

Documents A. London I

ESTIMATE
of
Potential Military Strength
Documents A
Naval Attaché
LONDON

Volume 1
Documents Numbers 1 to 77
(12 Jan. 1937 - 20 Sept. 1938)

{ **DECLASSIFIED**

ATTACHÉ'S REPORT

12093 P
0-6-3

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From I Date 12 Jan., 1937 Serial No. 10 File No. _____
(Commence new series each January 5th) (Select proper number from O. N. I. Index)

Source of information Reliable

Subject GREAT BRITAIN NAVY Building Program.
(Nation reported on) (Index title as per index sheet) (SubTitle)

Reference _____

NOTE:—(The review, indexing and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

STATUS OF BRITISH NAVAL BUILDING PROGRAMS.

Reference: (a) N.A.London Report No. 841 of 24 July, 1936 - Summary of British Naval Building Program.

1. Reference (a) provides a summary and recapitulation, with appropriate tables, of the status of the British Naval Building Program as of July 21, 1936. It now appears desirable to indicate the progress made since that time. No supplementary or other estimates for additional new construction have been presented during this period. The status as of December 31, 1936 is taken as a basis for the following:

Table I

British Naval Vessels Laid Down or Completed,
July 21 - December 31, 1936.

<u>Class and Program</u>	<u>Laid Down</u>	<u>Completed</u>
<u>Cruisers</u>		
1933		PENELOPE
1935	GLOUCESTER	
Total Cruisers	1	1

<u>Flotilla Leaders</u>		
1934		HARDY
Total Flotilla Leaders		1

<u>Destroyers</u>		
1934		HERAWARD
		HASTY
		HOSTILE
		HOTSPUR
		HUNTER
		HYPERION
		HERO

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Director	A-B-C-D-E	Major graph	Arch-ives	Budget	C.N.O.	Gen'l Staff	War College	H.I.D.	Nav.	Ord.	T.S.D.	C.A.R.	Exp.	S.S.I.	M.S.S.	Avn.	U.S. M.C.	H.O.
	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16																	
Tech. Div.	U. S.	Com. Sec. For.	Com. Sec. For.	C. in C. Asia	Com. S.S.S.	Com. Air	Attached at	Operations				Com. Div.	W.P.	Com. Fl. Tr.	State	Com. Sec.	Return to Room No.	

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From X Date 12 Jan., 1937 Serial No. 10 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

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Subject GREAT BRITAIN
(Nation reported on) (Index title as per index sheet) (Subtitle)

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Class and ProgramLaid DownCompletedDestroyers (cont'd)1935 Supplementary
EstimateGHURKA
MAORI
MOHAWK
NUBIAN
ZULU

1936

SIKH
MATABELE
PUNJABI
ASHANTI
BEDOUIN
ESKIMO
MASHONA
SOMALI
TARTAR

Total Destroyers

14

7

Submarines

1933

1935

STERLET
TRITON

GRAMPUS

Total Submarines

2

1

Sloops

1934

ABERDEEN
FLEETWOOD
SALAMANDER
MALLARD
PUFFIN

Total Sloops

5

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	B-1, B-2, B-3, B-4, B-11, B-12, B-13, B-14, B-15, B-16	Mane- graph	Arch- ives	Budget	C. N. O.	Com'l Board	War College	N. I. D.	Ner.	Ord.	T. A. D.			C. A. R.	Eng.	S. S. A.	M. A. S.
Tech. Div.	C. in C. U. S.	Com. Ret. For.	Com. Sea. For.	C. in C. Asia	Com. S. S. S.	Com. Air	Attached at	Operations				Com. Div.	W. P.	Com. J. L. T.	State	Com- mence	Return to Room No.

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Subject GREAT BRITAIN
(Nation reported on) (Index title as per index sheet) (Subtitle)

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<u>Class and Program</u>	<u>Laid Down</u>	<u>Completed</u>
<u>New Layers</u> 1934		PROTECTOR
<u>Survey Ships</u> 1934		STORK
<u>Tender, Submarine School</u> 1934		DWARF
<u>Motor Torpedo Boats</u> 1935		4

RECAPITULATION

	<u>Laid Down</u>	<u>Completed</u>
Cruisers	1	1
Flotilla Leaders		1
Destroyers	14	7
Submarines	2	1
Sloops		5
Net Layers		1
Survey Ships		1
Tender, Submarine School		1
Motor Torpedo Boats		4

2. One trawler, "ASTON VILLA" was purchased and renamed "MASCOT".

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Tech. Div.	C. in C. U. S.	Com. Bat. For.	Com. Sta. For.	C. in C. Asst.	Com. S. S. S.	Com. Asst.	Attached at	Operations			Com. Div.	W. P.	Com. Pt. Tr.	State	Com- mence	Return to Room No.		

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Source of information _____
(Circumstances under which reported) (Select proper number from O. N. I. Index)

Subject GREAT BRITAIN
(Nation reported on) (Under title as per index sheet) (Subtitle)

Reference _____

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Table II

British Naval Vessels Under Construction or Authorized as of 31 December 1936

<u>Class</u>	<u>Program</u>	<u>Number</u>	<u>Total Number</u>
<u>Aircraft Carriers</u>	1934	1	
	1936, 1st Sup.	1	
	1936, 2nd Sup.	1	3
<u>Battleships</u>	1936, 1st Sup.	2	2
<u>Cruisers</u>	1935	2	
	1934	4	
	1935	3	
	1936, 1st Sup.	5	
	1936, 2nd Sup.	2	16
<u>Flotilla Leaders</u>	1935	1	
	1936, 2nd Sup.	1	2
<u>Destroyers</u>	1934	1	
	1935	8	
	1935, Sup.	7	
	1936, 1st Sup.	9	
	1936, 2nd Sup.	8	35
<u>Submarines</u>	1934	3	
	1935	3	
	1936, 1st Sup.	4	
	1936, 2nd Sup.	4	14
<u>Sloops</u>	1935	6	
	1936, 1st Sup.	6	12
<u>River Gunboats</u>	1936, 1st Sup.	1	1
<u>Minelayers</u>	1935	1	1
<u>Submarine Depot</u>			
<u>Ships</u>	1935	1	1
<u>Magnetic Survey</u>			
<u>Ships</u>	1935	1	1
<u>Boom Gate Vessels</u>	1935	2	2
<u>Special Service</u>			
<u>Type</u>	1936, 1st Sup.	2	2

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(Common use new series each January first) (Select proper number from O. N. I. index)

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Table II (Cont'd.)

Class	Program	Number	Total Number
<u>Surveying Ships</u>	1935	1	
	1936, 1st Sup.	2	3
<u>Motor Torpedo Boats</u>	1936, 1st Sup.	6	6
<u>Frawlers</u>	1936, 1st Sup.	1	1
<u>Boom Defence Vessels, Motor Vessels, Tugs, etc.</u>	1936, 1st Sup.	Number not stated.	
			<u>100</u>

3. It is the considered opinion of this office that the naval building program would be prosecuted with even more vigor, if it were not for three basic but interlocking considerations. Building ways, berthing space, and shop capacity in the shipyards are sufficient for a very considerable acceleration over and above that undertaken, and additional funds could and would be made available as required if it were not for these factors.

4. (a) The Admiralty is in most cases not duplicating existing designs, but is in general preparing entirely new plans in order to incorporate as many advances as it is able. This work requires time, and is even more slow because of (b).

(b) There is an actual shortage of skilled labor in the shipyards and also in allied industries. There is also a shortage of drafting and design personnel.

(c) An effort is being made to interfere as little as possible with normal non-military activities. The amount of shipbuilding done to foreign orders has decreased materially, and the Government desires to check this tendency. There is a feeling that once foreign business is lost, it may be difficult to regain. The skilled labor supply which is so limited must be distributed over commercial (particularly foreign) work as well as naval.

5. In addition to the foregoing, there is also a shortage in Britain at the present time of shipbuilding steel. Efforts are being made to obtain a revision in the current Cartel agreements which will alleviate this situation.

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Tech. Div.	C. in C.	Com. Sec. Par.	Com. Sec. Par.	C. in C. Act.	Com. S. S. S.	Com. Air	Attached at	Operations											Com. Dir.	W. P.	Com. Pl. Tr.	State	Com- mence	Return to Route No.				

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12093-P
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From I Date 19 Jan., 1937 Serial No. 43 File No. _____
 Source of information Press (Common new series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN NAVY 1937 BUILDING PROGRAM.
 (Nation reported on) (Index title as per index sheet) (Subject)

Reference _____

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1937 NAVY BUILDING PROGRAM

JAN 30 1937

Enclosures: (A) Clipping from Morning Post of 18 January, 1937.

1. The Naval Correspondent of the Morning Post stated on 18 January that -

"The building of eight cruisers will.....be authorized during the coming financial year.

"In addition to eight cruisers, three more battleships are likely to be laid down during the present year. It is no secret that the building of battleships under the 1937 Navy Estimates is contemplated, and that these ships will be laid down with a minimum of delay".

2. He goes on to say that these new ships with the two laid down on New Year's Day will form a class of five ships of about 33,000 tons armed with 14-inch guns.

3. He further says that -

"..the new battleships are required primarily to offset German building, which is designed to mount 11-inch and 14-inch guns, and that any lack of gunpower in the new ships consequent on the possible building of 16-inch gun ships would be more than counteracted by the advantages of having a homogeneous squadron of five ships all mounting 14-inch guns."

4. The rest of the article outlines the present and future cruiser position of Great Britain.

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ATTACHE'S REPORT

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From I Date 8 Feb., 1937 Serial No. 134 File No. _____
(Common new series each January first) (Select proper number from O. N. I. Index)

Source of information 40

Subject GREAT BRITAIN AVIATION Balloon barrage.
(Nation reported on) (Index title as per index sheet) (Subtitle)

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~~CONFIDENTIAL~~

DECLASSIFIED
OSD Letter, 5-3-72

BALLOON BARRAGE.

~~CONFIDENTIAL~~

1. The Government has announced in Parliament that the manufacture of material for balloon barrages for the defense of England was actually under way. The writer is informed on the best of authority that the former airship base at Cardington is undertaking the actual manufacture of the barrage. 400 Civilian and 400 Royal Air Force ratings are now there, and this number is being increased. The British hope to attain an altitude of 30,000 ft. with the new barrages, and a very elaborate scheme is projected for the defense of London. This scheme provides for a skeleton layout of fixed balloons, with a large number of portable balloons which can be rapidly shifted from point to point to fill in and back up the skeleton layout. When the barrage is in place, it is expected that there will be a balloon every 100 yards, and the British feel that they will be able to reduce the chances of penetration by enemy aircraft to a safe figure.
2. Air Ministry orders frequently forwarded to the Office of Naval Intelligence with Publications Reports give warning that on certain dates aircraft will fly in certain areas towing unmarked cables 5,000 ft. long, etc., etc. Such operations have been incident to the development of the design of the barrage.
3. The "watching brief" which has been maintained by the Air Ministry on the development abroad of rigid airships and lighter-than-air in general has consisted of rather more than the mere keeping in touch with information. A continuous program of experimentation with and development of materials has been kept in progress at Cardington, dealing particularly with such items as fabric, dopes, etc.
4. On page 45 of "The Airship" for January-March, 1937, will be found a brief historical account of balloon aprons during the World War.

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E. O. 12958, Sec. 3(E) and (F) or (G)
Class letter, May, 1962
By SLR Date 11/24/83

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From X Date 12 Feb., 1937 Serial No. 155 File No. _____
(Consults new series each January first) (Index proper number from O. N. I. Index)

Source of information Press

Subject Great Britain £400,000,000 for Defense Loan.
(Nation reported on) (Index title as per Index sheet) (Subject)

Reference _____

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£400,000,000 for Defense Loan.

Enclosure: (A) Representative Press Clippings.

1. The press of 12 February states that Mr. Neville Chamberlain, Chancellor of the Exchequer, announced in the House of Commons yesterday, 11 February, that the Government planned on raising loans during the next five years up to a maximum of £400,000,000. The "Daily Telegraph" comments, "This is the largest program of defense ever indicated to Parliament in time of peace".
2. The political correspondent of the "Daily Telegraph" states that unofficial estimates placed defense expenditures during the next five years at £1,200,000,000. Estimates for the coming year, to be placed next month, are expected to indicate the extent to which defense costs will be met out of revenue.
3. Editorial comment voices the general political policy of the paper making it and ranges from the "Daily Mail's" "NOT NEARLY ENOUGH - The Paltry Amount Calls for the Severest Criticism" to the comments of the "Daily Herald" and the "Manchester Guardian" who indicate that the economic structure of the country may suffer damage through such a large loan.
4. The attached clipping from the "Morning Post" of 12 February, gives foreign reaction to the proposed loan as reported by Reuter. France is stated to be pleased that Great Britain will be in a position to enforce peace but she deplors the necessity of such a large expenditure. Germany asserts Britain's right to larger defense measures but says that she, Germany, must not be criticised for taking similar measures. Italy, in the person of Signor Virginio Gayda, is described as saying "Democracy, which has prevented disarmament, now multiplies its own arms".

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From I Date 12 Feb., 1937 Serial No. 185 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN EMPIRE DEFENSE
(Nation reported on) (Index title as per index sheet) (Subtitle)

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Index—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

EMPIRE DEFENSE - PARTICIPATION BY DOMINIONS AND COLONIES

Enclosure: (A) Press clippings from Daily Telegraph and Morning Post, 9 February, 1937

1. The enclosures are paragraphs from the Daily Telegraph and Morning Post in which Sir Samuel Hoare, the First Lord of the Admiralty, and Mr. Kenneth Lindsay, Civil Lord of the Admiralty, respectively, make statements concerning the necessity of the units of the British Empire taking part in its defense. This idea of greater participation of the Dominions in the defense program seems to be developing.

2. Mr. Lindsay says that Singapore will be even stronger in defense next year, and he was impressed by the measures taken to make the defenses strong and efficient at Naval Establishments in Australia and New Zealand. Also he stated that he was impressed by the measures being taken at Trincomali, Ceylon, where nearly 30,000 workmen are at present engaged on the naval and military base. (An attempt has been made to check the figure 30,000 with the Foreign Editor of the "Morning Post". He said that the figure appeared thus in the dispatch from Bombay but that he could not confirm it. This office believes that the decimal point has been misplaced and the figure should possibly be 3,000. An attempt will be made to make a further check on this).

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From A Date 17 Feb., 1937 Serial No. 195 File No. _____
 Source of information Press and white paper. (Continues new series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN British Navy Program - White Paper "Cmd. 5374"
 (Nation reported on) (Index title as per index sheet) (Subtitle)
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BRITISH NAVY PROGRAM - WHITE PAPER "Cmd 5374" OF FEBRUARY 1937 ENTITLED "STATEMENT RELATING TO DEFENSE EXPENDITURE"

Enclosures: (A) ~~Four~~ ^{FIVE (5)} (4) Copies of white paper.
 (B) Three (3) Clippings from "Times" 17 Feb., four (4) from "Daily Telegraph" of 17 Feb., One (1) from "Manchester Guardian" of 17 Feb., One (1) from "Daily Telegraph" of 13 Feb., Two (2) from "Daily Telegraph" of 16 Feb., Two (2) from "Morning Post" of 18 Feb., and One (1) from "Daily Herald" of 18 February.

1. White Paper "Cmd. 5374" was issued on 17 February in preparation for the House of Commons debate on defense on 18 February. Its principal features affecting the British Navy are tabulated below:-

(a) A five year defense program of $\pounds 7,500,000,000$ with a 1937 Naval estimate of possibly $\pounds 500,000,000$.

(b) The building program for 1937 will exceed $\pounds 250,000,000$ and will include 3 battleships, 7 cruisers, 2 aircraft carriers. These are in addition to the 2 battleships, 3 aircraft carriers and sundry cruisers already building or appropriated for.

(c) Program includes substantial increases in fleet air-arm and modernization of defenses of strategic points in various parts of the Empire.

(d) Heavy expenditures must be incurred in modernizing existing vessels.

(e) Increase in strength of Navy personnel is provided for.

2. The white paper says the 2 battleships laid down in January will cost approximately forty million dollars. The Naval Correspondent of the "Manchester Guardian's" article of 17 February says that the HMLSON and RODNEY cost $\pounds 880$ a ton and the new ships will be $\pounds 1000$ a ton.

3. Though not dealt with in the white paper, estimates of the tonnage to be constructed during the next five years have been variously five hundred thousand, six hundred thousand and seven hundred fifty thousand. This is of interest on the Continent because of the increase thus given Germany's tonnage allowance.

