought into Kirkwall without Swedish crews. Escort ships are still lying in the Faroes. A protest is being lodged by Sweden (see radiogram 1600).

Conference on the Situation with Chief, Naval Staff

Special Items

1. Report by Chief, Operations Branch on the operational order for Ship "45" (Captain Eyssen):

Assignment:

Cruiser warfare in foreign waters. Minelaying: (ship is equipped with ground mines and with a PT boat as minelayer) harbors in Australia, New Zealand, South Africa.

Main Operational Area:

East Asian and Australian area, as well as the Indian Ocean. Alternative areas: South Atlantic, Pacific Ocean.

Outward Route:

Beginning of July. Passage along the Siberian sea route. Reaching the rendezvous agreed with Soviet Russia by 15 July, in Warneck Bay. Arrival in the operational area in the middle of September if things go smoothly. Control by Group West on outward passage until 40° E is crossed to the east.

2. Today the German Armistice Commission met in Wiesbaden under Lt. Gen. von Stuelpnagel. The following have been appointed representatives of the Navy: Captain Wever, Captain Stange, Lt. Ambrosius.
3. Admiral, Northern France reports that the occupation of the Channel Islands, as ordered, cannot be carried out as a surprise raid, according to preliminary investigations, but requires detailed preparation and represents a large-scale operation. Strong forces for occupation and for holding the islands are considered necessary. A necessary condition is prior elimination of the coastal fortifications by the Air Force. The Army considers the use of two regiments with combined arms to be necessary.

According to data from peacetime available to Naval Staff, it still takes the view that occupation of the islands requires no large-scale operation, but can be carried out with comparatively small forces if they make a proper assault. Preparation and execution of the operation must, however, be left to the Admiral on the spot.

Survey of the SituationSpecial Reports on the EnemyAtlantic:Great Britain:

Task Force HOOD, ARK ROYAL and destroyer escort left Gibraltar in the morning, westward bound. The cruiser DORSETSHIRE was off the West African coast in the afternoon between Cape Blanco and Cape Verde.

26 June 1940

CONFIDENTIAL

The aircraft carrier ILLUSTRIOUS will probably rendezvous on 27 June at 1300 at 61° 180 miles off Bermuda, with the gunboat PENZANCE which is attached to her.

France:

In a decoded report from Casablanca a staff officer of the ARK ROYAL, who was ordered there, reports to the British Admiralty, in connection with the situation regarding the French Navy, that the French authorities are greatly impressed by the orders of the Pétain Government which were issued for the maintenance of national unity. The attacks by the Prime Minister (Churchill) against the Government are rejected. It is seen from the further text that a change has taken place in the attitude of two days ago.

Two French vessels received the formal order on the evening of 25 June to put in to Dakar, possibly for fear of control or seizure by the British.

A number of coded naval radiograms were sent out on 25 and 26 June against the ban on transmission laid down in the Armistice conditions.

In view of the still uncertain situation regarding the actual ports where the French Fleet is lying and its further plans and in view of movements still observed, the following request has been addressed to Armed Forces High Command, National Defense and the Armistice Commission.

Naval Staff is so far not aware of any measures by the French Navy Department or Government to carry out the Armistice conditions insofar as the French Fleet and merchant shipping are concerned. In violation of Section 11 of the Armistice Agreement, French tankers and passenger steamers have been sighted off Cape Finisterre on westerly course. Since French warships and merchantmen which are suspected of putting into British ports are subject to German war measures, the transmission of all orders to the French Fleet and merchant shipping must be requested, so that our own forces may be issued orders. It is considered necessary that the French Government issue approximately the following preliminary orders at once:

1. All warships and merchantmen in French ports to remain there until further notice.

26 June 1940

CONFIDENTIAL

2. French warships in British ports to put in to a French port at once.
3. No ships may pass through the Straits of Gibraltar.
4. Merchantmen at sea are to proceed to the nearest French or neutral port. Harbors on the Atlantic coast of France can only be reached after making for the Portuguese-Spanish coast and then keeping as near to the coast as possible.
5. Ships suspected of making for British ports are subject to German war measures.

Northern Waters/North Sea:

The old battleship VALIANT and several destroyers were yesterday obviously at sea in the Faroes area. In the Rosyth area destroyer movements were detected. Otherwise no movements of surface forces.

The submarine TRUANT is proceeding from Utsire to Rosyth. A submarine was sighted and attacked off Trondheim 35 miles north of Halten.

Channel Area:

London radio announced the carrying out of a combined landing undertaken by the three services at various points on the enemy coast. Mention is made of contact with German troops and valuable information gained. No reports have been received by us.

At 0100 on 27 June Admiral, Dover ordered radio silence for all messages which were not urgent. Reason not known.

Shipping Losses:

The British steamer ROSEBURN (3,100 tons) sank off Dungeness on 25 June. The French steamer ST. DIEGO put in to Bilbao with damage after ramming a British steamer, which sank, in the Bay of Biscay.

26 June 1940

CONFIDENTIAL

Own Situation

Atlantic:

Atlantic ships were informed of shipping movements and orders to French and British warships and merchantmen (see radiograms 0013, 1043, 1931).

Norway:

Admiral, North Norwegian Coast reports further passage of the DITHMARSCHEN to Bergen on 27 June; further passage of the NORDMARK probably on 29 June.

This means withdrawal of both supply ships from the northern area and thus our foregoing any operational activity by cruisers in northern waters. In view of yesterday's discussion with Commanding Admiral, Group West in which Naval Staff emphasized the necessity of further operations from Trondheim, the withdrawal of both supply ships is incomprehensible. Naval Staff has gained the impression, through a teletype conversation with the Staff of Group West, that in spite of yesterday's discussion there are still obscurities regarding the views of Naval Staff on the question of continuing operations from the Trondheim area and that Group West still intends, even without the further decision which was intentionally left open by Chief, Naval Staff until the return of the GNEISENAU, to return the two cruisers and the supply ships to home waters and to forego any operational activity in northern waters.