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From X Date 19 Feb., 19 37 Serial No. 195 File No. _____
(Commons new series each January first) (Select proper number from O. N. I. Index)

Source of information Press and White Paper.

Subject GREAT BRITAIN British Navy Program - white paper "Cmd. 5374"
(Nation reported on) (Index title or per index sheet) (Subtitle)

Reference _____

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BRITISH NAVY PROGRAM - WHITE PAPER "Cmd. 5374" OF FEBRUARY
 1937 ENTITLED "STATEMENT RELATING TO DEFENSE EXPENDITURE".

-2-

4. Though deploring the fact that the projected building cannot be distributed over a number of years the white paper stresses speed of laying down and of construction. The three battleships will be laid down "as soon as that program has received Parliamentary authority".

5. The reactions of the British Press is in general most favorable. The organs of the extreme right and left have editorials reflecting their prevalent policies. The "Daily Mail" doubts that the sums contemplated are large enough and attacks the socialists for opposing the large expenditures. The "Daily Herald" accuses the Government of passing armament cost from the rich to the poor. Lord Strabolgi (the former Lieutenant Commander Kenworthy) has a large leading article in the "Daily Herald" of 18 February accusing England of "preparing for the last war". The foreign press comments as reported in English Journals are slightly cynical in tone except for France which in general backs the British position. The Air Ministry Daily Press Summary of 17 February gives a good resumé of British press comments.

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From X Date 29 July, 1937 Serial No. 761 File No. _____
(Commence new series each January First) (Index proper number from O. N. I. Index)

Source of information Parliamentary Debates

Subject GREAT BRITAIN DEFENCE Rearmament Program
(Nation reported on) (Index title as per Index sheet) (Subject)

Reference _____

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PROGRESS OF REARMAMENT PROGRAM

- Enclosure: (A) Parliamentary Debates, House of Commons, Vol. 326, No. 153, 27 July, 1937 —
- (B) Press clippings from The Times, Daily Telegraph, Morning Post, Daily Mail, 28 July, 1937

1. An interesting debate took place in the House of Commons on the 27th instant on the progress of the rearmament program. The debate was brought about by a motion of Sir Archibald Sinclair, the leader of the Liberal Party, to reduce the salary of the Minister for the Co-ordination of Defence, this being the conventional method used by the Opposition to put a Government Department on the defensive and making it answer broad questions of policy affecting the conduct of its business. No summary of the debate will be attempted beyond the below remarks as the debate is worth reading in its entirety as it reveals clearly the things uppermost in the minds of Parliament in connection with preparations for the next war. The statement made by Sir Thomas Inskip, while it gives no details as to the measures taken by the Government in the way of rearmament and the steps taken to meet the various menaces that confront the United Kingdom in the event of war, does show clearly the general procedure which the Government is following to bring about co-ordination of rearmament and defense measures.

2. The comments of the Liberal and Labor Members of Parliament in this debate, it will be noted, were largely of a critical nature and concerned themselves mostly with questions as to the measures taken to protect the civilian population against air raids and from food shortage. Mr. Winston Churchill's remarks were directed largely, as they have been in the past on similar occasions, at the inadequacy of the powers of the Minister for the Co-ordination of Defence. As is well known, Mr. Churchill is a strong advocate of a Ministry of Defence with administrative and executive powers to deal directly with the rearmament program in all of its phases. Sir Thomas Inskip pointed out in his reply to the criticism made by Mr. Churchill and others that it was never the intention of the Government to replace or supplement the administrative machinery of the three Service Departments but that his function was, in fact as it was in name, one of co-ordinating the activities of these three Departments. His immediate staff consists of two private secretaries and three stenographers. This small staff has come in for a certain amount of jocular criticism both in the press and in the House of Commons because of its obvious inadequacy to exercise any administrative control over the defense program. Sir Thomas Inskip was not at all perturbed by these criticisms and pointed out that in his capacity as Vice-Chairman of the Committee of Imperial

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(Commence new series each January first) (Select proper number from O. N. I. Index)
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(Nation reported on) (Index title as per index sheet) (Subtitle)
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-2-

Defence he has a call on the personnel and facilities of the three Service Departments if he wishes any problem investigated or expedited.

3. The burden of the complaint of many of the speakers was that although the Minister for the Co-ordination of Defence was appointed some fifteen months ago he is still planning rearmament measures instead of showing actual results. Sir Thomas Inskip met this criticism by the very logical statement that it is exactly the planning of measures of defense which takes the time and that the execution will go rapidly once decisions have been reached as to what is to be done.

4. Mr. Winston Churchill made the following statement during his remarks - "If one could be sure that ten, or perhaps eight or even seven, years of peace laid before the world, I would hazard the opinion which I have indicated before that the ground would master the air." Sir Thomas Inskip in his reply commented as follows on this remark - "The Research Committee is very active and has produced some very remarkable results..... I can assure him that the discoveries and the inventions have passed a little further than he indicated but these are matters that everybody must speak of with a proper regard to secrecy." These two remarks have been interpreted by some writers in the press as indicating that scientific research would soon free Britain from the menace of aerial attack.

5. A few press clippings commenting on the debate taken from a larger number are forwarded herewith.

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From I Date 19 Nov. 19 37 Serial No. 1093 File No. _____
Parliamentary Debates, House of Commons, 17 November, 1937.
Source of information _____
Subject GREAT BRITAIN NAVY CONSTRUCTION PROGRAM AND PERSONNEL

Reference _____

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CONSTRUCTION PROGRAM AND PERSONNEL. NOV 27

Reference: (a) Parliamentary Debates, House of Commons, 17 November, 1937. (col. 379)

1. Attention is invited to oral answers in the House of Commons on 17 November, 1937, during which the Parliamentary Secretary to the Admiralty stated:-

"In addition to two cruisers and one submarine, whose construction will be commenced in His Majesty's Dockyards in December, 1937, it is anticipated that the following ships will be ordered from private firms by the end of the present financial year:

- 4 Cruisers.
- 3 Submarines.
- 3 Patrol Vessels.
- 10 Motor Torpedo Boats.
- 8 Destroyers.
- 2 Escort Vessels.
- 1 Destroyer Depot Ship.
- 6 Boom Defence Vessels."

Viscountess Astor asked:

"Is not private enterprise doing more than the national Dockyards, and is that quite right?"

Mr. Noel-Baker asked:

"How many of these ships will be built in the Royal Dockyards?"

Mr. Shakespeare, the Parliamentary Secretary to the Admiralty replied:

"I should want notice of that question, unless it relates to the cruisers under construction."

2. Mr. Day then asked the First Lord of the Admiralty the figures of the number of men serving at Hong Kong and Singapore for the 12 months ended to the last convenient date.

Mr. Shakespeare replied:

"The numbers of naval and civilian personnel stationed at Hong Kong and Singapore at the last convenient date were approximately:

Hong Kong 5,250
Singapore 3,900"

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From X Date 16 Dec., 1937 Serial No. 1205 File No. _____
(Classification new copies each January first) (Substantive paragraph number from O. N. I. Index)

Source of information _____

Subject GREAT BRITAIN AVIATION Balloon barrage
(Station reported on) (Outline title or per index sheet) (Subtitle)

Reference _____

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 OSD letter, May, 1977
 By SLR Date MAY 21 1975

-2-

5. Two different methods of placing the balloons were mentioned. One was referred to as "perimeter siting" and the other as "field siting". In perimeter siting the balloons are placed in one or two lines around the outskirts of an area, the distance apart depending on the balloons available. It was mentioned that if the balloons were spaced 100 yards apart a plane of 75 feet span would have 1 chance in 4 of striking a cable.

6. The other type of siting was called "field siting" which would consist of locating the balloons at various points about equidistant throughout the area to be protected. For an area of 20 miles diameter, using 600 balloons as an example, Commodore Hearson stated that a plane flying through the entire barrage or for a distance of 20 miles within it would undergo a chance of 1 out of 2 of striking a cable in the field siting method, whereas the chances in the perimeter siting would be only 1 in 4.

7. Commodore Hearson also stated that field siting would be more effective defense than perimeter siting against both dive bombing attacks and the possible method of sweeper aircraft leading formations in line astern.

8. One method of dealing with balloon barrages would be for enemy aircraft to fly in line astern with one or more especially equipped airplanes leading, - these leading airplanes to be fitted with devices capable of cutting the cables. So far, devices of this nature are only in experimental stages or being considered. The lecturer stated that he was confident that they had already foreseen and experimented with all such devices which might be adopted by the enemy, and he was confident that none of them would be effective.

9. He admitted that balloons were very vulnerable by day in fine weather, but that that was the time when guns and fighters could act most effectively in defending them. At night and in bad visibility, the balloons would be especially useful, and then would be fairly immune from attack. They expected to have a certain number of losses. There would be one lost for each enemy aircraft that collided with the cable. There would probably be a certain number shot down. Also, while the anti-aircraft would to some extent protect the balloons, there would be a certain amount of damage to them from bits of falling shrapnel. There would also be losses due to weather and lightning, as the balloon with its long metal cable is really a high flying lightning conductor. The balloon barrage should be able to remain up in all weathers.

10. He also stated that the cables would be made lethal, that this was possible of accomplishment at the present time, but just how

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Source of information _____

Subject Great Britain AVIATION Balloon barrage
(Station reported on) (Index title as per index sheet) (Subtitle)

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this was to be accomplished he stated he was not at liberty to say.

11. The balloons used for this barrage are the stream-lined kite type of hydrogen balloon. It is understood that these balloons cost between \$900 and \$1000 each. The balloons must be lowered at frequent intervals for the replenishment of hydrogen. He stated that 82% purity was considered the minimum before the air-hydrogen became an explosive mixture. Several different methods of maintaining balloon shape constant were under investigation. One method was the false bottom through which passing air would maintain the shape of the balloon. Another was what he referred to as a "polygon" type, which means a polygon of elastic over which was stretched the circular balloon shape. The objection to this type was that at altitude the elastic froze and lost its elastic properties, permitting the balloon to sag and become floppy. The third was the provision of extra gages, held contracted by elastic bands which gave increased capacity for the expanding gas during ascension.

12. The cables which tether the balloons are tapered, high strength weight ratio steel, and must be flexible. These cables have a tensile strength of 200 tons per sq. in. He mentioned a stranded cable made of many wires, 3 mm. in diameter, each wire having a tensile strength of about 1 ton.

13. All balloons are tethered by these cables to mobile winches. These winches have a haul-down speed of 1,000 to 1,400 ft. per minute for emergency purposes.

14. The personnel of the balloon barrage group is obtained from the Auxiliary Air Force. There are about 10 men per balloon as now organized, but it is hoped later to reduce the size of the balloon and the number of men per balloon.

15. He ended by saying that a balloon barrage as part of the air defense of London is almost an accomplished fact, and not a political expedient, and it will be a very real and considerable contribution to the air defenses, meeting a requirement which cannot be met by any other means known at present.

16. The Chairman, in summing up, stated that dive bombing was impossible with the speeds now prevailing in the latest planes, since such planes put into a dive could not be pulled out even if they did not fly to pieces in the dive. The resumption of dive bombing would depend on either stronger structural design or air-braking devices being fitted.

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From X Date 18 Dec., 1937 Serial No. 1216 File No. _____
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Source of information Press

Subject GREAT BRITAIN REARMAMENT PROGRAM.
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference _____

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PROGRESS OF REARMAMENT.

-2-

4. The Minister concluded with a complimentary reference to the workers in industry and a statement -

"The Government has taken steps - the details of which I do not propose to state here today - to see that proper supplies of everything we may need in war time have been provided in these days of peace."

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From X Date 29 Dec., 1937 Serial No. 1248 File No. _____
(Continuation new guide each January 1938) (Select proper number from O. N. I. Index)

Source of information Press, technical.

Subject GREAT BRITAIN REARMAMENT, PROGRESS OF NCE
(Nation reported on) (Index title as per Index sheet)

Reference _____

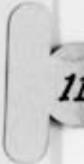
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GREAT BRITAIN REARMAMENT PROGRESS

JAN 10 1938

Reference: (a) "The Engineer" for 17 December, 1937; (page 675.)

1. At the Annual Luncheon of the National Union of Manufacturers, held in London on 14 December, 1937, the principal speaker was Sir Thomas Inskip, the Minister for the Coordination of Defence, who referred to the active support of manufacturers, without which, he said, it would not have been possible to start and develop the defense program. In 1913-1914 the two Defense Services had a personnel of 337,000 men. This year, despite a large increase in cost the figure was only 350,000. The cost of armaments and equipment is very remarkably more than before the war.
2. The Rearmament Program has not attained anything like the volume it will reach in about eighteen months' time. If a list of undertakings, many of which are yet in course of erection, for the production of different parts of the equipment required for the Rearmament Program, were to be reviewed, it would be found that it would be necessary to multiply the number of men and women employed by three, four, and five times before the full planned capacity had been reached. Such facts would perhaps make some of those who said that a slump was coming because the Rearmament Program was nearing an end, adjust their impressions and correct their public statements.



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From X Date 6 Jan., 1938 Serial No. 19 File No. _____
(Commons new series each January first) (Select proper number from O. N. I. Index)

Source of information Press - Weekly periodical.

Subject GREAT BRITAIN NAVY Supply of officers
(Nation reported on) (Index title as per index sheet) (Subject)

Reference _____

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SUPPLY OF NAVAL OFFICERS.

1. The issue of "Great Britain and the East" dated 30 December, 1937, carries a short article which states that the rapid expansion of the Navy is reflected by the number of cadets who are being entered three times a year. For the New Year term at Dartmouth there are about 40 entries from schools and about 8 from the merchant navy training ships CONWAY and WORCESTER. Another 33 have joined by the "direct entry" system, at the age of seventeen, and 16 have entered Keyham Engineering College.

2. This is a rate of about 300 a year. In the pre-war decade, when both engineering and executive branches started at Osborne College, some 180 cadets were passed into the Fleet each year -- a striking contrast.

3. In addition, 100 young officers were recently entered from the Mercantile Marine, with the rank of Lieutenant.

4. The Army announces 79 Woolwich and 200 Sandhurst cadets; but there are only 22 entries for Cranwell Royal Air Force College.

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From X Date 8 JAN., 1938 Serial No. 29 File No. _____
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Source of information Press.

Subject GREAT BRITAIN (FAR EAST) NAVY-AVIATION Combined maneuvers in Far East.
(Nation reported on) (Index title as per Index sheet) (Subtitle)

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FAR EAST TO HAVE BIGGEST MANEUVERS.

NO 1938

1. The "Daily Herald" of 6 January, 1938, states that secret orders have been issued in India and Iraq to have Royal Air Force squadrons ready to be flown to Singapore this month to take part in the biggest combined sea, air, and land maneuvers ever staged there.

2. A British United Press message from Singapore states that 25 warships and 10,000 troops are to take part. One statement made in Singapore is that the new 15in. and 18in. batteries there, the most powerful land batteries in the world, will be brought into action for the first time during the maneuvers.

3. While these operations are taking place in the Far East, some of the Near East R.A.F. units are preparing to move to stations nearer to the Suez Canal zone.

4. The "Daily Telegraph" states that the combined maneuvers will begin on January 31, 1938, and that the concentration of warships at Singapore will coincide with the opening of the new 1,000ft. graving dock at the naval base on February 11th.

doubtful

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From X Date 21 Jan., 1938 Serial No. 69 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)
Source of information Press.
Subject GREAT BRITAIN MERCHANT NAVY Defense instruction
(Nation reported on) (Index title as per Index sheet) (Subtitle)
Reference _____

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**MERCHANTMEN AND DEFENSE -
Course Extended.**

Reference: (a) N.A.London Report No. 1182 of 9 Dec. 1937 - Merchant Navy Defense.

1. Attention is invited to reference (a), which reported the success of the scheme for the instruction of Merchant Navy officers.

2. "The Times" and "Manchester Guardian" of January 20, 1938, both carry articles which state that the Lords Commissioners of the Admiralty have decided to extend the scope of the Merchant Navy Defense course to allow all certified engineer officers, doctors, and pursers of the Merchant Navy to attend certain sessions of the course, as follows:-

All certified engineer officers on "Convoy" and "Defence Against Gas."

Doctors and pursers on "Defence Against Gas."

Stewards in charge in ships not carrying a purser may attend the session on "Defence Against Gas."

3. In addition, consideration has been given to the attendance of officers from ports which are over 25 miles from an existing Merchant Navy Defence center. It has been decided to extend the distance up to which traveling expenses are allowed from 25 to 50 miles. Accordingly, such ports as Manchester, Bristol, Avonmouth, Swansea, Port Talbot, Middlebrough, Stockton, and Leith will now be within range of a port at which Merchant Navy Defence courses are held with regard to the repayment of traveling expenses.

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ATTACHE'S REPORT 17994-A (A-1-u)

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From I Date 26 Jan., 1938 Serial No. 77 File No. _____
(Comments new series each January first) (Select proper number from O. N. I. Index)
Source of information Press & Conversation.
Subject GREAT BRITAIN AVIATION Fleet Air Arm -
(Nation reported on) (Index title as per Index sheet) new Appointments.
(Subtitle)
Reference _____

NOTE.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

FLEET AIR ARM - CONTINUED.
(APPOINTMENT OF
DIRECTOR OF AIR MATERIAL, AND
DIRECTOR OF AIR PERSONNEL.)



Enclosure: (A) Newspaper Clippings:

"Sunday Times" of 23 Jan. 1938;
"Daily Telegraph" of 24 Jan. 1938;
"Evening Standard" of 24 Jan. 1938.

FEB 3 1938

1. It has been recently announced in the press that two additional offices have been created in the Admiralty as a result of and in preparation for further expansion of the Fleet Air Arm. Captain M.W.S. Boucher is to be Director of Air Material, and Captain H.H. McWilliam is to be Director of Air Personnel.

2. The enclosed clippings give accounts of previous experience of these two officers and some comments as to the further development of the Fleet Air Arm, as it still continues to be popularly called. It will be noted that these officers have the corresponding titles to the present Director of the Naval Air Division.

It is surmised that this latter office will eventually be Director of Air Operations, and that the three directors will eventually be coordinated under the Assistant Chief of Naval Staff (Air).

3. From conversation with a high ranking officer in the Admiralty, it is contemplated that the development of aircraft engines will not come directly under the Naval Air Division, but will be the responsibility of the department of the Engineer-in-Chief of the Admiralty. While this proposed arrangement does not appear to be an entirely satisfactory solution, it is believed to be contemplated mainly due to the fact that the engineering branch in the Admiralty is a separate "Corps" and that all officers with engineering experience are members of that branch, and there is some reluctance in assigning such officers to other departments or divisions.

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From I Date 27 Jan., 1938 Serial No. 87 File No. _____
(Commons new series (Select proper number each January first) from O. N. I. Index)

Source of information Press.

Subject GREAT BRITAIN AVIATION Air-raid precautions.
(Station reported on) (Index title or per index sheet) (Subsidiary)

Reference _____

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AIR-RAID PRECAUTIONS

(CONTINUED)

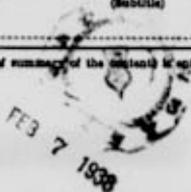
Reference: (a) N.A. London Report No. 976 of 19 Oct. 1937 -
Cost of Air-raid Precautions (Continued).

✓ Enclosures: (A) Three Copies of Series of Articles reprinted by
"The Times" (of Jan. 10, 11, 12, 1938).
✓ (B) Clipping from "The Times" of 21 Jan. 1938.
✓ (C) Clipping from "Manchester Guardian" of 26 Jan. 1938.

1. The enclosed pamphlets are reprints of articles that appeared in "The Times" consecutively on Jan. 10, 11, and 12, 1938. They point out many of the problems which the Home Office and the local authorities are having in their organization for air-raid precautions, without in any great measure suggesting what their solution might be. It is stated, however, that the principal reasons for the lack of progress along this line are, the small staff originally assigned to study the problem and work out its details; the delays in taking active measures to provide funds for the purpose, together with the disagreements between the Government and local authorities as to relative amount of cost to be borne by each; and the delay in educating the public to the problems and requirements, which has resulted in many instances in difficulty in obtaining volunteers for local activities.

2. The points brought up in this pamphlet should be useful in the study of the problem of organization for air-raid precautions which may be contemplated in other countries than Great Britain.

3. The clipping ^{from "The Times"} covers in part a visit of Mr. Geoffrey Lloyd, Under-Secretary at the Home Office, in Germany for the purpose of studying steps taken there to develop air-raid precautions. Enclosure (C) comments on the subsequent visit of Mr. Lloyd to Paris for the same purpose and gives some comment and comparison as to the methods of air-raid precautions in Great Britain, France and Germany.



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From X Date 31 Jan., 1938 Serial No. 99 File No. 113
(Common use series each January first) (Select proper number from O. N. I. Index)
Source of information Conversation & Press
Subject GREAT BRITAIN NAVY FEB 8 Bases
(Nation reported on) (Index title or per index sheet) (Subtitle)
Reference _____

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~~CONFIDENTIAL~~
CAPE OF GOOD HOPE ROUTE TO THE EAST.

Enclosure: (A) Clipping from "Daily Herald" of 12 January, 1938.

1. In recent discussions with high admiralty officials in which the possibility of having to maintain a large British force in the Far East without control of the Mediterranean, the Cape Route to the East was touched upon. An officer in high authority stated that the facilities available on this route had been carefully examined and plans were underway to improve them. About this time the enclosed article appeared in the Daily Herald, a paper with Labor affiliations and not considered very reliable. I discussed the article on separate occasions with two officers, at least one of whom should be entirely familiar with this subject. Both informed me that the statements about Freetown are greatly exaggerated. On the other hand, the information concerning Capetown was confirmed except as to the specific statement about 15-inch guns. The Capetown developments are Dominion and commercial rather than Empire and Naval, though of course the Navy is very interested and uses its influence and support in the development. I was told in confidence that the South Africans were very jealous of their Dominion status and had to be "handled tactfully" as regards establishment of Royal Navy facilities other than at Simonstown. As an example it was stated that the Navy found it impracticable to arrange directly for oil storage at Capetown but accomplished the same purpose by indirect arrangement with the Shell Oil Company. The definite statement was made (and it is considered reliable) that the new oil storage at Capetown would consist of ordinary above-ground tank storage for approximately ninety thousand tons.

DECLASSIFIED

E. O. 11652, Sec. 5(G) and 5(D) or (E)

OSD letter, May, 3, 1973

By SLR

Date, MAY 21 1973

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From I Date 3 Feb., 1938 Serial No. 121 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)
Source of information Press.
Subject GREAT BRITAIN AVIATION Air Re-armament
(Nation reported on) (Index title as per Index sheet) Progress
(Subtitle)
Reference _____

NOTE.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

**AIR RE-ARMAMENT PROGRESS -
PRESS EXPRESSIONS OF DISSATISFACTION.**

FEB 25 1938

Reference: (a) N.A.L. Report Serial No. 39 of 14 Jan. 1938 = 8307-C
Training Aviators for the Royal Air Force.

Enclosure: (A) Various newspaper clippings.

1. Reference (a), paragraph 8, invited attention to a series of articles in the "News Chronicle" expressing dissatisfaction with the progress of rearmament and the Air Ministry in general. These were stated as probably being the efforts of a certain group to stir up trouble. It has since been learned that the campaign was started at the instigation of one or more aircraft manufacturers who are not on the Air Ministry's approved list, in conjunction with the "News Chronicle".

2. It had not been intended to "break" this series of articles at that time, but another newspaper, getting wind of what was in the air, was on the verge of anticipating the "News Chronicle"'s articles. However, the "News Chronicle" also heard of this plan on the part of the other paper and, in order to forestall it, published the articles mentioned in reference (a) earlier than planned.

3. These articles, together with some other agitation, have, however, had the effect of bringing the Air Ministry into considerable prominence. Not all of the press articles are derogatory by any means; many, in fact, are the contrary. However, the net result, as will appear from the clippings enclosed, will be the airing of the subject of air re-armament in Parliament at a very early date.

4. It is not believed that this airing will cause any great upset in the Air Ministry. While there is undoubtedly some basis of dissatisfaction that the supply of new planes has not progressed as rapidly as originally planned, it is believed that many of the charges are so exaggerated, and that the efforts and the results of the Air Ministry are sufficiently satisfactory, that there should be no great difficulty in defending the failure in some cases to meet the original plan, especially considering the very great expansion originally laid out, involving as it did a very large revamping of the entire British aircraft industry.

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From **I** Date **7 Feb.**, 1938 Serial No. **146** File No. _____
 Source of information **The Admiralty.** (Commons new series with January first) (Index proper number from O. N. I. Index)
 Subject **GREAT BRITAIN** **NAVY** **Building Program.**
 (Nation reported on) (Index title as per index sheet) (Sub-title)

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FEB 16 1938

ANTICIPATED DATES OF COMPLETION OF SHIPS DUE TO COMPLETE IN THE FINANCIAL YEAR 1937.
(CONTINUED)

Reference: (a) N.A. London Report No. 968, of 19 October, 1937.

1. There is quoted herewith a letter received from the Admiralty, dated 4 February, 1938:

"With reference to my letter M.F.7855/37 dated 14th October, 1937, I have pleasure in forwarding the enclosed statement giving the anticipated completion periods of H.M. Ships under construction which are shown in the Navy Estimates 1937, as due to complete in the current financial year.

"The following ships have completed and passed into service since my last letter:

H.M.S. HERB	on 23 Oct. 1937.
H.M.S. AURORA	" 12 Nov. 1937.
H.M.S. BIRMINGHAM	" 18 Nov. 1937.
H.M.S. HAZARD	" 24 Nov. 1937.
H.M.S. SHARPSHOOTER	" 16 Dec. 1937.
H.M.S. IMPULSIVE	" 29 Jan. 1938. "

2. "H.M. Ships Shown in Navy Estimates, 1937, as Due to Complete in the Financial Year 1937:

Name	Anticipated Date of Completion
AFRIDI) COSSACK) GURKHA) ZULU)	April - June 1938.
MAORI) MOHAWK) NUBIAN)	July - September 1938.
CACHALOT) STERLET) TRITON)	April - June 1938.
UNDINE	July - September 1938.
BITTERN) CLEANER) GOSWAMER)	January - March 1938.

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Director	A-B-C-D-E B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	Manu- graph	In- dex	Budget	C. N. C.	Com- mand	War College	N. I. D.	Nav.	Ord.	I. S. B.	C. A. R.	Eng.	S. S. A.	M. A. S.	Aer.	U. S. M. C.	H. O.	
Tech. Div.	C. in C. U. S.	Com. Inf. Par.	Com. Sea. Par.	C. in C. Aer.	Com. S. S. S.	Com. Air	Attached at	Operations			Nav.	Com- mence	Return to Room No.						
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From X Date 8 Feb., 1938 Serial No. 129 File No. _____
(Common new series early January 1938) (Select proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN BRITISH SECRET SERVICE
(Nation reported on) (Index title as per index sheet) (Check)

Reference _____

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BRITISH SECRET SERVICE.

Enclosure: (A) Clipping from "Sunday Chronicle" of 23 Jan. 1938.—
"British Secret Service to be World's Best...."

1. The enclosure reports an increase for the next year of the funds for secret service by £250,000 (\$1,000,000), making a total of approximately £1,000,000 (\$5,000,000) for espionage and counter-espionage, to be divided between the Foreign Office, War Office, Admiralty, Air Ministry, and Home Office.

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Director	A-E-D-E		Manu-	In-	Budget	C.N.O.	Gen'l	War	H.I.D.	Nav.	Ord.	T.S.B.	C.A.R.	Eng.	S.A.A.	M.A.R.	Aer.	U.S.	H.O.
	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16		graph	direct			Staff	College										M.C.	
Yark. Div.	C. in C. U. S.	Com. Int. For.	Com. Sea. For.	C. in C. Asia	Com. E. S. S.	Com. Afr.	Attached at					Operations		Com. Dir.	W.P.	Com. [P.L.T.]	State	Com- source	Returns to Exam. No.

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From X Date 8 Feb., 1938 Serial No. 130 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN AVIATION R.A.F. Airdrome, new -
(Station reported on) (Index title as per Index sheet) (Subtitle)
Thorney Island.

Reference _____

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16 1938

**NEW ROYAL AIR FORCE AIRDROME AT THORNEY ISLAND -
(CHICHESTER HARBOUR, ENGLAND)**

Enclosure: (A) Clipping from "Evening Standard", 5 Feb. 1938.

1. The enclosure reports the opening of a new Royal Air Force airdrome at Thorney Island (Chichester Harbour), and gives some details regarding the establishment.
2. It will be noted that this airdrome will be able to accommodate considerably more than the present organization assigned to it, and will increase extensively the potential defense provisions for the Portsmouth Naval Base, as well as the provisions for sea reconnaissance. Its importance and extent may be inferred somewhat, also, from a reported cost of £275,000 (\$2,875,000).

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Director		A-B-C-D-E		Memo-graph	In-Index	Budget	C.N.O.	Gen'l Staff	War College	N.I.D.	Nav.	Ovd.	T.A.B.	C.A.R.	Eng.	S.A.A.	M.A.S.	Ava.	U.S. M.C.	H.O.
B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16																			
Tech. Div.	C. in C. U. S.	Com. Sub. For.	Com. Sec. For.	C. in C. Asst.	Com. I. S. S.	Com. Air	Attached to				Operations				Status		Return to Exam. Rm.			
							Com. Dir.	W. F.	Com. J. L. Tr.											

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From I Date 8 Feb., 1938 Serial No. 134 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press.

Subject GREAT BRITAIN AVIATION Air-raid precautions
(Nation reported on) (Index title as per index sheet) (Substitute) **(contd.)**

Reference _____

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AIR-RAID PRECAUTIONS (CONTINUED).

Reference: (a) N.A.London Serial No. 87, of 27 Jan. 1938.

Enclosure: (A) Various newspaper clippings (7).

1. The enclosures comment on the recent blackout experiments at Leicester, with particular reference to the handling of traffic in darkness and some of the preparations made therefor, and two further steps in the organization of air-raid precautions: (1) The establishment of air-raid centers in various areas for dealing with the organizations, dissemination of information, and instruction therein in the respective areas. This is in furtherance of the decision that the organization and administration of air-raid precautions should be decentralized, and that local authorities would be responsible for air-raid precautions; (2) the proposed establishment of schools for air wardens.
2. This announcement has followed considerable popular opinion, expressed frequently in the press, that there was no provision whereby persons appointed as air wardens could attain a progressive knowledge in the performance of their duties, and that each person so appointed had to become acquainted with his duties almost entirely upon his own initiative. The schools presumably will take advantage of the accumulated experience along the various lines of air-raid precautions work and give the wardens the necessary benefit of past experience.

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From I Date 23 Feb., 1938 Serial No. 200 File No. _____
(Continuation new series each January first) (Enter proper number from O. N. I. Index)

Source of information Press. Fleet Air Arm - Short

Subject GREAT BRITAIN AVIATION service officers.
(Station reported on) (Index title as per Index sheet) (Subtitle)

Reference _____

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FLEET AIR ARM (CONTINUED) -
SHORT SERVICE OFFICERS.

Enclosures: (A) Clipping from "Daily Herald" of 18 Feb. 1938.
(B) " " "Manchester Guardian" of 18 Feb. 1938.

1. The announcement of the plans formulated by the Navy for procuring pilots for the new Fleet Air Arm is outlined in the enclosures. This system is somewhat on the lines of the Regulations of the Royal Air Force for short service pilots, but differs in several respects. The ages of entry are from 17½ to 23 years. The scholastic requirements are similar. The length of training, however, will be noted as covering two years instead of one, the additional time being required for training in naval life and discipline. I consider this a very valuable improvement over the Royal Air Force system wherein young boys are rushed through in ten months' time, to become active pilots in organizations flying modern high powered aircraft.

2. It will also be noted that the length of service is for a longer period, seven years for the short service and fifteen for those who elect and who are chosen to remain for an additional eight years on completion of the short service term. Provision is also made for a portion of the medium service officers to remain for a further period to qualify for retired pay.

3. It will be noted also that provision is made for those who enter at the age of 22 to have a higher ranking than younger entrants. Presumably all cadets will be given the rank of Acting Sub-Lieutenant upon reaching the age of 22.

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From X Date 7 March, 1938 Serial No. 230 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. index)
 Source of information British Navy Estimates, 1938
 Subject GREAT BRITAIN NAVY Navy Estimates, 1938
(Station reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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BRITISH NAVY ESTIMATES - 1938.

MAR 24 1938

Enclosure: (A) Various press clippings.