In order to exclude any possibility of misunderstanding and give special emphasis to Naval Staff's operational plans, the following order from Chief, Naval Staff has now been sent to Group West:

"1. Following discussion between Commanding Admiral, Group West and Chief, Naval Staff it is ordered:

Commanding Admiral, Scouting Force, with the HIPPER and NUERNBERG and Commander, Destroyers with the destroyers are to remain in Trondheim until further notice. Attempt to send torpedoboats to Trondheim soon.

2. Operate with Trondheim as base:

a) In the area Faroes-Iceland-Greenland-Denmark Strait.

26 June 1940

CONFIDENTIAL

- b) For protection of our own transport movement to Narvik-Harstad-Tromsoe.
 - c) Against enemy operations directed against our sea routes on the Norwegian coast.
3. For these assignments, above all as per 2 a), the DITHMARSCHEN to remain also in Trondheim as a mobile fuel base.
4. Operations by these forces on these assignments from the North Sea or Baltic area will be much too late, if there are opportunities for them, and will also entail additional danger from submarines, mines and air forces:

Chief, Naval Staff."

Trondheim:

The HIPPER's plane reports the probable destruction of an enemy submarine 35 miles north of Halten by bombing and gunfire. The submarine dived, heeling badly. (No definite destruction.) Investigations are in progress.

Stavanger:

The 2nd Coastal Reconnaissance Squadron, 406th Group has been transferred to Stavanger. The Trans Ocean Squadron has again been put under Commander, Naval Air, West.

France:

Cherbourg:

The 2nd Motor Minesweeper Flotilla reports check sweeping and that the approach route and inner harbor of Cherbourg are free of mines.

Brest:

Result of investigations: Material which cannot be assessed. The immediate dispatch of a dockyard control is necessary.

Lorient:

Considered particularly suitable as a submarine base. A mine-free

26 June 1940

CONFIDENTIAL

approach route is known. The outlying island of Le Croix has been occupied. Under construction in the dockyard - the cruiser DE GRASSE and small vessels. Dockyard serviceable, to remain in operation.

St. Malo:

Small amount of guns. Harbor of little interest.

Nantes:

Harbor and dockyard installations undamaged. Large quantities of valuable raw materials, above all copper, wool, cotton, sisal.

St. Nazaire:

Harbor and dockyard installations undamaged. Very valuable raw materials, much copper. A great quantity of British war material and foodstuffs seized. In the outer harbor two minesweepers, almost completed. Harbor entrance defended by a 15 cm. battery.

Skagerrak/Kattegat:

No submarines detected.

During enemy flights to Schleswig-Holstein various cases of minelaying were reported, concentrated on the Kiel Canal. Operations by units of Commander, Minesweepers, Baltic proceeded according to plan.

Transports carried out without incident.

Submarine Situation

No changes.

13 submarines at positions in the operational area Atlantic-North Channel, 3 submarines on passage, 4 on return passage.

Submarine Successes:

U "28" reports 35,000 tons sunk, two torpedoes left, is commencing return passage.

26 June 1940

CONFIDENTIAL

The Naval Attaché in Madrid reports the sinking of the Finnish steamer HILDA (1,144 tons).

U "30" has been ordered to sink a French tanker encountered on westerly course.

Mediterranean Situation

See Situation Mediterranean.

The Italian Navy is at present carrying out military transports to Lybia under the escort of light naval forces and air cover. No activity by surface forces. No operations by the Air Force after the cessation of hostilities against France. Limited to reconnaissance and patrol.

Situation on Land

In Rochefort 300 naval officers were taken prisoner (staff course from Paris) and numerous documents were seized. In the area between the Moselle and St. Avold the enemy is refusing to surrender the Maginot fortification works without a definite order from the Government. At other points also negotiations have so far been rejected.

Air Situation

See Air Force Events of the Day.

The 9th Air Division, together with the 106th Coastal Patrol Group, carried out 106 nuisance raids on central and eastern England (minelaying off Newcastle and Sunderland, bombing of airfields and dock installations).

The reorganization and transfer of air units effected for the battle against England is based on the following division of the operational areas:

26 June 1940

CONFIDENTIAL

3rd Air Force:

West of England, approximately a line Paris - Le Havre -
Portsmouth - south of Edinburgh. (Western edge: Lorient -
Ireland - north of Belfast.)

2nd Air Force:

Central part of England, western edge: approximately Paris -
Portsmouth - south of Edinburgh.

5th Air Force:

North of England, as far as approximately south of the
Firth of Forth - Glasgow.

Also, 1st Anti-Aircraft Corps: France as far as a line Paris -
Le Havre.

2nd Anti-Aircraft Corps: Belgium - Netherlands.

27 June 1940

CONFIDENTIAL

Items of Political Importance

France:

The French Government has transferred its seat to Clermont Ferrand.

Recall of the French Ambassador, Corbin, from London. For the present a representative will remain in England.

Appointment of new Governors in the French colonies. Conflicting reports of the further attitude of the colonies. Obviously the decrees of Marshal Pétain and the telegram of General Weygand calling for discipline, obedience and trust have not failed in their effect.

A contrary report received by the High Commissioner in Tetuan, however, mentions that the continuance of French resistance in North Africa is to be expected. This report, however, is possibly already outdated.

The attitude of the French Navy is still not clear.

From London General de Gaulle again called for the continuation of the struggle. In a radio address to Marshal Pétain he blamed him for the collapse of France. His continued calls lack any inner national and moral strength and no great effect is to be attributed to them.

The military members of the French Armistice Commission in Germany are General Huntzinger, Admiral Michelier and General Mouchard (Air Force).

Great Britain:

Radio address by War Minister, Eden, on the evening of 26 June indicates great unrest and anxiety in England regarding a German attack. He tried to calm the people. His statements regarding the effects of the blockade show that England still believes in the final success of her blockade measures.

Russia:

A Soviet Russian note was handed to Rumania demanding the handing over of Bessarabia and the relinquishment of the whole northern part of the Bukowina. The ultimatum expires this evening.

27 June 1940

CONFIDENTIAL

Rumania has declared her readiness to enter into negotiations. The Rumanian reply is unsatisfactory, so that Russian troops are expected to march in. In the interests of maintaining peace in the Balkans, Germany is exercising diplomatic pressure on Rumania to accept the Russian conditions.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The cruiser DELHI is at present in the Dakar area and has been ordered to return to Freetown. There are still in the same area the cruisers DORSETSHIRE and ALBATROSS, and in the Gibraltar area as far as Casablanca Task Force HOOD, ARK ROYAL. The position of the HERMES is at present unknown. The vessels mentioned received an urgent communication in the morning that the battleship RICHELIEU had been sighted on the morning of 27 June in the vicinity of Dakar harbor. This radiogram, as well as further reports and orders, most of which were urgent, indicate that the British naval forces plan to seize French vessels, including the battleship RICHELIEU which is on passage. In one radiogram the question was asked whether the RICHELIEU was "caught". Reference is made to an inquiry from the Admiralty. Further reports show that French forces are being subjected to a continuous watch by the British.

Armed Forces High Command and the Armistice Commission have been informed of this.

According to a report from Intelligence Center, Spain the HOOD-ARK ROYAL Force returned to Gibraltar in the evening.

Radio intelligence detected various convoy movements and submarine warning reports (off the Orkneys, south of Ireland and in the area western outlet of the Channel).

France:

A French vessel which was called on by the cruiser DORSETSHIRE

27 June 1940

CONFIDENTIAL

to help search for a lost plane did not comply but continued her passage to Dakar. (Probably fearing British plans to seize her.)

According to radio intelligence the French Fleet is at present disposed approximately at the following ports:

East coast of England: 1 submarine depot ship, 10 submarines.

In British Channel ports: the PARIS, COURBET, 4 large destroyers, 12 destroyers or torpedoboats, 1 minelayer, 2 transports, submarine depot ship JULES VERNE with 14 submarines and the SURCOUF.

In Casablanca: the ALGERIE, DUPLEIX, FOCH, 3 large destroyers, 7 destroyers, 12 submarines.

In Dakar: the RICHELIEU, BEARN, 2 large destroyers, 4 submarines.

In Fort de France: the JEANNE d'ARC, 6 submarines.

On escort service in the North Atlantic: the EMILE BERTIN.

In Gibraltar: 4 destroyers.

In Saigon: the LAMOTTE PIQUET.

In the Mediterranean: In Toulon-Ajaccio: 3 large destroyers, 6 destroyers, 10 submarines.

In Oran: 2 modern battleships, 3 old battleships, 4 cruisers, 8 large destroyers (including the MOGADOR, VOLTA), 4 destroyers, 6 submarines.

In Algiers: 1 heavy cruiser, 1 aircraft depot ship, 3 large destroyers, 4 destroyers.

In Bizerta/Sfax: 1 heavy cruiser, 3 light cruisers, 4 large destroyers, 3 destroyers, 6 submarines.

In Beyrouth: 2 heavy cruisers, 1 light cruiser, 8 submarines.

Northern Waters/North Sea:

No reports on the enemy have been received from northern waters, with the exception of reports on attacks by single enemy bombers on our minesweepers in the Frohavet.

27 June 1940

CONFIDENTIAL

The cruiser BELFAST, which has been in dock for some time after striking a mine, has appeared again in radio traffic (possible that this is a new construction since various reports at the time spoke of the total loss of the cruiser BELFAST).

Channel:

Apart from the old battleships PARIS and COURBET, several large destroyers and a large number of destroyers and submarines of the French Fleet were detected in British Channel ports.

From Royan it is reported that on the evening of 26 June three unidentified destroyers put into the mouth of the Gironde and left again in darkness, putting up a smoke screen.

Admiral, Northern France reported on 26 June large convoys of at least 60 steamers, with and without escort, off the British coast.

Own Situation

Atlantic:

Atlantic ships were informed of enemy movements. Naval Staff took over control of Ship "33". She has been ordered, before crossing 40° N, to report her position by short signal, since this is necessary in connection with operations by Ship "21". The Atlantic ships were informed of the passage and operational areas of Ship "33" (see radiogram 1800).

The Group Commands were informed of the departure of Ship "45" (Captain Eyssen) via the Siberian sea route during the first week of July. She will lie ready to sail in Gdynia on 3 July. Group West will control her movements until she crosses 40° E to the east.

Norway:

Northern Norway:

While proceeding to Narvik the 2nd Minesweeper Flotilla detected mines east of Landegode (northeast of Bodo). The route west of

27 June 1940

CONFIDENTIAL

the island is free of mines.

Six whaling boats put in to Trondheim for anti-submarine assignments; in exchange for these, 3 submarine-chasers will be withdrawn for operations in the Bergen area in view of the danger of submarines on the southwest coast of Norway.

The Fleet Command reports that the damage now ascertained on the GNEISENAU requires emergency repairs on a large scale in order to establish sufficient stability. In order to establish adequate protection of the bow and ensure the possibility of increasing speed up to 25 knots, repairs lasting until about 25 July must be reckoned with (see radiogram 1530).

The delay involved in emergency repairs is extremely undesirable, since the whole time the ship now remains in Trondheim must be added to the final dockyard repair period in a home port and thus will result in a very disadvantageous delay in her final restoration.

Ship "37" which left on 23 April 1940 for Trondheim and from which, since then, no news has been received, has been declared "missing".

Southern North Sea/Channel:

The transfer of PT boats to Cherbourg is in progress. There was a raid on Helder, in which oil tanks were damaged and ran out. During bombing attacks on 24 and 25 June no damage was caused to defense installations in Helder. Little effect on dockyard work.

There were enemy flights into the Heligoland Bight and over Bremen.

The results of radio intelligence and numerous sighting and success reports of the PT boats sent out on operation from Boulogne prove that there is still a considerable stream of supplies running along the south coast of England to the Thames.

The fact that the enemy is accepting the increased risk of this sea route; even for parts of convoys from overseas, stresses once more the importance of the Thames as a main supply base of the enemy. As was expected, his ports in the west are not able alone to take in overseas supplies or distribute them. The route north around the British Isles and along the east coast entails, above all for steamers coming from the south and central Atlantic, a considerable detour with the disadvantages of refuelling, increase in passage, etc.

27 June 1940

CONFIDENTIAL

Attacks on this traffic route along the south coast of England, which can now be flanked from the entire north coast of France, are therefore of the utmost importance and should be carried out with all possible means.