Reference: (a) British Navy Estimates, 1938, and Statement of First Lord of the Admiralty, explanatory of the Navy Estimates, 1938. (Copy forwarded to O.N.I. under separate cover)

1. The Navy Estimates for 1938 were issued on Friday, 4 March. The total of the Navy Estimates for 1938 is £123,707,000, which is £18,642,000 more than the total of the Navy Estimates for the previous year. The amount which will be provided from the consolidated fund under the provisions of the Defence Loans Act is £30,000,000, compared with £27,000,000 in 1937. The net total of Navy Estimates, 1938, therefore, is £93,707,000, compared with £78,065,000 in 1937, an increase of £15,642,000.

2. Attention is invited to the fact that in the present estimates there is contained nothing on account of the new construction program for 1938. The details of this will appear in another White Paper to be issued when the size of the new battleships and cruisers has been decided. (See Paragraph 10, below.)

3. Additional items of interest are:

(a) The estimate for 1938 gives the total number of personnel to be borne as 119,000, an increase of 7,000 over the personnel for 1937;

(b) The gross estimates for shipbuilding, repairs, maintenance, etc., are as follows:
 Personnel..... £10,094,000
 Materiel 11,045,100
 Contract work 19,742,000

4. Three more battleships are to be modernized - namely, the RAMILLIES, REVENGE, and RESOLUTION, each one of which will have approximately £200,000 expended on it in 1938.

5. An item of £60,000 is noted to be expended for "work of a constructional character carried out on ships to meet requirements in case of emergency". This is for merchant ships and represents an increase of £48,000 over the same item for 1937.

6. More motor torpedo boats, including some for mine sweeping, will be ordered in the year and it is contemplated that twelve will be constructed.

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<p>A-E-C-D-E</p>																		
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Tech. Div.	C. in C. U. S.	Com. Bat. For.	Com. Sea. For.	C. in C. Asst.	Com. S. S. S.	Com. Air	Attached at	Operations				State	Com. Div.	W. F. Com.	J. L. T.	State	Com. Div.	Return to Room No.

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Source of information _____

Subject GREAT BRITAIN NAVY Navy Estimates, 1938.
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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-2-

7. For experimental purposes on armor (Vote 8), £100,000 is estimated for the year 1938. This figure is the same as for the previous year.

8. Attention is invited to the clippings forwarded herewith, and it is to be noted that new gun and shell designs have been completed, and that a new submarine engine has been in use for six months and is so successful that development of a larger engine of that type is under way. The estimates indicate that enlargement of the principal dry docks is continuing in most of the dockyards.

9. Attention is invited to Appendix 9 - Vote 8, Section 1, Subhead B, which gives the numbers and description of the dockyard force in home dockyards. The grand total of all classes is 39,400 for 1938. This is an increase of 1,000 over 1937. These figures are exclusive of temporary or so-called "casual employees".

10. The "Statement Relating to Defence", which has just been issued, gives a program of new ships to be laid down in 1938, as follows: (No sum given, but approximately £3,000,000 to be expended in 1938)

- 2 Capital ships,
- 1 Aircraft carrier,
- 4 Large cruisers,
- 3 Small cruisers,
- 3 Submarines,
- 3 Mine layers,
- 2 Naval gun boats,
- 1 Destroyer depot ship,
- 1 Submarine depot ship,
- 1 Fleet Air Arm supply and repair ship.

The program will also include boom defense vessels, tugs, motor torpedo boats, and miscellaneous small craft.

11. It is believed from the statements in the press that this program may possibly be modified if and when the size of the capital ships and cruisers is determined.

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From X Date 11 March 1938 Serial No. 223 File No. _____
(Commons new series with January issue) (Select proper number from O. N. I. index)
 Source of information "Parliamentary Debates" - Commons and Press Comment
 Subject GREAT BRITAIN GENERAL DEFENSE
(When reported on) (Index title as per index sheet) (Subject)

Reference _____
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HOUSE OF COMMONS DEBATE ON DEFENSE

MAR 21 1938

- Reference: (a) "Parliamentary Debates" - Commons of 7 March, 1938
 (forwarded with Publications Report)
 (b) "White Paper on Defence" (Command Paper 5682)
 (forwarded with Publications Report)

Enclosure: (A) Selected clippings

1. The Prime Minister opened the debate on Command Paper No. 5682 by stating that this Paper was "...in the nature of a survey of the progress made." He made the following points:

- (a) That the Minister for Coordination of Defence (Sir Thomas Inskip) deserved a high tribute for his capacity and the work accomplished.
- (b) That "...never has planning for strategical purposes been brought to so complete a state as it is at present, and never has any Government been so well served with coordinated advice and information on strategy as is the case at present."
- (c) That during the tremendous effort required by rearmament, the economic stability and industrial capacity for peacetime commerce is being maintained and that excessive profits for munitions production are not being allowed.
- (d) That there were four objectives for the programs involved in rearmament:
 - (1) Protection of the United Kingdom.
 - (2) Preservation of the trade routes for food and raw materials.
 - (3) Defence of British territories overseas from sea, land, or air attack.
 - (4) "...Cooperation in the defence of the territories of any allies we might have in case of war."
- (e) Finance - "£1,500,000,000 which we contemplated only a little time ago is now not sufficient for our purpose."

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(Common new series sub-January first) (Select proper number from O. N. I. Index)

Source of information

Subject GREAT BRITAIN
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(f) That while "the ideals of the League are grand and magnificent" it is necessary that Britain's trust lie in her own arms, and in those of her friends.®

2. The Opposition amendment was moved by Mr. Lees-Smith (Labour) and is quoted in column 1569 of reference (a). In moving this amendment, he made the points that:

(a) The last General Election was won by the Government on a League of Nations platform for British foreign policy.

(b) The Abyssinian episode was the first test of the sincerity of the Government in following this policy and was ".....the greatest humiliation in the story of British foreign policy since the loss of the American Colonies."

(c) The present "realist" foreign policy alienates the sympathy of the people of the United States.

(d) ".....a united nation to fight a war merely on behalf of British Imperial interests of the old-fashioned type" cannot be guaranteed if the Government flout the League of Nations.

(e) He asked two questions:
(1) Can merchant-men be protected from air attack by naval convoy?
(2) Have the Government a system planned and ready to land and distribute merchandise from West Coast ports?

3. The Opposition amendment was seconded by Sir Archibald Sinclair who made the following points:

(a) He paid a tribute to the industry of the Prime Minister.

(b) That greater cooperation between the Services was still necessary.

(c) That no statement had been made in the White Paper as to the relative strengths of the German and British air forces.

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Yech. Div.	C. in C. U. S.	Com. Bat. Far.	Com. Sea. Far.	C. in C. Asia	Com. S.S.S.	Com. Air	Attached at	Operations														Com. Dir.	W.P.	Com. J.L.T.	State	Com-merce	Return to				
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- (d) That the urgent matters of transport, location of industry, and food storage were not satisfactorily covered in the Paper.
 - (e) That armament alone can never give Great Britain security and peace.
4. Mr. Winston Churchill pointed out that:
- (a) British air strength is perhaps only one-half that of Germany.
 - (b) The rate of Air Force expansion was unsatisfactory; 124 squadrons were promised 31 March, 1937 and would not be completed until 31 March, 1939.
 - (c) The French Army is that "...deterrent to an air aggression which gives us some feeling of reassurance."
 - (d) Mr. Churchill's conclusions:
 - (1) "There ought to be renewed effort on our part and no complacency."
 - (2) "We must.....seek firm and sure allies within the ambit of the League of Nations..."
5. Points by later speakers:
- (a) Sir E. Grigg - "I do not believe even the German Government want war, but I do believe that it is prepared to pursue its ends in Europe by using to the utmost the democracies' loathing of war."
 - (b) Sir E. Grigg - There should be universal liability for service in the organization of the civilian population for resistance to and defence against air attack.
 - (c) Mr. G. Nicholson - "...if we fail to do what we are attempting to do, namely, to break the Rome-Berlin alliance, then I say the position will be menacing."

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Tech. Div.	C. in C. U. S.	Com. Int. For.	Com. Sea. For.	C. in C. Asia	Com. S. S. S.	Com. Air	Attached at	Operations			State	Com- source	Return to Room No.					
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(d) Sir Thomas Inskip on the balloon barrage -
"Four-fifths of the balloons and the whole of
the winches have been delivered."

6. Selected press clippings (Enclosure A) in general express approval of the White Paper (reference b). The general feeling as displayed in the press and as expressed in conversation seems to be:

- (a) That the expense of Rearmament is heavy and distasteful.
- (b) That the necessity for Rearmament exists beyond question.
- (c) That the White Paper is perhaps too general in context, but that this is quite understandable.
- (d) That despite the handicaps, maladjustments, and waste that may exist, satisfactory progress in the program is being made.

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From X Date 11 March, 1938 Serial No. 220 File No. _____
(Continuation new series with January first) (Relate report number from O. N. I. Index)

Source of information Air Ministry

Subject GREAT BRITAIN AVIATION Air Estimates
(Relation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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BRITISH AIR ESTIMATES - 1938

MAR 21 1938

- Reference: (a) Air Estimates - 1938
 (b) Memorandum by the Secretary of State for Air accompanying Air Estimates 1938

Enclosure: (A) Press clippings from Daily Telegraph, Manchester Guardian and News Chronicle, 3 March, 1938

1. The 1938 Air Estimates were forwarded with the previous Publications Report. The accompanying Memorandum by the Secretary of State for Air sets forth the history of the development of the current plans for expansion of the Royal Air Force and a summary of its present status. There is no change in the figures which are contemplated for the total number of squadrons and of first-line aircraft under the expansion scheme, but personnel are increased to a total of 83,000 officers and men from the figure of 70,000 provided in the last announcement which was made public. The total gross estimate for 1938 is £102,720,000 (\$513,600,000), as compared to £88,588,600 (\$442,943,000) in 1937. This is inclusive of the naval appropriation of £5,718,000 (\$28,590,000). £30,000,000 (\$150,000,000) of the increase is to be raised by loan and is shown as an Appropriation-in-Aid.

2. The memorandum also serves the purpose of answering to some extent some of the criticism that has appeared from time to time - especially as regards the progress being made in re-equipment of squadrons with modern type planes.

3. As usual the Estimates and its accompanying Memorandum contain much useful information on the entire air organization and its progress as to expansion of fixtures. Some points of particular interest are noted -

- (a) To simplify administration, Groups which are subdivisions of Commands (Fighter Command, Bomber Command, Training Command, etc.) have been relieved of administrative routine as far as practicable, units dealing on such matters direct with Command Headquarters.
- (b) A separate Maintenance Command is to be formed.
- (c) There are now 90,000 persons employed in the aircraft industry as compared with 30,000 in 1935.

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- (d) Substantial completion of rearming is predicted for 1938.
- (e) The Metropolitan Air Force, which is comprised of all squadrons in Great Britain except Fleet Air Arm and training squadrons, consists of 68 Bomber Squadrons, 30 Fighter Squadrons, 15 General Reconnaissance, and 10 Army Co-operation.
- (f) The extensive use of the Link Trainer now and projected (at least one trainer for every station at home and abroad is reported). (It is understood that 200 have been ordered).
- (g) 30 new airdromes of the B9 planned are in occupation by the R.A.F.
- (h) The Air Ministry will provide ab initio training for naval pilots, for which the Admiralty will make reimbursement.
- (i) The new technical training scheme at Cosford will open in the autumn and shares apprentice training equally with the existing station at Halton.
- (j) A new technical training school for flight mechanics and riggers will open at St. Athan, Glamorganshire, and take over the training now conducted at Henlow - which station is properly an Aircraft Depot, not a training center.
- (k) The development of civil aircraft of medium size is to be pushed.
- (l) Much of the increase in costs for 1938 over 1937 is the natural one of increases in pay due to expansion of personnel, and to the increased cost of maintenance and operation of a greater number of stations and planes.
- (m) Noteworthy, however, is the large expenditure contemplated for aircraft and balloons - £42,680,000 (\$213,400,000), an increase of £13,000,000 (\$65,000,000) over 1937. This may be attributed

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to the increased production of new and expensive types during the year 1938.

- (n) For works, buildings and lands there is a decrease of £2,000,000 (\$10,000,000) - attributed to the completion of the shadow plants - and to the past inability to expend the amounts allotted to works projects.
- (o) In addition to continuing work on several stations not yet occupied by squadrons - funds are assigned to start extensive work on several additional ones: Lincolnshire; Ha Tsuen at Hongkong; Kiang, Sungai, Potani and Tengah, (also for Fleet Air Arm), Malaya; Luqa, Malta; equipment bases in Gloucestershire and Midlands; an electrical and wireless school in Wiltshire.
- (p) Accommodation in Bermuda for Fleet Air Arm units to cost £134,000 (\$670,000) is to be started.

4. On page 23 it is noted that the maximum allowance for Air Attachés has been increased from £5 a day to £7 a day.

5. In a short conversation with the Secretary of State for Air on the day the Air Estimates were announced, Lord Swinton seemed to be in particularly good humor - and remarked anent Estimates that a point most pleasing to him was the complete expenditure of the £88,000,000 (\$440,000,000) of the 1937 Estimates.

6. All three defence Estimates were announced within a few days. While their total is the considerable sum of over £340,000,000 (\$1,700,000,000), extremely little adverse comment or bemoaning of the cost of rearmament has been noted. The general attitude, especially as far as can be ascertained from the press, appears to be that the higher the cost the more convincing is the progress of rearmament - and consequently the safer the country and the less the feeling of alarm of the individual over the possibilities of attack.

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From X Date 12 March, 1938 Serial No. 253 File No. _____
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Source of information _____

Subject GREAT BRITAIN AVIATION Fleet Air Arm - training of pilots for
(Nation reported on) (Index title as per index sheet) (Subtitle)

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**FLEET AIR ARM (CONTINUED) -
TRAINING OF PILOTS.**

- References: Admiralty Fleet Orders:-
- ✓ (a) No. 381 - Fleet Air Arm - Entry of Short Service Air Branch Officers.
 - ✓ (b) No. 457 - Transfer of R.A.F. Officers to the Air Branch, Royal Navy.
 - ✓ (c) No. 458 - Fleet Air Arm - Training of Pilots.
 - ✓ (d) No. 459 - Fleet Air Arm - Training of Naval Ratings for Duty as Pilots of Aircraft.

Enclosures: ✓ (A) Copies of references.
 ✓ (B) Press clippings (3). *Not received in Archives*

1. The enclosures cover fully the several plans of the Admiralty for obtaining pilots for the Fleet Air Arm.
2. Order No. 458 states that initial and intermediate flying training shall be carried out by the Royal Air Force flying training schools, but that Naval personnel will be attached to such schools for disciplinary control of the pupils and for instruction in Naval subjects. The subsequent specialized training will be a Naval responsibility. It is assumed that this Order will cover the instruction plans for permanent Navy commissioned personnel as well as ratings and short service officers.
3. Order No. 381 covers the regulations for the entry from civilian life, pay and promotion, etc., of short (and medium) service officers.
4. Order No. 457 contains the instructions for the transfer of R.A.F. officers, active and reserve, to the Navy for further short and medium service.
5. Order No. 459 contains the instructions for the training of Naval ratings for duty as pilots of aircraft, covering also matters of pay.
6. There has been general expression of approval, particularly with the provisions for the training of ratings for air pilots. Occasional adverse comment has been noted in the past with regard to the situation where non-commissioned personnel in the Air Force could aspire to training and designation as pilots, whereas such opportunity was completely closed to Naval ratings. The agreement between the Admiralty and the Air Ministry for the flying training of prospective Naval aviators also meets with general approval, on the ground that the use of training facilities already existing avoids duplication that it is assumed would necessarily follow if the Admiralty undertook this part of the training. It is to be

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Source of information _____

Subject GREAT BRITAIN AVIATION Fleet Air Arm - training
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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noted, however, that the Naval students are to receive Naval training throughout their entire period of flying instruction by virtue of the presence of additional Naval personnel at training stations for the purpose of discipline and Naval instruction of Naval students.

7. While conversations with the Director of the Fleet Air Arm indicate the Admiralty would prefer to have this training exclusively, it appears that they have accomplished their object in fact, if not in name.

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	B-1	B-2	B-3	B-4	B-10	B-11	B-12	B-13	B-14	B-15	B-16																	
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From X Date 17 March, 1938 Serial No. 362 File No. _____
(Commence new series with January first) (Select proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN (AUSTRIA) GENERAL POLITICAL
(Nation reported on) (Index title as per Index sheet) (Abbreviate)

Reference _____

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AUSTRIA; BRITISH REACTION TO CHANGE OF STATUS

Enclosure: (A) Selected Press Clippings *Retained*

1. British alarm at the harshness and suddenness of German measures in Austria has not been allayed by any of the announcements emanating from Berlin or Vienna. The entire press is of one mind in regarding the methods used to bring about the present situation as constituting a Class A crisis. Even papers which have advocated appeasement and conciliation with Germany have shown a marked change in tone, the leading article in The Times, for example, being notable for its outright denunciation of Hitler's methods.

2. In general the press and individuals questioned support the action of the Prime Minister in not immediately declaring any British line of action other than his thoroughgoing condemnation of the forcible and arbitrary steps of this "annexation". The Prime Minister has not yet stated the action which Great Britain will take in event that similar occurrences transpire in Czechoslovakia. The point has been made in Parliament and in the press that this attitude is very similar to that adopted by Sir Edward Grey in 1914, and the comment is made that Germany would never have invaded Belgium at that time if her rulers had known that such invasion would cause Great Britain to declare war.

3. The speed with which Germany took action is one of the most alarming attributes of the Austrian crisis from a British point of view, since it is generally believed that Hitler might strike as quickly against Great Britain if he decided that his policies required warlike action against her. Up to the present moment this feeling has had three tangible results: First, the program of rearmament is to be extended and hastened. This development has been so closely related to the Austrian situation that clippings covering it form part of Enclosure "A". Secondly, there has been an immediate campaign to enlist one million volunteers as members of Air Raid Defense Forces. This campaign was opened by the Home Secretary in a broadcast and has been continued in the daily press with reported good results. The third evidence of the concern existing here is the fact that there have been hints in Parliament that cooperation between employers and employees would be requested. The Prime Minister had stated that the Austrian events were "bound to have effects which cannot yet be measured" and added

"I am confident we shall at least be supported in asking that no one, whatever his preconceived notions, is excluded from any extension of the national effort that may be called for."

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Tech. Div.	C. in C. U. S.	Com. Sec. For.	Com. Sec. For.	C. in C. Asia	Com. S.S.I.	Com. Air	Attached at	Operations				Com. Div.	W.P.	Com. P.T.	State	Com-merce	Return to Room No. _____		

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Source of information _____

Subject GREAT BRITAIN (AUSTRIA)

(Station reported on)

(Index title as per Index sheet)

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Referring to the Prime Minister's statement in Parliament, Mr. Butler, Under-Secretary for Foreign Affairs, informed M.P.s that the Prime Minister had no intention of introducing military or industrial conscription, but that "if the Government decided that an extension or acceleration of its Air Force program was necessary, it would no doubt have to ask both employers and work people to accept in the national necessity certain inconvenience and perhaps sacrifices." It is believed here that for the immediate future, intensification of effort will be concentrated on the Air Force program and on the matter of air raid precautions, with any increase in naval rearmament a matter for future and deliberate consideration.

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From **X** Date **18 March, 1938** Serial No. **288** File No. _____
 Source of information **Personal observation.** (Commence new series each January first) (Select proper number from O. N. I. Index)
 Subject **GREAT BRITAIN** **AVIATION** **Shadow factory, Austin**
 (Nation reported on) (Index title as per Index sheet) **visit to.** (Subject)

Reference

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O. N. I. 1852, Sec. 2(C) and 2(D) or (E)

OSD letter, May, 1, 1972

DATE MAY 21 1973

VISIT TO AUSTIN SHADOW FACTORY.

Enclosure: (A) Photograph from The Times of 11 Mar. 1938 - Wing Tank.

1. A visit was made to the Austin shadow factory on February 24, 1938. The party on this occasion consisted also of Colonel M.F. Scanlon, U.S.A., the Assistant Military Attache for Air; Mr. Van Dusen of the Consolidated Aircraft Company (of San Diego, Calif.); Major A.R. Boyle, Assistant Director of Intelligence of the Air Ministry, and two other officers of the Air Ministry.

2. The Austin shadow factory is located about 9 miles west of Birmingham and adjacent to the Austin Motor Works. It consists principally of one large building approximately 500 ft. wide and 1,860 ft. long. There is an additional structure for engine testing, and an office building. The section devoted to the erection of planes, about one-third of the main building, has an overhead height of approximately 35 ft. The reputed cost of this plant, exclusive of special tools and jigs useful only for erection of Fairey "Battle" airplanes, is \$12,000,000. Special tooling for Fairey "Battles" has already cost \$4,000,000.

3. This plant at present is engaged in the manufacture of certain parts for the Bristol Mercury VIII, and also the assembly of Mercury VIII's. 50% of the product of other engine shadow factories are assembled here, and the other 50% at the Bristol shadow factory. The airplane section builds and erects the Fairey "Battles". It will be noted that it is the only shadow factory that builds and erects complete airplanes, and at the same time builds parts for engines and also erects engines.

4. In erecting engines in Great Britain it is a requirement that all engines be given a running-in test, after which they are completely broken down and inspected, and then re-erected. About 10% of the engines are given a dynamometer test, the other 90% being run in on club propellers only. The Austin factory is equipped with an extensive battery of engine testing rooms which should be more than sufficient for their contemplated production. It was stated that, with satisfactory flow of supplies from other shadow factories, the Austin plant should be able to assemble 100 engines per week.

5. The arrangement of the aircraft plant has been laid out particularly with the idea of progressive mass production. One side of this plant for a length of about 1,600 ft. is a practically continuous store-room which can be readily fed from freight cars on a double track siding separated from the store-room only by a freight handling platform. In the central area between the store-room and the erecting area there is at one end a very complete layout of machine tools capable of manufacturing every part down to the smallest

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Source of information _____

Subject GREAT BRITAIN AVIATION Shadow factory, Austin - visit to.
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference _____

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O. 11632, Sec. 2(C) and 3(C) or (D)
OSD letter, May, 1, 1973
By SLR Date MAY 21 1973

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belt or rivet necessary for the manufacture of the plane. At the other end of this central area is space for the erection of cockpit sections, engine mountings, wings, and control surfaces. On the side of the building opposite the store-room at one end is equipment for the initial work of plane building and the start of the assembly, then the space for fuselage jigs. After removal from the jig and as assembly of the plane progresses, the plane proceeds down the building along this side, where it picks up the necessary parts, coming either from the store-room or the tools or wing assembly areas adjacent.

6. One Fairey "Battle" was noted as being approximately a complete plane. It is believed, however, that this was present for instructional purposes. The beginnings of parts of fuselages were on the floor. There were also other jigs on which work was proceeding, but this was also for instructional purposes.

7. As a method of saving space there were two jigs set up for making the after portion of the fuselage in the vertical rather than the horizontal position. While this resulted in some saving of floor space, its economy is very doubtful, in view of the fact that it is necessary for men to work on stages, which will undoubtedly slow down their individual production. In order to keep jigs at precisely standard measurements, they are installed on rather heavy cast iron bases and the temperature of the shop kept uniform throughout the year. Such precision is necessary partly due to the requirement of having products from this shadow plant interchangeable, not only with other products of this plant, but also with those of the Fairey factory at Stockport, as well.

8. The jigs for the construction of the after part of the fuselage are made collapsible. Upon completion of the work, these jigs can be collapsed and the entire fuselage easily removed.

9. It was stated that the rate of output that it was hoped to obtain was 12 planes per week. The number on order was not learned, but there is some information, although this is not definite, that 600 are expected from the Austin plant.

10. The planes are built to carry the bombs in compartments in each wing. There are two compartments in each wing, each capable of carrying a 500-lb. bomb. However, since the maximum bomb load for this plane is a total of 1,000 lbs., not more than two 500-lb. bombs can be carried.

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Subject GREAT BRITAIN AVIATION Shadow factory, Austin -
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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11. Gas tanks are welded instead of being riveted. There are two 132-gal. tanks in each wing, and one 55-gal. tank in the fuselage, a total of 319 gallons. A picture of a wing tank is shown as an enclosure.

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E. O. 11652, Sec. 5(E) and 5(D) or (S)

OSD letter, May, 3, 1972

By SLR

Date MAY 31 1972

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From I Date 23 March, 1938 Serial No. 201 File No. _____

Source of information Press And Admiralty

Subject GREAT BRITAIN NAVY CONVOY SYSTEM

Reference _____

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THE NAVY AND CONVOY SYSTEM

Reference: (a) N.A. London Report No. 212 of 1 March, 1938 - New Vessels' Air Defenses. - 4245 (A-1-2)
Enclosure: (A) Clipping from "Daily Telegraph" of 18 March, 1938.

1. There have appeared recently numerous articles in the press which state that the Admiralty has decided to utilize a convoy system in order to protect its food supply during time of war. This is borne out by Mr. Shakespeare's in the presentation of the Navy Estimates in the House of Commons on 17 March, 1938. He declared that the Admiralty was ready to put a convoy system for merchant shipping into operation from the very outset of a war. He stated that for narrow waters, escort ships are being provided of moderate speed, equipped with strong anti-aircraft armament and "able to detect, hunt, and kill" submarines.

2. Comments in the press indicate that the measures for protecting seagoing food supplies and munitions are gratifyingly far advanced. Regarding the provision of food in war, attention is invited to Enclosure (A).

3. It has been ascertained from the Admiralty that thirty-six old destroyers, and C and D Class cruisers, together with the sloops (escort vessels), all will be fitted for convoy duty by giving them anti-aircraft weapons, depth charge and mine sweeping gear, and also listening gear for submarine protection.

4. Thus, the anti-aircraft fleet will consist of three distinct types; namely, escort vessels especially designed as such, converted cruisers, and converted destroyers.

5. Attention is invited to reference (a), in which it was stated that escort vessels of recent construction are now to be floating anti-aircraft batteries. In fact, powerful anti-aircraft batteries are a feature of all new British cruisers. In reference (a) a new caliber of high-angle gun of 4½ in. was noted.

6. The COVENTRY and CURLEW, the first cruisers to be converted as anti-aircraft batteries, are 29-knot ships with ten 4 in. anti-aircraft guns and two multiple pompons, with many light machine guns. The DAUNTLESS and CAIRO, according to the Daily Telegraph of 19 March, 1938, are now being converted, and six other C and D Class cruisers will shortly be taken in hand. According to the same newspaper, it is stated that it has now been decided that many of the earlier escort vessels, twenty-two in number, are to be re-armed with the new anti-aircraft guns.

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From X Date 20 March, 1936 Serial No. 563 File No. _____
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Source of information Reliable.

Subject GREAT BRITAIN NATIONAL AIR RAID PRECAUTIONS - PROGRESS WITH.
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference _____

NOTE.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

AIR RAID PRECAUTIONS - PROGRESS WITH.

1. I have recently talked with a prominent American business man who is intimately concerned with providing fire-fighting and other Air Raid Precaution equipment. He discussed the matter from a new angle, which explains in part the lack of progress being made in this important and urgent matter.
2. According to my informant, while there is and has been for some time discussion in the press and a vast amount of talk about Air Raid Precautions, little real progress has been made. This fact is primarily due to the old and very practical question of who is going to pay the bill. There has been considerable discussion and some tentative agreements between the national and local Governments, but it is being realized more and more that in the last analysis an undertaking of this kind, which concerns practically every building in Great Britain, will have to be handled by individuals, small firms and larger organizations who control the buildings, rather than by national or local Governments.
3. For a long time, with this fact in view, there has been a campaign to enlist the support of individuals and organizations in providing funds for fire and gas protection for their premises. This campaign to date has been almost a complete failure. The reason for this is stated to be that while the Home Office, which is responsible for Air Raid Precaution, has been supporting this plan, the Exchequer has consistently refused to liberalize in any way its rulings on tax exemption for expenses involved in this kind of work. In other words - to take a simple case - if a small factory desired to build a gas-proof chamber or to install specialized fire-fighting equipment, it must not only pay the bill out of current income but is not allowed to claim exemption for tax purposes on such expenditures. Furthermore, alterations or additions for such purposes are classed as permanent improvements which subject the company concerned to increased taxation due to increased value of plant.
4. My informant said that until very recently there was an impasse as regards this matter and that practically no ARP work was being done until the matter was adjusted. Recently, however, there had been some liberalization of the attitude of the Exchequer in this regard, but little had actually been accomplished thereby, as the public in general believe that the present attitude is still unjust and that further refusal to cooperate will eventually force the Exchequer into accepting the position that money expended by individuals or organizations for ARP is exempt from taxation as income and is not subject to tax as permanent increase in value of plant.

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From X Date 29 March, 1936 Serial No. 310 File No. _____
 Source of information Official Publications. (Commence new series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN NAVY NAVY ESTIMATES
 (Nation reported on) (Index title as per index sheet) (Subtitle)
 Reference _____

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NAVY ESTIMATES, 1936; GENERAL REMARKS.

-1-

- References: (a) White Paper on Defense, 1936 (forwarded with a preceding Publications Report).
 (b) N.A. London Report Serial No. 230 of 7 March, 1936.
 (c) Parliamentary Debates for 17 March, 1936 (forwarded with Publications Report).

1. Time has lately been available for a general review of the House of Commons Debate on the 1936 Navy Estimates. Points previously touched upon in reference (a) have not been covered, but it is felt that some of the following information may be of interest to the Director of Naval Intelligence.

2. The increase of £16,000,000 over the 1937 Estimates was allotted as follows:-

Personnel.....	£1,500,000
Repairs and Maintenance.....	£6,500,000
Fleet Air Arm.....	£1,500,000 - plus
New Construction.....	£6,000,000 - minus
Interest on Consolidated Fund.	£1,000,000 - minus.

3. Ships of the major classes expected to be completed during Fiscal 1936 are:-

1 - aircraft carrier) all these totaling 150,000 tons.
3 - 9,000-ton cruisers (all with	
2 - 10,000-ton cruisers) b-inon (guns.	
24 - destroyers)
12 - submarines	
2 - submarine depot ships	

4. £5,860,000 will be spent on modernization and anti-aircraft re-armament.

5. The continuation of work on the Singapore Base will require £200,000 during 1936.

6. During the course of the debate tributes were paid to both admirals Chatfield and Backhouse. The Opposition took occasion to attack the Government Foreign Policy as being the reason for such heavy expenditure, but there was little divergence of opinion about the necessity of voting the sums requested, the state of world affairs being what it is.

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 Source of information Official Publications. (Commence new series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN NAVY NAVY ESTIMATES
 (Nation reported on) (Index title as per index sheet) (1936) (Subtitle)

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NAVY ESTIMATES, 1936; GENERAL REMARKS.

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7. The lack of any provision for new destroyers in the 1936 program of new construction was criticized in the House of Commons, and Mr. Hector Bywater has stated in the press that destroyer construction will very probably be added when the Supplementary Estimates are presented. There was also some criticism of the fact that the five battleships of the KING GEORGE class will be armed with 14-inch guns in place of 16-inch guns, but the Civil Lord of the Admiralty stated that it was "too late to change."

8. Mr. Winston Churchill criticized the types of cruiser that were being built and envisaged the construction of 15,000 ton vessels with 12-inch guns by Japan which would render comparatively obsolete a whole series of British and American cruisers. He went on to say (after complimenting "the naval experts"):

"The only other point on which I venture to think we may congratulate ourselves this evening is the excellent relations which prevail in naval matters between this country and the United States."

9. Admiral of the Fleet Sir Roger Keyes suggested that the Prime Minister call Mr. Churchill into his Cabinet for the purpose of reorganizing and reconstructing the British Navy. He heartily applauded the transfer of the Fleet Air arm to the Navy and went on to say:-

"The American Navy with which we are supposed to have parity, is carrying out maneuvers on the Pacific in which 500 ship-borne aircraft are taking part, and scores of splendid flying boats, 10 of which made a non-stop flight of 2570 miles in company in 20 hours, 20 minutes. Compare this with the little Fleet Air arm which is being handed over to the Navy so tardily by the Air Ministry without one single flying boat..... there is no comparison between our Naval Air Service and that of the nation which enjoys parity with us."

10. Lieutenant Commander Fletener (Labor) laid charges that the British Power Boat Company, owned by Mr. Scott-Payne, has obtained Admiralty business without competitive bidding for motor torpedo boats. He claimed that these boats did not live up to contract specifications, that old Napier aircraft engines were used in them in some cases, and that the boats are thoroughly unsatisfactory. The Civil Lord of the Admiralty promised a thorough inquiry into these charges.