There are chances of success here, probably also for the use of available aerial torpedoes, since the escort forces encountered in this area have only a comparatively slight defensive power and the shortness of the flight into the operational area allows of a longer stay there.

Group West and Commanding Admiral, Submarines have been sent instructions accordingly.

Carrying out the Armistice treaty:

At the request of Naval Staff, the French Government has been informed by Armed Forces High Command that several reports have been received by the German High Command of parts of the French merchant fleet having hoisted the British flag and having thus gone over into British hands. The attention of the French Government was also drawn to the fact that, according to reliable reports, parts of the French Fleet are still in British ports. The German High Command at the same time requested information on the orders issued by the French Government in accordance with Articles 8-11 of the Armistice Treaty.

The Armistice Commission (Navy) reports the authorizing instructions to Article 8 of the Franco-German Armistice Treaty which are to be handed over to the French Delegation (see file Armistice, War Diary, Part B, Vol. V, page 151).

Skagerrak/Kattegat:

No submarines detected. No change in the mine situation. During the night of 27 June about 15-18 enemy planes flew into the area of the western Baltic and the Danish islands. Special targets were Wismar and Nyborg. Near Wismar the Dornier Works were attacked with high-explosive and incendiary bombs.

Transport Situation:

Transports were delayed owing to weather conditions. Transfer of three Norwegian submarines through the Great Belt.

Anti-Submarine School units and the Torpedo School Flotilla were

27 June 1940

CONFIDENTIAL

withdrawn from escort service and released. Release to Group West was ordered of the 11th Motor Minesweeper Flotilla, which was handed over by Group Baltic.

Submarine Situation

U "99" put out into the operational area. Otherwise no changes. For brief report of U "101" see War Diary, Part B, Vol. IV. The submarine's total success amounted to approximately 41,450 G.R.T.

Submarine Successes:

U "47" reports sinking so far 33,130 G.R.T.; 7,000 further tons probable. She still has four torpedoes.

The Dutch steamer MOORDRECHT (7,493 tons) sank.

Merchant Shipping

According to a communication from the German legation in Copenhagen, there are at present in the Baltic area, in Norway and on the west coast of Denmark altogether 137 Danish ships totaling 305,000 G.R.T., of which 70 ships totaling 120,000 G.R.T. are on the run to Germany and 67 are idle, particularly motor ships which cannot proceed at present owing to the fuel situation.

Mediterranean Situation

See Situation Mediterranean.

Light Italian forces successfully shelled enemy positions on the Egyptian border. Troop transports to Lybia continued.

The German tug KIONGA in Chisimaio was, at her request, placed at the disposal of the Italian Navy for incorporation under the German flag in minesweeping activity off the harbor of Chisimaio. The Captain was appointed a special leader (i.e. given military rank, Tr.N.).

27 June 1940

CONFIDENTIAL

Air Situation

See Air Force Events of the Day.

Further nuisance raids on England in the area Gloucester,
Avonmouth-Portishead.

Successful surprise enemy attacks on the Nirag oil refinery near
Hanover.

28 June 1940

CONFIDENTIAL

Items of Political Importance

Great Britain:

Official recognition of the French General de Gaulle as "leader of all free French". De Gaulle assumes the power of Government over all Frenchmen in British territory. He ordains "the immediate formation of French Armed Forces on land, at sea and in the air". A further call for resistance.

In various press announcements there are rumors regarding possible prospects of peace and alleged negotiations. On the other hand Churchill declared that England had neither made peace bids nor would she do so.

France:

Decree by General Noguès, carrying out General Weygand's order for laying down arms in North Africa (Morocco, Tunis and Algeria). The High Command in Syria, General Mittelhauser, has also announced the cessation of hostilities.

Russia/Rumania:

See Political Review No. 149.

Strong pressure by Germany on Rumania.

Reaction in the Balkan States:

In Bulgaria received calmly. Demonstrations for the return of the Dobruja to Bulgaria.

In Hungary watchful observance. Discussion between the Prime Minister, Czaky, and the German and Italian envoys.

In Turkey consternation.

Spain:

Spain is anxious to have economic talks with Germany soon and to commence traffic over land at once.

U.S.A.:

Presidential decree through which the Secretary of the Treasury

28 June 1940

CONFIDENTIAL

is authorized to prevent U.S. ships and foreign ships in U.S. ports from putting out by seizure, in order to "protect the ships from damage" or to prevent ships "inflicting damage on the U.S.A.".

This measure has obviously been taken in order to prevent French ships falling into German hands.

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

On the west coast of Africa there are at present: in the Dakar area the DORSETSHIRE and HERMES; in the Freetown area the DELHI and ALBATROSS; in the Cape Verde Islands - Canaries - Madeira area probably 3 auxiliary cruisers; from Freetown to the south or southwest 6 further auxiliary cruisers (relieving each other).

The Italian Radio Monitoring Service reports that a large convoy (allegedly including the QUEEN MARY and MAURETANIA) probably passes Gibraltar on 29 June and expresses the belief that the HOOD, ARK ROYAL and destroyers are scheduled temporarily as escort for this.

Radio intelligence detected various movements of auxiliary cruisers and the start of submarine-chase against submarines reported.

France:

The former British liaison officer at Brest reported to the Admiralty on 26 June regarding the state of readiness of the RICHELIEU: Before she left Brest loading of 38 cm. ammunition went on day and night on the RICHELIEU. The quantity taken on is not known. Gunnery trials are not yet completed. The report went, for information, to Commander, North Atlantic, Commander, Aircraft Carriers, the HOOD and the DORSETSHIRE which are obviously to bring the RICHELIEU in or capture her.

In reply to the inquiry made, the French Government informed the

28 June 1940

CONFIDENTIAL

German Armistice Commission on the evening of 27 June that the Navy Department had ordered French merchantmen to put into French or neutral ports.

French ships are being kept in England by force. No telegraphic communication can be established.

Regarding the French warships a list of the ships lying in British ports was submitted. Ships have orders to put in to French ports. The British authorities have prevented this order being carried out. A protest is being made to London.

(For details see teletype 1530 in File, Armistice, War Diary, Part B, Vol. V.)