Director	A-B-C-D-E B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	Manu- graph	At- taché	Subject	C.N.O.	Comd Board	War College	M.I.D.	Nav.	Ad.	T.S.D.	C.S.R.	Eng.	S.A.A.	M.S.S.	Aer.	U.S. M.C.	H.O.	
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From X Date 29 March, 1936 Serial No. 310 File No. _____
 Source of information Official Publications. (Commence new series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN NAVY NAVY ESTIMATES, 1936.
 (Nation reported on) (Index title as per index sheet) (Subtitle)
 Reference _____

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NAVY ESTIMATES, 1936; GENERAL REMARKS.

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11. Announcement was made that a marriage and children's allowance had been granted to commissioned officers above thirty years of age and to warrant officers above twenty-five in accordance with the following table:-

Per day.

	Capts. :		Comdrs. & Lt. Comdrs. :		W.O. & C.W.O.	
	s.	d.	s.	d.	s.	d.
Marriage allowance...	5	6	4	6	3	0
First child.....	2	0	2	0	1	6
Other children.....	1	0	1	0	1	0

There is to be a reduction in the future base pay of commissioned officers and of commissioned warrant officers of from 1 shilling to 1 shilling 6 pence per day, but no decrease for warrant officers. This means that the pay of an unmarried officer will not now be cut, but that upon receiving his next promotion he will receive 2 shillings a day less than he would have under the scale of pay existing prior the granting of these allowances. Neither the Navy nor members of Parliament seem satisfied with the marriage allowance as granted, but it is generally felt that half a loaf is better than no bread.

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ATTACHE'S REPORT 13908-13 (2-10-38)

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From X Date 31 March 1938 Serial No. 310 File No. _____
(Commence new series each January first) (Select proper number from G. N. I. Index)

Source of information Press.

Subject GREAT BRITAIN INDUSTRIAL Trade Unions Meeting with Prime Minister.
(Nation reported on) (Index title as per code sheet) (Subclass)

Reference _____

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MEETING OF TRADE UNION LEADERS WITH PRIME MINISTER TO SPEED UP NATIONAL DEFENSE.

Reference: (a) Daily Herald, The Times, Manchester Guardian, all of 25 March, 1938.

1. The Prime Minister invited trade union leaders to 10, Downing Street on 24 March, 1938, at which meeting Sir Thomas Inskip was present, in order to secure their cooperation in the additional efforts to be made to increase armaments.
2. No specific recommendation was made by the Prime Minister as to how this should be accomplished, but he stated that that should be left to the employers and employees together with the members of the various unions involved.
3. There has been considerable comment on this action, especially in view of the fact that the Amalgamated Engineering Union spokesman, Mr. Frederick Smith, has indicated that there are 80,000 members of his Union unemployed at the present time. They desire guarantees of employment for the skilled trades when the "spurt" is over.
4. The proposed increase in activities for rearmament would involve the employment of 100,000 additional men in the industries affected. This means that all the industries engaged in munitions production, shipbuilding and engineering projects, etc., will go on a two-shift basis.
5. Both the Prime Minister's and Sir Thomas Inskip's statements were general and had the purpose of informing the trade unions of the gravity of the position of the British Government at the present time and of the need of exceptional measures so that production may keep pace with national requirements.
6. Some dissatisfaction on the part of the unions has been reflected in the press because they felt that no specific information was given them, and that the speeches were mainly of a flag-waving nature.

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From X Date 31 March, 1938 Serial No. 323 File No. 11 1838
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press.

Subject GREAT BRITAIN (INDIA) MUNITIONS New munitions factory in India.
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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MUNITIONS FACTORY SCHEME FOR INDIA

Reference: (a) Daily Telegraph - 26 March, 1938.

1. The referenced newspaper states that it is now officially confirmed that a large munitions factory is to be erected at Jubbulpore, Central Provinces, to make India independent of imported shells and small arms.
2. A site in the center of India has been chosen on the ground of low vulnerability and convenience of distribution.
3. This is the first press notice that has been noted on this subject.

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From X Date 11 APRIL, 1936 Serial No. 345 File No. _____

Source of information FIGURES ARE FROM OFFICIAL PUBLICATIONS.

Subject GREAT BRITAIN NAVY RE-ARMAMENT
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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY. MAY 3 1936

Date MAY 21 1973

CLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) of EO
OSD letter, May, 3, 1972
By SLR

1. The progress of Great Britain's Re-armament Program is one of the most potent factors affecting the international situation of April 1936. This office has covered various aspects of this program in reports too numerous to list as references, but recent events in Austria and Spain make desirable a survey of the program to date as a whole. An additional report will be submitted after the Supplementary Naval Estimates are passed in which it is hoped to include an estimate of the result of efforts now being made to attain greater co-operation between capital and labor for the purpose of accelerating armament production.

2. (a) Background.

As background for such a survey, it seems desirable to outline briefly the history of the Re-armament Program. From 1919 to 1936 the defenses of Great Britain were allowed to decline for a number of reasons, among which were reaction from the World War, attempts at collective security, limitation by treaty, vague efforts toward limitation by example, and the post-war depression. The failure of collective security was first demonstrated in Manchuria in 1931, but Japan was on the other side of the globe and a former ally. Hitler's rise to power and his freeing of Germany from the armament restrictions of the Versailles Treaty, however, placed a powerful possible enemy within bomber range of London. Knowledge of German re-armament became general during the winter of 1934 - 1935 and led to demands (particularly by Mr. Winston Churchill) that the Government embark upon a re-armament policy, which was first forecast by a White Paper dated 1 March, 1935. The nation faced this prospect with considerable disquiet and the Peace Ballot of June, 1935 showed overwhelming majorities in favor of membership in the League of Nations and economic sanctions, and with almost a 3 to 1 majority in favor of military measures against an aggressor State.

(b) Then in the autumn of 1935 Italian aggression against Abyssinia led to imposition of economic sanctions and the consequent very real danger of war with Italy. The British felt that loyalty to the League and to its decisions had brought them to the brink of a major war for which the nation was not at all well armed. It was the shock of finding the British Empire in a position in which Mussolini was able to flout British representations and threaten "the life-line of Empire" almost with impunity that brought home to the British nation as a whole the desirability of a thoroughgoing re-armament policy. There resulted a widespread conviction that well-intentioned efforts for limitation of armaments had not only failed but had brought Great Britain to a dangerously

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From X Date 11 April, 1936 Serial No. 040 File No.
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ENCLOSURE
 O. N. I. Form No. 88 (8) and 88 (D) or
 O. N. I. Letter, May, 3, 1932
 By SLR

PROGRESS OF BRITISH RE-ARMAMENT PROGRAM
 WITH PARTICULAR REFERENCE TO THE NAVY.
 Date MAY 21 1936

low position with regard to other Powers, particularly the dictatorships of Italy and Germany and the increasingly aggressive Japan.

(c) At this time (1 March, 1936) there were building under previous naval programs:-

TABLE I

Program	Class of Vessel	No. of Total		Ordered	Completed	Es. Com.	Remarks
		Yrs.	dis- place- ment.				
1933	Cruisers (b)	3	23,470	1933-34	1936 (1)		PENELOPE
	Submarine	1	1,520	1934	1937 (2)		SOUTHAMPTON Cl.
1934	Aircraft Carrier	1	22,000	1935	July 1938		ARK ROYAL
	Cruisers (b)	4	32,200	1934-35	1937		SOUTHAMPTONS (3)
	Leader	1	1,505	1934	1936		ARETHUSA Cl. (1)
	Destroyers	8	10,720	1934	1936 (7)		HARDY
	Submarines	3	2,860	1935	1937 (1)		"H" Class
	Escort Vessels	3	3,300	1935	1936-37		PORPOISE (1)
	Minesweepers	2	1,690	1935	1936		SWORDFISH (2)
	Patrol Vessels	2	1,020	1935	1936		STORK (1)
	Netlayer	1	2,900	1935	1936		GRIMSBY Cl. (2)
	Boom Working Vessel	1	415	1935	1937		HALCYON Class
1935	Cruisers (b)	3	27,900	1935-36	- -	1938	SOUTHAMPTON Cl.
	Leader	1	1,455	1935	1937		HMS INGLEFIELD
	Destroyers	8	10,960	1935	1937		INTREPID Class
	Submarines	3	3,285	1936	- -	1938	CACHALOT 1520 T.
	Minesweepers	3	2,625	1936	1937		TRITON 1095 T.
	Escort Vessels	1	1,190	1936	- -	1938	STERLET 670 T.
	Patrol Vessels	2	1,060	1935	1937		HALCYON Class.
	Minelayer	1	764	1936	1937		HMS BITTERN.
	Boom Defense	2		1936	1937		KINGFISHER Type.
	Motor Torpedo Boats	5			1936		HMS FLOWER
plement-	Minesweeper	1	830			1938	HMS CLEANER
ary	Magnetic Survey	1	770	1936		1939	HMS RESEARCH
	Submarine Depot	1	8,900	1936		1938	HMS MAIDSTONE
1935	Destroyers	7	12,950	1936		1938	TRIBAL Class

TOTAL.....176,289
 *Originally designated as "Survey Ship, Minesweeper type."

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EX. O. 11662, Sec. 3(B) and 3(D) or (E)

PROGRESS OF BRITISH RE-ARMAMENT PROGRAM
WITH PARTICULAR REFERENCE TO THE NAVY. OSD letter, May, 1, 1932
By SLR Date MAY 2, 1934

In addition, the following ships were undergoing modernization:-

CLASS	NAME	COMPLETED	COST
Battleships	WARSPITE	January, 1938:	\$11,400,000
	MALAYA	1936:	\$ 4,900,000
Battle Cruiser	REPULSE	1936:	\$ 7,374,620

3. Initial Announcement of Re-armament Steps.

The first definite steps toward re-armament were announced in a White Paper of 3 March, 1936. The Navy program was announced as:-

- Two battleships to be laid down in 1937.
- Modernization of existing battleships to be continued.
- An increase in the total number of cruisers to 70, of which 60 will be under way.
- 5 cruisers to be included in 1936 program.
- Destroyers and submarines to be steadily replaced.
- A new aircraft carrier, small, to be laid down at an early date.
- Expansion of the Fleet Air Arm.
- A personnel increase of about 6,000 men.

4. Comparative Status of the Armed Services.

It is not the object of this report to follow the development of the program for the Army or for the Air Force other than as they concern the Navy, since progress in these services is covered by other reports. It may be well, however, to compare the general situation in the three services at the start of the program. The Navy was clearly in the best position. There are more tradition, experience, and facilities behind the British Navy than any other Navy. It was and is certainly better situated in such matters than either the British Army or the Royal Air Force. In any program of re-armament the Air Force would start at a disadvantage not only in lack of tradition, experience, and facilities, but because its re-armament must be based largely on mass production, at which the British have never been a great success. The last is increasingly true with the modern mechanized Army. The Navy, on the other hand, started its expansion with a shipbuilding industry which, while suffering from lean, post-war years, was fundamentally the great shipbuilding industry which had built and maintained the greatest naval and merchant fleets in history.

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-4-

PROGRESS OF BRITISH RE-ARMAMENT PROGRAM
WITH PARTICULAR REFERENCE TO THE NAVY.

5. Co-ordination of Defense. Sir Thomas Inskip was appointed to the newly-created post of Minister for the Co-ordination of Defense on 13 March, 1936, and on 21 May, 1936, he outlined the efforts and plans of his office in the House of Commons as:

(a) Co-ordination of the three Defense Services through conferences and committee meetings.

(b) Providing plant capacity, machine tools and gauges sufficient to speed up the production of munitions.

(c) Tabulation of available plant facilities.

(d) Preparation of manufacturing instructions and specifications.

(e) Prevention of excessive armament profits.

(f) An adequate food supply in time of war.

(g) Studies of:

- (1) Protection of merchant shipping.
- (2) Anti-aircraft defense.
- (3) Protection of civil population against poison gas.

(h) As little dislocation as possible of private manufacturing in time of peace.

6. (a) Supplementary Estimates. The tension in the Mediterranean continuing, "Supplementary Estimates Navy" were presented on 28 April, 1936, 7 July, 1936, and 1 March, 1937 (minor). Table II lists all new construction authorized by all 1936 Estimates. (In all tables the "year" mentioned is the fiscal year, 1 April to the following 31 March, inclusive).

RECLASSIFIED

E. O. 11652, Sec. 3(E) and 5(D) or (2)

OSD letter, May, 1, 1972

By SLR

Date MAY 2, 1973

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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY.

TABIE II

1936 PROGRAM

Program	Class of Vessel	No. of Vessels	Total Displacement	Ordered	Estimated Completion	Remarks
1st Supplementary	Battleships	2	70,000	1936	1940	KING GEORGE V Class
	Aircraft Carrier	1	23,000	1937	1940	ILLUSTRIOUS
	Cruisers (b)	2	20,000	1936	1939	Improved SOUTHAMPTON Class
	Cruisers (b)	3	16,350	1937	1939	DIDO Class
2d Supplementary	Destroyers	9	16,650	1936	1938	Repeat TRIBAL Class
Estimate	Submarines	4	3,140	1936	1938	1 PORPOISE Class
	Minesweepers	4	3,455	1936	1938	HALCYON Class
	Patrol Vessel	1	585	1937	1938	KINGFISHER Class
	Escort Vessels	2	2,300	1937	1938	EGRET Class
	Gunboat	1	670	1936	1938	SCORPION
	Survey Ship	1	830	1936	1938	FRANKLIN
	Special service	1	903	1937	1938	Cable Ship LASSOO
	MineLayers	1	498	1936	1938	
	Trawler	1	490	1937	1938	
	Boom Defense	5	3,450	1937	1938	BARBARIAN Class
	Motor Torpedo Boats	1				Special Design.
	Motor Torpedo Boats	6			1937-1938	1 Completed 1937.
	Tugs (New Type)	2	1,680		1938	
2d Supplementary	Aircraft Carrier	1	23,000	1937	1940	HMS VICTORIOUS
	Cruisers (b)	2	10,900	1937	1939	DIDO Class
	Leader	1	1,595	1937	1939	HMS JERVIS
	Destroyers	7	11,830	1937	1939	JAVELIN Class
1936	Submarines	4	4,860	1936	1938	TRITON Class
	1936 TOTAL.....		215,786			

(b) Modernization. In addition the following ships were "taken in hand for extensive refit" during fiscal 1936:

CLASS	NAME	COMMENCED	COMPLETED	COST
Battleship	VALIANT	1 March, 1937	- -	\$8,274,730*
Battle Cruiser	REHOWN	September, 1936	1939**	\$13,962,565*
Aircraft Carrier	ARGUS	July, 1936	1938**	\$2,836,045*
Cruisers	CORNWALL	September, 1936	Dec. 1937	\$2,984,065
	EFFINGHAM	September, 1936	1938**	\$2,320,915*
	KENT	December, 1936	1938	\$2,911,685*
	VINDICTIVE	June, 1936	July, 1937	\$1,398,500

*Includes estimated expenditure for 1938. **Estimated date.
 \$/From 1937 *Estimates

Divisions: A-B-C-D-E, B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16

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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM
 WITH PARTICULAR REFERENCE TO THE NAVY.
 Date MAY 31 1973

7. Munitions Production. Engineer Vice-Admiral Sir Harold Brown, Engineer-in-Chief of the Fleet, was appointed to the Army Council in July, 1936 as Director-General of Munitions Production. His duty is to co-ordinate and to expedite the production of munitions, including (in practice) Navy munitions. On 3 December, 1937 he was appointed Master General of the Ordnance (Army) and the two departments were merged.