The French Government has been requested to issue a ban on sending coded radio traffic. Negotiations are in progress regarding the use of a special code which is available to us.

Northern Waters/North Sea:

No special reports on the enemy apart from various submarine reports. Submarines were detected north of Halten, about 100 miles west of Egeroe and 90 miles east of Aberdeen (TRIAD).

In the Humber area a number of destroyers and a minelayer were observed. Enemy PT boats left Harwich on the evening of 27 June, eastbound.

Channel Area:

The harbor of Portsmouth is closed at night.

The British radio officially announced that the British Channel Islands would be evacuated by British forces and demilitarized in view of the German occupation of the French coast.

From Ottawa the sinking of the Canadian destroyer FRASER off Bordeaux is reported.

Neutrals:

U.S.A.:

The Pacific Fleet is at sea, destination unknown.

28 June 1940

CONFIDENTIAL

The U.S. steamers WASHINGTON and MANHATTAN are to sail to Europe (Galway and Lisbon) again, in order to fetch American citizens.

The U.S. Red Cross steamer MACKEESPORT arrived in Bilbao to fetch Americans.

Own Situation

Atlantic ships were informed of enemy movements (radiograms 0934, 1344, 1816).

An auxiliary cruiser in the North Atlantic, presumably Ship "10", reported Prize No. 1 dispatched to home waters from grid square DR (about 20-25° N, 40° W) (as far as radiogram could be decoded to grid square BF, i.e. French port in the Bay of Biscay).

Ship "16" (Rogge) has been assigned as additional operational area the eastern Indian Ocean north of 10° S and west of 100° E. Change in limits about the end of August.

Ship "36" has been ordered to release the supply ship WINNETOU, as soon as no longer required, for Japan. Port of destination is still to be transmitted (see radiogram 1953).

Norway:

Transport movements and minesweeping on the north coast of Norway are proceeding without any disturbance from the enemy. Between Narvik and Bodoe escort assignments are being carried out by the 2nd Minesweeper Flotilla. Enemy barrages were detected in the West Fjord area and the most favorable mine-free routes reconnoitered (see radiogram 0643).

Narvik reports readiness for setting up the 15 cm. battery provided, so that dispatch by rail can now be effected.

During a submarine-chase by the Ship-borne Squadron an enemy submarine was attacked southwest of Egeroe during the night of 28 June. Success doubtful.

The 18th Minesweeper Flotilla left for passage into Norwegian waters to relieve the 11th Patrol Boat Flotilla. Protection by air reconnaissance (see radiogram 1800).

28 June 1940

CONFIDENTIAL

Channel:

The 1st PT Boat Flotilla was transferred to Cherbourg via Beachy Head. The 2nd PT Boat Flotilla operated during the night of 27 June in the area of Dungeness, but encountered no targets apart from enemy PT boats east and southwest of Dungeness. The Flotilla put in to Boulogne again.

In view of the impression gained from the enemy situation and previous experiences, Group West and Commander, Torpedoboats have received the following order from Naval Staff regarding PT boat operations:

"The frequent reports from Boulogne on the sighting by day of steamer traffic and naval vessels indicate that operations by PT boats, using a smoke screen and if necessary with air cover, are possible and worthwhile" (sent at 1600).

France:

Brest:

Further result of investigation: Ammunition depot discovered with ammunition for guns, mines and depth charges. Mines are still to be suspected in the roads off Brest.

St. Nazaire:

Large stocks in the dockyard, considerable store of fuel. Anti-aircraft defense urgently necessary.

Lorient:

No supplies of fuel and oil. Workers at the State Dockyard and dockyard control willing to work.

Admiral, Brittany considers Lorient to be a more suitable submarine base than Brest on the basis of investigations and owing to less danger from the air.

Skagerrak/Kattegat:

No reports of submarines. Enemy flights during the nights of 27 June and 28 June over Schleswig-Holstein and Denmark into Kiel Bay and Flensburg Estuary. Mines laid. Machine-gun fire on a patrol boat.

28 June 1940

CONFIDENTIAL

Transport Situation:

Transports of troops and material as well as of empty steamers continued according to plan.

The three Norwegian submarines put in to Kiel.

Submarine Situation

U "61" (North Channel) and U "38" (Atlantic) started on return passage. Apart from U "A" there are still nine submarines in the operational area and four on passage there.

U "A" reports sinking a steamer west of St. Vincent. She will be off Madeira from 2-5 July.

Submarine Successes:

According to radio intelligence the following were torpedoed about 300 miles west of Land's End: the British steamers EMPIRE TOUCAN and COPTIC (8,533 tons) and the American steamer OREMAR (ex EDGEHILL, 6,868 tons).

Commanding Admiral, Submarines was in Brest to investigate the possibilities of a base. It is aimed to permit submarines to put in there as soon as possible to take on fuel and torpedoes. Questions of repair are to be cleared up later. Fulfillment of the first aim is dependent on mine-free routes according to a report from Commanding Admiral, Submarines. Conditions in Brest and Lorient are being investigated at present. Submarine fuel in St. Nazaire is sufficient. The immediate assignment of dockyard controls for Lorient and Brest is urgently requested in the interests of expanding facilities for submarine bases. The necessary steps are being taken by Naval Staff, Submarine Division (Technical) and High Command, Navy.

Mediterranean Situation

See Situation Mediterranean.

28 June 1940

CONFIDENTIAL

Successful operations against merchant shipping by submarines.
No activity by surface forces.

Situation on Land

Advance sections reached the Spanish border on the evening of 27 June. Fortifications in the Maginot Line still occupied by the enemy were surrendered. Negotiations are being conducted with the remainder.

Air Situation

See Air Force Events of the Day.

Bomber formations carried out nuisance raids on dockyard and industrial installations in central England during the night of 27 June. There were fires and explosions in numerous cases.

Attacks on the Channel Islands of Jersey and Guernsey. Good effects against enemy evacuations.

For enemy flights see reports 0715 and 1700.

29 June 1940

CONFIDENTIAL

Items of Political Importance

Great Britain:

Rumors regarding alleged peace bids.

France:

The French colonial areas in North Africa and Syria have put themselves under the Pétain Government and are prepared to accept the Armistice conditions.