8. 1937 Program. The international situation showed no improvement for the British during the remaining months of 1936. Contention with Italy continued and the conflict in Spain which commenced in July, 1936, constituted an ever-present threat to the peace of Europe. This inflammable state of affairs caused a further expansion of the re-armament program which was announced in the White Paper of 16 February, 1937. This Paper was followed by a Defense Loans Act providing £400,000,000 over a period of five years for re-armament costs over and above income. The following program of new naval construction was announced in the 1937 Navy Estimates:

TABLE III
 1937 Naval Program

Class of Vessel	No. of Vessels	Total	Ordered	Estimated	Remarks
Battleships	3	103,000	1937	1941	KING GEORGE V TYPE
Aircraft Carriers	2	46,000	1937	1940	FORMIDABLE & INDOMITABLE
Cruisers (b)	7	50,900	1937	1940	5 FIJI Class
				1939	2 DIDO Class
Destroyers	16	28,880	1937	1939	8 KELLY Class
				1940	8 LAFOREY Class
Submarines	7	7,630	1937	1939	TRITON Class
Escort Vessels	3	3,570	1937-8		1 EGRET, 2 BLACK SWAN Cl.
Minesweepers	4	3,500	1937		HALCYON Class
Patrol	3	1,530	- -		KINGFISHER Class
Dest. Depot Ship	1	- -	1937		
Sub. Depot Ship	1	8,900	1937		
Survey Ship	1	830	1937		
Gunboats	2	1,170	1937		
Minelayers	2	996	1937		
Motor Boats	10	- -	- -		
Boom Defense	16	11,040	- -		
Tugs	2	1,290	1937		
1937 TOTAL		271,236			

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CLASSIFIED O. I. 612, Sec. 3(K) and 3(D) or (E) PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY. Date 11 April 1939

(b) Modernization. In addition the following large ships were "taken in hand for extensive refit" during fiscal 1937:

Table with columns: Class, Name, Commenced, Est. Completion, Estimated Expenditure. Rows include: Battleship: QUEEN ELIZABETH: 11 Aug. 37; Cruiser: BERWICK: Oct., 1937.

9. Fleet Air Arm Established. After the above Program had been authorized by Parliament the Government on 30 July, 1937, settled a long-standing question and took a step of prime importance in advancing re-armament in the Navy. This step was the transfer of Naval aviation to the direct control of the Navy. Ever since the establishment of the Royal Air Force in 1920 there had been continuous demands in the Navy for a Fleet Air Arm to take over Naval aviation from the R.A.F. In the lean years for the Air Force before the Re-armament Program this demand had always been successfully resisted. With the advent of re-armament and under continued pressure by the Admiralty with the strong leadership of Admiral Chatfield, combined with a considerable weight of public opinion, the Government finally announced the creation of the Fleet Air Arm. While this was a great step in advance, there was much lost ground to be gained and progress to date cannot be described as better than "fair". Naval aviation will be discussed later in more detail.

10. 1937 Developments. After this program was announced the international situation went from bad to worse. In the summer of 1937 the Japanese "undertook defensive measures" in China, several situations arising which some years ago probably would have led Great Britain into war with Japan. The British Naval Program of 1937 adhered to the qualitative limitations of the London Naval Treaty of 1936, but toward the end of 1937 it appeared probable that Japan was building or planning to build ships exceeding the Naval Treaty limits. As a result of this situation France, Great Britain, and the United States, after consultation, asked Japan formally for information and assurances in this regard. When Japan refused any such information or assurances in this regard, Powers discussed at length this newly created situation and, as a result, on 31 March, 1938, exchanged Notes concerning escalation under the Treaty as regards capital ships, sub-category (a) - in other words, large battleships. France, while maintaining her freedom of action, announced that she would not build ships over 35,000 tons unless other Continental European powers did so. Great Britain announced that her proposed departure from the Treaty

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 OSD letter, May, 3, 1972
 PROGRESS OF BRITISH RE-ARMAMENT PROGRAM Date: MAY 21, 1973
 WITH PARTICULAR REFERENCE TO THE NAVY.

relates to the upper limit of capital ships. The United States announced that her proposed departure refers to the upper limits of capital ships and to the guns they may carry. Details of escalation are now under discussion during the three months period provided under the Treaty before ships outside the former limits may be laid down. Before this escalation under the Treaty was formally announced, the several Defense Estimates were published and debated in Parliament.

11. The Naval Building Program for 1938 was tentatively announced in the Defense White Paper of 2 March, 1938 as:

TABLE IV

1938 Program

Class of Vessel	:No. of: :Ves- :sels: :ment.:	:Total: :dis- :place: :ment.:	:Or- :dered: :	:Completed: :	:Remarks
Aircraft Carrier	: 1	:	:	:	:Relating to Defence"
Cruisers, large	: 4	:	:	:	:1938 - Addition
Cruisers, small	: 3	:	:	:	:Boom Defense, Tugs,
Submarines	: 3	:	:	:	:Motor Boats, etc.,
Minelayers	: 3	:	:	:	:not detailed.
River Gunboats	: 2	:	:	:	
Sub. Depot Ship	: 1	:	:	:	
Avia. Depot Ship	: 1	:	:	:	
Dist. Depot Ship	: 1	:	:	:	

The "Statement Explanatory of the Navy Estimates 1938" made no mention of modernization projects to be commenced in fiscal 1938. The estimated expenditures for the ships of the 1938 Program are to be covered in the Supplementary Estimates. The cost of the battleships will, of course, be increased by any escalation under the 1936 Treaty. This Program is somewhat less than was expected in some quarters and has been criticized by the Opposition and by Mr. Churchill because no destroyers are provided. I understand that while the Admiralty would like to lay down a flotilla this year and have the building slips available, they have not pressed the matter with the Exchequer because they could not obtain the guns by the time the ships would be finished. In other words, at the present time the controlling element as regards small ships is

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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY.
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 E.O. 11652, Sec. 2(E) and 2(F) or (S)
 OSD letter, May, 4, 1962
 By SLR Date: 11-1-1973

guns and not hulls or machinery. The best information available indicates that the 1938 battleships will be about 42,000 tons, and carry nine 16-inch guns.

12. 1938 International Developments. While the Defense Estimates were under discussion on 11 March, 1938, Germany seized Austria. This gave Europe a profound shock but the British Government and public opinion agreed that there was nothing in the way of direct action to be done in this matter at the time. Germany's high-handed and sudden action has had, however, a definite effect toward accelerating the Re-armament Program. The Prime Minister and the Foreign Minister, in the debates resulting from the Austrian "coup", both stated:

- (a) That the defense programs would be reviewed in the light of "recent events."
- (b) That no person may regard himself excluded from any extension of the national effort that may be called for.

The immediate effect on the Program was an extensive effort to speed up production. With this end in view, discussions between the Government, the trade unions, and the employers' associations are now in progress. It is doubtful, however, if there will be any considerable change in the extent or in the actual speeding up of the Naval Building Program. There is still a possibility, however, that the flotilla of destroyers demanded by the Opposition will be added.

The first effect of the recently announced Agreement with Italy has unquestionably been to somewhat improve the international situation in Europe. In a sense it may be considered to somewhat counteract the disturbing effect of Hitler's seizure of Austria. There is no basis at this time, however, for believing that this improvement in Anglo-Italian relations will in any way relax naval re-armament.

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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY.

Official publications do not give dates of completion later than 1938. The following estimates of completions for subsequent years are estimates based on past performances.

TABLE V

ESTIMATED COMPLETION DATES

TYPE OF SHIP	:PROGRAM:	1938	1939	1940	1941	1942	1943
Battleship	: 1935	:	:	2	:	:	:
	: 1937	:	:	:	3	:	:
	: 1938	:	:	:	:	2	:
Aircraft Carrier	: 1934	1	:	:	:	:	:
	: 1936	:	:	2	:	:	:
	: 1937	:	:	2	:	:	:
	: 1938	:One contemplated but not yet ordered.					
Cruisers (8,000 - 10,000 tons)	: 1935	3	:	:	:	:	:
	: 1936	:	2	:	:	:	:
	: 1937	:	:	5	:	:	:
	: 1938	:Four contemplated but not yet ordered.					
Cruisers (5,000 - 6,000 tons)	: 1935	:	5	:	:	:	:
	: 1937	:	2	:	:	:	:
	: 1938	:Three contemplated but not yet ordered.					
Destroyers	: 1935	7	:	:	:	:	:
	: 1936	9	8	:	:	:	:
	: 1937	:	8	8	:	:	:
	: 1938	:None now announced.					
Submarines	: 1935	3	:	:	:	:	:
	: 1936	8	:	:	:	:	:
	: 1937	:	7	:	:	:	:
	: 1938	:Three contemplated but not yet ordered.					

13.

RELATED DEVELOPMENTS.

The material plans and accomplishments under the Naval Re-armorment Program have been outlined briefly in the foregoing pages. The Naval Re-armorment Program is, however, more than ships, planes and munitions. Expansion of personnel and shore establishments, re-organization and development of naval aviation and a general review of War Plans in the light of current developments are all essential parts of the Naval Re-armorment Program.

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E. O. 11652, Sec. 3(E) and 5(D) or (E)
OSD letter, May, 1972

By SLR Date **MAY 21, 1973**

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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY.

14. Figures for naval personnel for the period 1934 to 1938 show the increases necessitated by the Re-armament Program.

Year:	Officers & Warrant Officers:	Enlisted Men:	Total :
1934:	7,356	75,446	82,812
1935:	7,418	77,229	84,647
1936:	7,581	83,161	90,742
1937:	8,446	92,578	101,024
1938:	9,271	98,061	107,332

The Navy's personnel problem was first to obtain the personnel and then to train it. There has been no great difficulty in obtaining the additional officers and men, as the Navy has always seemed to have an advantage in this respect over the Army and Air Force, but their training has involved a rapid and expensive enlargement of training facilities.

Officers.

(a) It has been announced that the Engineer College at Keyham is to be transferred to Manadon on the outskirts of Plymouth where new buildings with increased facilities are to be built as quickly as possible.

(u) The number of Special Entry Cadets has been increased to an annual minimum of 176 (100 Executive, 36 Engineering, 40 Paymaster) per year from a previous average of less than 100. This figure does not include special entries from the R.N.R.

(e) In 1937 there were 125 R.N.R. officers entered and a similar notification that such entries are desired for 1938 has been made which includes entries for accountant Officers as well as Lieutenants and Sub-Lieutenants of the Executive branch.

(d) Merchant Navy. In July, 1937 announcement was made that a Merchant Navy Defense Course of 5-day duration would shortly be inaugurated to instruct officers of the Mercantile Marine in convoy work, anti-submarine measures, protection against mines, anti-gas measures, and in gunnery. This plan has met with great success and was extended in January, 1938 to include non-deck Merchant Marine officers.

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OSD letter, May, 3, 1973

By SLR

Date MAY 2, 1973

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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY.

E. O. 11652, Sec. 5(b) and 5(d) of (E)
 OSD Letter, Aug. 1, 1972
 By SLR Date MAY 21 1973

Enlisted Men. The CALEDONIA (Ex s.s. MAJESTIC) was placed in commission in the spring of 1937 as a Boys' Training ship at Rosyth and has now operated successfully for a year. Shore training facilities have been increased, the Signal School at Portsmouth is to be shifted to a new site where extensive new buildings will increase its utility and capacity, and subsidiary Signal Schools are being re-established at the other Home Ports. Artificer training has lagged behind the remainder of the training program, because it has been found impossible to decrease materially the length of time required to turn out a skilled artificer.

Promotion. Promotion in commissioned ranks and advancement in enlisted ratings has been accelerated to a considerable degree. The Admiralty is endeavoring to increase the number of appointments to commissioned rank from the lower deck, out there has been a consistent refusal to set a quota which must be filled.

15. Shore Establishments. Work on the Singapore Naval Base continues to be prosecuted with vigor, the graving dock being officially opened 14 February, 1938. £800,000 is provided for other items of that base and the main portions thereof are expected to be completed by March, 1939. I have been authoritatively informed that the base could handle repairs and upkeep for a large fleet except for damage sustained in action. Insofar as the number of employees is an indication the work load in Royal dockyards has apparently reached something near its peak, for the 1938 Estimates announce an increase of only about 3%. In addition to providing funds for a normal enlargement of Royal dockyard facilities, the Estimates authorize increases in the lengths and breadths of certain graving docks.

16. Naval Aviation. This survey of the British Navy's re-armament position would not be complete without a brief review of the progress of naval aviation since the Admiralty assumed control in August 1937. Afloat and ashore the procedure of transferring the Fleet Air Arm to full Navy control is proceeding slowly but apparently harmoniously.

(a) Ashore. Prior to August 1937, the Naval Air Division of the Naval Staff handled all Fleet Aviation matters under the Assistant Chief of Naval Staff, who had other responsibilities as well. That officer was Rear Admiral John H.D. Cunningham, C.B., M.V.O., whose appointment was redesignated on 10 August, 1937 as Assistant Chief of Naval Staff (Air) with

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From X Date 11 April, 1938 Serial No. 343 File No. _____

Source of information Figures are from Official Publications.

Subject GREAT BRITAIN NAVY RE-ARMAMENT
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

INDEX—(The review, indexing, and distribution of reports by O. N. I. is limited to the subject matter indicated in this space. Attention leading geographical, personal, or political names and the names of the countries.)

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RECLASSIFIED

PROGRESS OF BRITISH RE-ARMAMENT PROGRAM WITH PARTICULAR REFERENCE TO THE NAVY.

O. 11652, Sub 2(D) and 5(D) or (E) OSD letter, May, 3, 1972 By SLR Date MAY 21 1973

complete responsibility for Naval Aviation, and no other duties. He is generally considered one of the ablest officers at the Admiralty. It has been recently announced that his successor is to be a Vice-Admiral, the Honorable Sir Alexander R.M. Ramsay, K.C.B., K.C.V.O., D.S.O., to date about July 1938. It is intended shortly to alter the designation of this appointment from Assistant Chief of Naval Staff (Air) to Fifth Sea Lord and Chief of Naval Air Services.

At the time of the Admiralty's taking over the Fleet Air Arm, the Naval Air Division was composed of 12 officers, captains and commanders. The re-organization to date consists of the creation of two new Directorates, one for Air Personnel and one for Air Materiel. These Directorates are now officered largely by personnel formerly assigned to the Naval Air Division. Only four additional officers have been assigned. Considerable difficulty is being experienced in obtaining qualified personnel for the development and administration of Air Materiel.

While there has been some discussion as to the Navy's plans for taking over from the Air Ministry certain shore stations for operation and training of ship-borne aircraft, none has as yet been so transferred. Flight training for Naval pilots will be done at Air Force training schools with the assistance of Naval personnel, particularly as regards discipline and naval indoctrination. The Air Ministry still retains control of flying boat squadrons. According to press reports, this situation is acceptable to the Navy and the Air Force. However, casual comments heard from time to time indicate that the Navy is not entirely satisfied with this arrangement, and many believe that the question of Naval control of flying boats will again arise for determination, with the ultimate result of it being assigned to the Navy. It is not expected that this will be in the near future, due principally to the fact that the Navy has its hands full taking over the ship-borne aircraft.

(b) Afloat. There have been intimations that the Fleet Air Arm would soon see a notable expansion as a result of the change from Air Ministry to Admiralty control. While a very large expansion is planned, it will take considerable time to accomplish. The four carriers now in operation, judged by our standards are inferior, and carry a total of only 153 planes. The ARK ROYAL is still fitting out. Four additional carriers are building, and the 1938 Program contemplates one more, but obviously it will be years before they will be available.

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From X Date 11 April, 1938 Serial No. 343 File No. _____
(Commence new series) (Select proper number from O. N. I. Index)
 Source of information Figures are from Official PUBLICATIONS.
 Subject GREAT BRITAIN NAVY RE-ARMAMENT
(Nation reported on) (Index title as per index sheet) (Subtitle)
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PROGRESS OF BRITISH RE-ARMAMENT PROGRAM
WITH PARTICULAR REFERENCE TO THE NAVY.

When the Fleet Air Arm was under the Air Ministry's control, the Navy was committed to supplying only seventy percent of the necessary pilots for that branch, but there were not enough naval pilots to meet even this requirement. Plans have been announced for obtaining pilots by four methods: (1) Training regular Naval officers; (2) training short-service pilots similar to the present Royal Air Force system and to the United States Navy cadet system, although for a longer term than the latter; (3) training of enlisted pilots; (4) transfers from the Royal Air Force to the Royal Navy. Inasmuch as in the past there have not been sufficient naval pilots to man seventy percent of the planes in the Fleet Air Arm, it is obvious that considerable time will elapse before there will be enough naval pilots to man all planes after an extensive expansion of that branch.

Early in 1937 an increase in the Fleet Air Arm from 217 to 278 planes was announced. The number still being claimed for the Fleet Air Arm is 217, but due to ships in dockyards and shortage of pilots assigned to the Fleet Air Arm, it is reckoned that the Fleet Air Arm is still operating less than 200 planes. For use of the Fleet Air Arm there are no modern planes and, with the exception of the Blackburn "Skua", no suitable prototype has been developed. Naval air expenditures (mostly for new planes) have increased, however, from £1,338,000 in 1934, to £5,718,000 in 1938. This latter figure includes cost of prototypes and training, - items previously borne in Air Force estimates.