Russia:

Rapid occupation of Bessarabia and of the northern parts of the Bukowina.

Rumania:

Rumanian troops withdrew without resistance. General mobilization has been ordered to prevent attacks by Hungary and Bulgaria.

Conference on the Situation with Chief, Naval Staff

1. Conference on letter from Commander in Chief, Air Force to Commander in Chief, Navy regarding the handing over of air formations and the proposal for a new division of reconnaissance areas.

Commander in Chief, Air Force emphasizes the necessity of assembling all available forces for operations against England. For this purpose, it is necessary to effect a new distribution of air reconnaissance tasks over the sea between Commander in Chief, Navy and Commander in Chief, Air Force. This entails a new distribution of forces.

Proposal: Commander in Chief, Air Force to take over air reconnaissance west of England in the area of the Orkneys-Shetlands, on the east coast of England in a strip 30 miles along the east coast of England and also in the Channel area south of 53°.

Commander in Chief, Navy to take over air reconnaissance over the North Sea, patrol of coastal waters, defense of sea routes

to Norway and anti-submarine operations.

The attention of naval command stations on the occupied coast should be drawn to close cooperation with the 2nd and 3rd Air Forces.

Patrol of the coast and of the Channel area is ensured by formations of Commander in Chief, Air Force.

Commander in Chief, Air Force states that he must claim the 806th Group, re-equipped with Ju 88's, and also the 3rd Squadron, 106th Group and 3rd Squadron, 906th Group in order to increase the offensive powers of the Air Force to carry out his tasks.

(For details see letter from Commander in Chief, Air Force, War Diary, Part C, Vol. V.)

After a preliminary survey Naval Staff agrees in principle to the new division of reconnaissance areas, which entails giving second place to the requirements of naval warfare. It can also agree to give up the 806th Group without prejudice to its rights and under certain conditions (right to have recourse to it at any time). However, handing over the 3rd Squadron, 106th Group and the 3rd Squadron, 906th Group must definitely be rejected, since naval operations cannot forego these squadrons. A detailed reply to the letter from Commander in Chief, Air Force is being prepared.

2. Since Naval Staff has repeatedly gained the impression that the various operational command stations see and assess the possibilities and tasks of naval warfare in a different way and not in accord with Naval Staff's views, these views have been laid down in a short survey of the individual operational areas as a guide on the trend desired by Naval Staff for the development of further operations.

The following are the four main operational areas, apart from Atlantic warfare by merchant raiders, auxiliary cruisers and submarines and apart from the tasks arising in the Baltic as far as the Skagerrak:

- 1) Northern Waters north of 60°:

Assignments:

- a) Operations by surface forces against the enemy patrol

line in the area Faroes-Iceland-Greenland.

- b) Later, extension of operations into the North Atlantic as far as the occupied west coast of France.
 - c) Defense of the sea route on the Norwegian coast. Resumption of ore shipping. Operations also by destroyers in northern waters, with Trondheim as base.
- 2) North Sea south of 60° as far as the Straits of Dover:
- Assignments:
- a) Defense of our own sea communications against submarines, mines and danger from the air.
 - b) Action against enemy minelaying operations.
 - c) Defense of the Heligoland Bight.
 - d) Off the Thames and on the southeast coast of England complete disruption of enemy sea communications.

- 3) English Channel as far as 6° W:

Assignments:

- a) Operations by forces of Commander, Torpedo Boats and by submarines against the enemy sea route along the south coast.
 - b) Our own sea communications off the occupied Channel coast to be defended and kept open.
 - c) Air defense of the bases planned to be expanded.
- 4) Area west of the Channel and of the British Isles:

Assignments:

- a) Operations against merchant shipping by submarines, using submarine bases on the west coast of France.
- b) Bases to be kept free of and defended against enemy measures (air defense, anti-submarine defense, defense against mines).

29 June 1940

CONFIDENTIAL

c) Later, operations by surface forces against the enemy sea communications in the North Atlantic.

(For details see Naval Staff's survey 1/Skl I op. 987/40 Chefs. dated 29 June 1940 in War Diary, Part C, Vol. II.)

Survey of the Situation

Atlantic:

Great Britain:

Task Force "H" (HOOD group) is in the sea area west of Gibraltar. It has received several urgent and very urgent radiograms. It must be assumed that its presence is connected with some plans by England to seize parts of the French Fleet, which are undoubtedly under the constant watch of British forces. The Italian Radio Monitoring Service considers that Force "H" is possibly connected with a large convoy which is to pass Gibraltar today.

France:

The French Navy Department issued the following order on 28 June:

"Armistice is not peace. I order that, until the end of hostilities is officially announced, all regulations issued for the duration of the war are to remain in force as before."

In accordance with the order issued by the German Armistice Commission, the French Navy Department has issued a ban on sending coded radiograms (also applies for colonial stations).

Northern Waters/North Sea:

The British Admiralty reports the loss of the minelaying submarine GRAMPUS (SEAL class, 1,520 tons).

The NELSON with destroyers and the anti-aircraft cruiser COVENTRY was detected at sea in north Scottish waters.

Convoy traffic was detected on the east coast of England.

The submarines TRIDENT and TRITON are on return passage from Norwegian waters.

29 June 1940

CONFIDENTIAL

Channel Area:

An Atlantic part-convoy was attacked in the area of Beachy Head by German planes.

The island of Quessant capitulated.

Armed air reconnaissance over the Channel Islands revealed numerous small but obviously old and unmanned fortifications.

For survey of data gained from radio intelligence during the week ending 23 June see Radio Monitoring Report No. 25/40. Reference is made to the British attempts to draw French naval forces into British ports and under British control.

Own Situation

Atlantic:

Ship "21" confirms dispatch of Prize No. 1 to a French port.

The prize has been given the following instructions by Naval Staff:

"If fuel situation permits, Naval Staff recommends the following route to a French port on the Bay of Biscay: At about 35° W, west of the Azores, northward as far as about 42° N, then easterly course. Make for the Bay of Biscay as far as possible in the American closed area, i.e. south of 45° N, since in the (German, Tr.N.) closed area submarines are permitted sinking without warning. Remain about 20-30 miles from the north coast of Spain, only put into territorial waters in emergency, prize may not anchor, only pass through. Port of destination will follow.

Enemy north-to-south convoy traffic in the eastern Atlantic at about 13-20° W. Avoid area west of Cape Villano as far as St. Vincent, since patrols may be expected there."

Atlantic ships were informed of the position and movements of enemy forces, of Rumania's political situation and of the European runs of American steamers (see radiograms 0117, 1244, 1422).

Norway:

Nothing special to report.

29 June 1940

CONFIDENTIAL

The 2nd Minesweeper Flotilla continued sweeping in the West Fjord area.

Mines were sighted at low tide in the area of Hustad.

Intensified submarine chase off Trondheim and along the southwest coast without result.

Channel:

The thrust by three boats of the 2nd PT Boat Flotilla during the night of 28 June southwest of Dungeness only encountered a small steamer which avoided a surface runner. The boats returned to Boulogne.

The Air Force attacked harbors on the British Channel Islands with success. No defense.

France:

Further result of investigations in St. Nazaire: the dockyard installations of Penhoet and La Loire are undamaged. Further construction on 4 air-sea rescue ships, 2 PT boats, 2 water carriers, 1 tug and 4 whaling boats has been ordered. Repair of several damaged tankers is planned.

Skagerrak/Kattegat:

Air patrol detected an enemy submarine east of Kristiansand which was attacked without success.

During enemy flights on the night of 29 June mines were laid in the Great Belt and in the Kiel Canal.

Transports according to plan. Minesweeping without result.

Submarine Situation

U "56" put out into the operational area. U "25" and U "48" returned from long-range operations; U "28" started on return passage. U "47" started on return passage after sinking 6,500 further G.R.T., so that there are now seven submarines on return passage.

29 June 1940

CONFIDENTIAL

The following operational areas have been ordered:

U "34" BF 11, U "102" BF 17, U "26" BF 44.

All positions without limitation to east and west (positions lie west of the Channel as far as the Bay of Biscay and are those of submarines already on return passage). In view of the present weather conditions it is left to the submarines' discretion to move away to the south for a time.

Submarine Successes:

According to radio intelligence the British steamers COPTIC (8,533 tons) and EMPIRE TOUCAN were torpedoed.

U "51" reports 32,000 G.R.T. sunk, also 6,000 tons probably sunk (has started on return passage).

Mediterranean Situation

See Situation Mediterranean.

An Italian torpedoboat sank an enemy submarine. Air attacks on Malta continued. The aim is to eliminate Malta as a submarine and destroyer base.

Situation on Land

Resistance has ceased on the entire front. The attitude of French command and civilian authorities is correct. The garrison on the island of Quessant has offered to capitulate.

Air Situation

See Air Force Events of the Day.

During the night of 29 June nuisance raids were made on harbor

29 June 1940

CONFIDENTIAL

installations, dockyards and industrial installations, etc. in Dundee, Cardiff, Portsmouth and Bristol, as well as on fuel tank installations; good effects were observed.

30 June 1940

CONFIDENTIAL

Items of Political Importance

France:

Opening session of the Armistice Commission in Wiesbaden.

The Petain Government has moved to Clermont-Ferrand. Order from the French Government to General Mittelhauser in Syria to demobilize the French troops under his command. British troops allegedly attempted to sabotage this, causing serious incidents. The Polish brigade in Syria went over to the British.

Great Britain:

Radio address by Chamberlain, in which he expresses the British determination to win the war and the superiority of the British Fleet and Air Force and in which he states the belief that a German invasion could not only be warded off but would lead to Hitler's downfall if attempted.

London radio announces that, according to Swedish reports, German troops and naval vessels are being assembled in the vicinity of Bergen (danger of invasion).

Rumania:

So far no incidents between Russian and Rumanian troops. Unrest in Hungary and Rumania but no military actions are to be expected by either of these countries, in spite of strong British agitation.

Finland:

According to a report from our envoy dated 28 June, Molotov informed the Finnish envoy that the trade agreement with Finland would not be signed until an understanding had been reached on the question of the Aaland Islands. Russia was in favor of no fortification or of fortification with Russian participation.

30 June 1940

CONFIDENTIAL

Survey of the Situation

Special Reports on the Enemy

Atlantic:

Great Britain:

The aircraft carrier ARGUS is probably with the Northern Patrol in the Iceland area.

The transport NEURALIA is to transfer passengers and foodstuffs from Casablanca to Gibraltar, using her entire capacity.

France:

Nothing special to report.

Northern Waters/North Sea:

Commander in Chief, Home Fleet reported to the Admiralty one hour's readiness of the vessels lying in Scapa from midnight on 29 June. The radiogram was also addressed, for information, to the 18th Cruiser Squadron, which is presumed to be carrying out escort duties on the east coast, and to Rosyth.

The reason for this one hour's readiness is not clear; it may, on the one hand, be due to the fear of large-scale air attacks expected on Scapa or, which is more likely, it may be that the British Admiralty expects the GNEISENAU to leave Trondheim soon and she is to be intercepted and destroyed in operations involving all forces (battle cruisers, 18th Cruiser Squadron, Rosyth submarines) after the unsuccessful operation against the SCHARNHORST.

Under these circumstances the disruption of this plan by weakening British forces in Scapa through attacks by the operational Air Force takes on a great significance. A new request has been made to Armed Forces High Command (National Defense) to carry out the bombing of Scapa soon, reference being made to the constant threat from the Scapa area to our sea communications with Norway and to the repeated requests to Commander in Chief, Air Force.

Reports of submarines have been received from the areas 80 miles east of the Shetlands, west of Egeroe, west of Obrestad and northwest of Gripholen.

30 June 1940

CONFIDENTIAL

The Tyne estuary is closed to all ships.

Channel:

No reports on the enemy.

The use of a code has been agreed on with the French Armistice Delegation for French military, naval and colonial authorities. (See 1455 in File Armistice.)

Own Situation

Atlantic:

Ships "21" and "33" were informed of the course instructions given by Naval Staff to Prize No. 1.

Commanding Admiral, France has been ordered to report as soon as possible which ports on the Bay of Biscay are suitable for bringing in prizes, in order that their inward passage may be fixed; if possible ports in the south are to be provided for. Commanding Admiral, Submarines has been informed of the passage of Ship "21"'s prize to a French port in the Bay of Biscay. Submarines are to reckon with her arrival at 20° W from 1 July (see radiogram 1500).

Norway:

Commander, Destroyers with the LODY and JACOBI has started out for Trondheim; he will be off Stadlandet at 0700 tomorrow if passage proceeds according to plan.

The 2nd Minesweeper Flotilla carried out exploratory sweeps through the Tjeld Sound to Harstad without sweeping any mines.

Trondheim:

The NUERNBERG's plane reports probable destruction of an enemy submarine off Gripholen. At present an intensive submarine-chase is going on in the Trondheim area with altogether 15 minesweepers, submarine-chasers and motor minesweepers between Halten and Volla Fjord supported by the 5th Shipborne Squadron, 196th Group.

30 June 1940

CONFIDENTIAL

Southern Norway:

Three submarine-chasers were out on operation in the Feistein-Lister area.

The first large return transport of our Narvik destroyer crews via Sweden, comprising 62 officers and 1,258 men, started on homeward passage aboard the steamer DER DEUTSCHE.

North Sea:

During the night of 29 June there were enemy flights by altogether about 30 planes in the direction of Heligoland, mouth of the Elbe, Hamburg, Schleswig Holstein, western Baltic; return flights over Wilhelmshaven, Wesermuende, Cuxhaven. Bombs were dropped and mines laid (see radiograms 0640 and 1747).

Channel Area:

During the night of 29 June the 1st PT Boat Flotilla made a thrust from Cherbourg into the area west of the Isle of Wight. Searchlights on the coast. No targets hit. On return passage misses on a steamer of 1,000 tons.

A plane of the 3rd Air Force made a surprise landing on Guernsey, in the course of the preparations for the occupation of the Channel Islands, but encountered no resistance. Occupation of the island is planned for 1 July by naval assault detachments and Army battalions with air transport. Occupation of Alderney and Jersey is planned for 2 and 3 July.

Naval Staff regrets that the Navy is not thus the first to carry out the landing on the British Channel Islands and the first therefore to gain a footing on British territory.

Skagerrak/Kattegat:

No submarines detected. During enemy flights on the night of 30 June over the Kattegat and Little Belt mines are assumed to have been laid.

Transport Situation

Transports were continued without disturbance or incident. The large transport operation for the return of the rear services of divisions in Norway has been completed with the last transport of

30 June 1940

CONFIDENTIAL

parts of the 214th Division. This transport arrived in Oslo on 29 June.

For the near future single transports are planned of reserve anti-aircraft battalions, S.S., artillery regiments and the remainder of the 196th Division, consisting of about 6,000 men and 1,330 horses in all. In addition there will be increased transport of goods for the Armed Forces, especially large-scale transport of bombs, etc. for the Air Force.

Apart from the monthly scheduled supply transport of about 50,000 tons about 18,000 tons extra will probably have to be carried in the next few months for winter supplies for troops in Northern Norway.

Return transports are at present not being carried out on a large scale; single transports carrying prisoners are still running.

Fast Troop Transports from 1 July from Frederikshavn to Frederiksstad. Until 9 July only one steamer every two days carrying about 500 men, then again two steamers carrying 1,000 men every two days. Transports particularly for men going on leave and for exchange of personnel.

Submarine Situation

Commanding Admiral, Submarines has ordered the following new operational lines without limitation to east and west:

U "34"	grid square	BF	as far as the south coast of Ireland
U "102"	"	"	BF 14
U "30"	"	"	BF 17
U "26"	"	"	BF 41
U "65"	"	"	BF 44
U "52"	"	"	BF 47
U "122"	"	"	CF 3000

30 June 1940

CONFIDENTIAL

U "43", "26", "30" and "102" contacted convoys on southerly and northerly courses.

U "46" and "32" returned from operations.

Submarine Successes:

U "65" reports torpedoing 23,000 G.R.T., including two steamers totaling 16,000 G.R.T.; also on 21 June south of Brest one ORION class, sinking not observed. (Assumed that this was a cruiser of the ORION class; this led to an announcement in the report of Armed Forces High Command but was not correct since it was one of the ORION type passenger steamers of 20,000 G.R.T.)

For brief report of U "25" see War Diary, Part B, Vol. IV. On 11 June she fired a spread of three torpedoes on a battleship west of the Shetlands. Range 2,000-3,000 m. No success since the middle torpedo did not come out owing to a failure in firing. On 13 June the SCOTSTOWN was sunk, also one tanker, the submarine being rammed in this operation.

Further Construction of Submarines:

Chief, Naval Staff has requested from the Fuehrer and Supreme Commander the continuation of the submarine program beyond the period fixed. If this is approved the following order is planned:

1. In addition to the submarines of the restricted submarine program, as many are to be commenced at once and then continuously that at least the previous maximum number of the monthly submarine deliveries for the year 1941 is maintained. A monthly delivery of 25 submarines is to be attained as soon as possible.
2. The distribution of the submarines to various types will be effected according to the proposals of Naval Staff approved by Commander in Chief, Navy.
3. Destroyers, torpedoboats, PT boats and minesweepers are to be ordered according to the demands of Naval Staff, to the extent permitted by the remaining capacity of the dockyards.

30 June 1940

CONFIDENTIAL

Mediterranean Situation

See Situation Mediterranean.

Engagement between an Italian destroyer division and a group of three enemy cruisers and five destroyers. The destroyer ESPERO was sunk. The Italian submarines PROVANA and DIAMANTE are overdue.

Situation on Land

Surrender of the remaining fortifications of the Maginot Line is in progress.

Group "List" is being left in the Lyons area to exercise pressure until it is certain that the most important Armistice conditions, particularly the decrees regarding the Fleet, are carried out.

Air Situation

See Air Force Events of the Day.

During the night of 29 June nuisance raids were carried out on England to the previous restricted extent. There were attacks on Cardiff, Gloucester, Weymouth, Dundee and Aberdeen.

CONFIDENTIAL

CONFIDENTIAL