(c) Summary. It is apparent that the building up of British Naval Aviation into a force comparable in effectiveness with the rest of the British Navy is a task which will require the best efforts of the Navy throughout a period of years. Responsible officers at the Admiralty foresee an unsatisfactory period of at least five years. During this period Naval aviation has to be further organized both ashore and afloat. Planes, pilots, and carriers in adequate numbers have to be provided, and, most important of all, aviation has to be made an integral part of the Navy and securely welded into the structure of the British Fleet.

All officers attached to this office collaborated in the preparation of this report.

DECLASSIFIED

E. O. 11652, Sec. 2(E) and 2(D) or (2)

OSD letter, May, 1, 1972

By SLR

Date MAY 2 1973

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From X Date 12 April, 1938 Serial No. 325 File No. _____
 Source of information Admiralty (Comma new series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN NAVY Building program
 (Nation reported on) (Index title as per index sheet) (Subject)

Reference _____

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ANTICIPATED DATES OF COMPLETION OF SHIPS DUE TO COMPLETE IN THE FINANCIAL YEAR 1938

Reference: (a) N.A. London Report No. 146, of 7 February, 1938.

1. There is quoted herewith a letter received from the Admiralty, dated 9 April, 1938:-

"With reference to my letter M.F.7855/37 dated 4th February 1938, I have much pleasure in forwarding the enclosed statement giving the anticipated completion period of H.M. Ships under construction which are shown in the Navy Estimates 1938 as due to complete in the current financial year.

"The following ships have completed and passed into service since my last letter:-

- H.M.S. BITTERN on 15 March, 1938.
- H.M.S. GLEANER " 30 March, 1938.
- H.M.S. GOSSAMER " 31 March, 1938.
- H.M.S. STERLET " 6 April, 1938."

2. H.M. Ships Shown in Navy Estimates 1938, as Due to Complete in the Financial Year 1938:-

Name	Anticipated Date of Completion
GLoucester	Oct. - Dec. 1938
BELFAST	Jan. - Mar. 1939
EDINBURGH	Jan. - Mar. 1939
LIVERPOOL	July - Sept. 1938
MANCHESTER	Apr. - June 1938
ARK ROYAL	July - Sept. 1938
AFRIDI	Apr. - June 1938
COSSACK	Apr. - June 1938
GURKHA	July - Sept. 1938
MAORI	Oct. - Dec. 1938
MOHAWK	July - Sept. 1938
HUBIAN	" - " "
ZULU	" - " "
ASHANTI	Oct. - Dec. 1938
BEDOUIN	Jan. - Mar. 1939
ESKIMO	Oct. - Dec. 1938
MASHONA	Jan. - Mar. 1939
MATABELE	Oct. - Dec. 1938
PUNJABI	Jan. - Mar. 1939

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From I Date 12 April 1938 Serial No. 323 File No. _____
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Subject GREAT BRITAIN NAVY Building Program (cont)
(Nation reported on) (Index title as per index sheet) (Suffix)

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(Ships Due to Complete in
Financial Year 1938 - contd.)

-2-

Name	Anticipated Date of Completion
SIXH	July - Sept. 1938
SOMALI	Oct. - Dec. 1938
TARTAR	Jan. - Mar. 1939
MAIDSTONE	Apr. - June 1938
CACHALOT	July - Sept. 1938
THETIS	Oct. - Dec. 1938
TRIDENT	Jan. - Mar. 1939
TRIBUNE	Oct. - Dec. 1938
TRITON	Apr. - June 1938
TRIUMPH	July - Sept. 1938
UNDINE	Apr. - June 1938
UNITY	July - Sept. 1938
URSULA	" - " 1938
BRAMBLE	Jan. - Mar. 1939
LEDA	Apr. - June 1938
SEAGULL	July - Sept. 1938
JASON	Apr. - June 1938
SPEEDY	Jan. - Mar. 1939
AUCKLAND	Oct. - Dec. 1938
BORST	" - " 1938
PELICAN	" - " 1938
WIDGEON	July - Sept. 1938
FRANKLIN	" - " 1938
SCOTT	Oct. - Dec. 1938
SCORPION	July - Sept. 1938
9 M.T.Bs.?	" - " 1938

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From **I** Date **19 April 1938** Serial No. *3611* File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)
Source of information **Press.**
Subject **GREAT BRITAIN** **AVIATION** **Fleet Air Arm - Appt. of**
(Nation reported on) (Index title as per index sheet) **5th Sea Lord.**
(Subtitle)

Reference

Index—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

**FLEET AIR ARM - CONTINUED -
APPOINTMENT OF 5TH SEA LORD**

Reference: (a) Clipping from The Times of 16 April 1938.

Enclosures: (A) Clipping from Sunday Observer-17 Apr., and from Manchester Guardian-16 April, 1938.

1. It has been announced that Vice-Admiral the Honorable Sir Alexander R.M. Ramsay, K.C.B., K.C.V.O., D.S.O., is to be a Lord Commissioner of the Admiralty in succession to Rear-Admiral John H.D. Cunningham, C.B., M.V.O., to date about July 1938. It is further stated that it is the intention to alter the designation of the appointment in which Vice-Admiral Ramsay will succeed Rear-Admiral Cunningham from Assistant Chief of the Naval Staff (Air) to 5th Sea Lord and Chief of Naval Air Services.

2. This is a further development in the importance which is being attached to the Fleet Air Arm since its transfer from the Air Ministry. Prior to that time Rear-Admiral Cunningham was designated as Assistant Chief of Naval Staff, and in this capacity supervised Naval Air operations but in addition had other responsibilities. On August 10, 1937, he was relieved of these except aviation matters, and was designated as Assistant Chief of Naval Staff (Air).

3. This latest announcement indicates that the Naval Air Services will be considered of sufficient importance to warrant a Vice-Admiral in charge thereof, and that he shall furthermore be a Member of the Board of Admiralty as 5th Sea Lord. The present status and strength of the Fleet Air Arm would not appear to warrant such important recognition, but these steps may be taken as an indication of the determination of the Admiralty to effect extensive development and increases in naval aviation, and the assignment of such a high position to the officer in charge as a means to this end.

4. As to the further developments of organization in the Admiralty to promote and administer this development and operation, it may be noted that but little increase has been made to date insofar as numbers are concerned. Formerly, the Naval Air Division of the Naval Staff supervised all naval aviation matters. Now, there is in addition to that Directorate two others recently formed, the Director of Naval Personnel and the Director of Naval Materiel. However, there are at present only 16 officers assigned to these three Directorates, as compared to the 12 formerly detailed to the Naval Air Division.

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From X Date 21 April 1938 Serial No. 376 File No. _____
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Source of information Press.

Subject GREAT BRITAIN (AUSTRALIA - FAR EAST) BRITISH DEFENSES IN THE PACIFIC, NEW
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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NEW DEFENSE MOVE IN THE PACIFIC

References: (a) N.A. London Report No. 314 of 30 Mar. 1938 - Australia Buys Two Cruisers From Britain.
 (b) "Sunday Times" of 17 Apr. 1938.

- The above newspaper contains an article stating that there will be a determined effort on the part of the Commonwealth of Australia to accelerate its defense plans. In addition to the £24,000,000 Supplementary Estimate announced at the end of March, further developments are contemplated.
- It is stated that there will be formed a Board known as the Southern Pacific Defense Board, on which will be represented the British Government for the Singapore defenses, and the Australian and New Zealand Governments. The object is to insure proper coordination in the event of an emergency. The three services will be represented on the Board from each of the three governments.
- The Darwin Naval Base will be extended to front rank efficiency so as to provide an adequate reserve base for the China Fleet. Consideration will be given to the establishment of a base at Gladstone in Queensland. This is supposed to be a very wonderful natural harbor. Albany, in the southwest of western Australia, is also being considered as a Naval base.
- The expansion of the Royal Australian Air Force contemplates new stations at Canberra, Darwin, Bowen, and probably Byron Bay, with a station at Port Moresby in former British New Guinea, and a flying boat squadron at Norfolk Island, which occupies a strategic position between Australia and New Zealand.
- As complementary developments to the Australian plan, it is hoped that the New Zealand Government will establish a station at Samoa, and that the British Government will station a Royal Air Force squadron at Fiji.
- With these bases it is claimed that there will be established a virtually impregnable wall around the Southern Pacific section of the British Empire.
- In addition to the two cruisers which Australia has arranged to purchase, as noted in reference (a), it is contemplated building a large number of coastal torpedo motor boats for coastal defense. There is also a plan to re-introduce submarines into the Royal Australian Navy.

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Subject GREAT BRITAIN (AUSTRALIA - FAR EAST) British defenses in
(Nation reported on) (Index title as per index sheet) the Pacific, new
(Subtitle)

Reference _____

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-2-

8. This is the first article that has been noted on this subject, and any further functionings of the Defense Board will be reported as soon as known.

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From X Date 27 APRIL, 1938 Serial No. 311 File No. _____
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Source of information GREAT BRITAIN Press
(Nation reported on)

Subject AVIATION Fleet Air Arm
(Index title as per index sheet) (Subtitle)

Reference _____

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FLEET AIR ARM - TRAINING OF AIR BRANCH,
SHORT SERVICE OFFICERS

1. The first group of 40 candidates for the new short service air branch of the Navy join H.M.S. HERMES at Devonport on April 19th to begin training. In accordance with plans for the training of these officers, they will spend about three months in the HERMES to become accustomed to naval conditions and discipline, will then pass to civil and R.A.F. flying training schools for training pilots. The subsequent specialized training will be Navy responsibility. The full course for this training occupies two years.

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From **X** Date **27 April, 1938** Serial No. **335** File No. _____
(Commence new series each January first) (Select proper number from O. N. I. index)
 Source of information **Press; Parliamentary Debates**
 Subject **GREAT BRITAIN** **BRITISH AIR MISSION TO U.S.**
(Nation reported on) (Index title as per index sheet) (Subtitle)
 Reference _____

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BRITISH AIR MISSION-
PURCHASE OF PLANES IN UNITED STATES

- References: (a) N.A.L. Report No. 363, of 14 Apr. 1938 - Prospective Purchase of airplanes from the United States by Great Britain.
 (b) N.A.L. Report No. 371, of 20 Apr. 1938 - British Air Mission to United States.
 (c) Parl. Deb.-Commons-Vol. 335, No. 97; Tues. 26 Apr. 1938.
 Enclosure: (A) Various press clippings.

1. There continues to be extensive press comment regarding the British Air Mission recently arrived in the United States for the reported purpose of exploring the possibilities of obtaining military planes in the United States and Canada.

2. There has been considerable criticism of the Air Ministry for its failure to expand the aircraft industry sufficiently to keep abreast of the German production or even to meet the plans for the expansion of the Air Force. On the other hand, there has been some support to the action of the Air Ministry in investigating all sources of supply of planes. There is obviously considerable alarm on all sides regarding the unfavorable disparity between German and British aviation at present, which appears to be an ever-increasing one. It is obvious that whatever action the Air Ministry may take as a result of the report of this Commission as to purchase of planes abroad, it will still be the subject of further and probably bitter criticism. Sample newspaper clippings are enclosed.

3. In the Debates in the House of Commons on Tuesday, 26 April, 1938, Lord Winterton's answers on the matter of aircraft production are reported as seeming to produce a slightly reassuring effect. He definitely stated the Mission to the United States was charged with exploratory inquiries only, and by his statement that the investigations to be undertaken by this Mission are a part of the review referred to by the Prime Minister in his speech on March 14th and are supplementary to other arrangements in this country, he indicated that the Mission was one that had been considered for some time.

4. Lord Winterton also made some remarks regarding further expansion of the Air Force, which are quoted:

"As soon as the Government decided that circumstances had made it necessary to accelerate and extend the programme for air expansion, a comprehensive review was made of the maximum production that would be possible in this country with

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From X Date 27 April, 1938 Serial No. 395 File No. _____
(Commons new series each January first) (Select proper number from O. N. I. Index)

Source of information _____

Subject GREAT BRITAIN AVIATION British Air Mission to US-
(Nation reported on) (Index title as per index sheet) Re: Purchase of planes
(Subtitle)

Reference _____

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additional labour by all the firms capable of producing types of aircraft suitable for use in the Royal Air Force. Acceleration and the further expansion imply two requirements: firstly, an increased output of appropriate types now in production; and, secondly, the introduction at the earliest possible date of the latest improved types which are on order. It is the intention and the determination of the Government that all British firms suitable for the production of aircraft to the requirements of the expanded programme, shall be in a position to give the maximum output possible during the next two years. The bulk of the orders for production on a large scale have been placed, and the further orders necessary to secure the maximum accelerated output will be given without delay. I should add that the scale on which factories have been planned and orders have been given makes it possible to secure a greatly increased production if additional labour is available."

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From X Date 27 April, 1938 Serial No. 4111 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN AIR RAID PRECAUTIONS
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference

INDEX.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

AIR RAID PRECAUTIONS

Enclosure: (A) Press clipping from Daily Telegraph & Morning Post,
23 April, 1938

1. The enclosure reports the agreement of all churches to co-operate actively with the Government in the national drive for volunteers for the air raid precautions services.

2. This should be a most useful step in increasing the proportion of volunteers, especially since the number of volunteers so far obtained has been disappointingly short of expectations and requirements. It should be useful in enlisting the services of that portion of people who may be inclined to be conscientious objectors to any activities that might possibly be interpreted as of a warlike nature.

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From X Date 2 May, 1938 Serial No. 411 File No. _____
 Source of information Press (Commons new series each January first) (Select proper number from G. N. I. Index)
 Subject GREAT BRITAIN - AUSTRALIA AUSTRALIAN DEFENSES.
 (Nation reported on) (Index title as per index sheet) (Subtitle)

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AUSTRALIAN DEFENSES.

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Reference: (a) N.A. London Report Serial No. 378 of 21 April, 1938.

Enclosure: (A) Press Clippings, 2.

1. The Prime Minister of Australia, Mr. Lyons, is reported by the "Manchester Guardian" as estimating the Australian defense expenditures during the next three years at £43,000,000, divided as follows:-

Navy.....	£15,000,000
Army.....	£11,500,000
Air Force.....	£12,500,000
Munitions.....	£ 3,000,000
Organization of Industry.....	£ 1,000,000

Annual defense maintenance would then be £10,000,000 as compared with £6,000,000 at present.

2. Defense financing is to be accomplished in part by a bill authorizing defense loans amounting to £10,000,000, introduced in the Australian House of Representatives 27 April. Of this amount £4,000,000 is to be raised immediately and the Government proposes placing orders for Defense Capital Works amounting to £5,250,000 in the current year and a further £7,750,000 in 1938-9.

3. Specific measures in a despatch from a "Times" Correspondent include:

(a) Full co-operation between the R.A.A.F and Civil Aviation.

(b) The commencement of a Defense Course for Australian Merchant Marine officers.

(c) The establishment of an Anti-Submarine School at Sydney.

(d) The formation of a Committee to control inter-State shipping communications.

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Subject GREAT BRITAIN - AUSTRALIA AUSTRALIAN DEFENSES
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AUSTRALIAN DEFENSES.

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4. Mr. Lyons stated that these plans are related to the wider pattern of Empire defense, its fundamental basis being sea power and the Singapore Base. It will be recalled that this was one of the important Government points in the last election platform, the Opposition offering a self-contained defense plan which relied largely upon shore-based aircraft to prevent invasion.

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From X Date 3 May, 1938 Serial No. 1111 File No. _____
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Source of information Press

Subject GREAT BRITAIN NAVY Recruitment
(Nation reported on) (Index title as per index sheet) (Subtitle)

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BRITISH NAVY RECRUITMENT

Enclosure: (A) Press clipping from Sunday Observer, 1 May, 1938

1. Information contained in Enclosure (A) is tabulated for the convenience of the Director of Naval Intelligence.

Maximum enlisted strength fiscal 1938.....	119,000
Increase over fiscal 1937.....	7,000
Number to be recruited.....	16,000
Recruiting personnel (all retired).....	167
Number of naval Recruiting Offices.....	52
Applicants accepted (said to be).....	25%
Applicants in fiscal 1937.....	58,547
Rejections:	
Medical or dental grounds.....	22,039
Education.....	3,089
Other reasons	16,033
Total.....	41,161

2. It is noted that the difference between the number of applicants, 58,547 and rejections, 41,161 is 17,386, which is more than 25% of applicants and is more than the 16,000 enlistments set as the 1938 quota, which Enclosure (A) states to be "...a record in time of peace". The error apparently lies in the number of applicants or in the number of rejections and there is no reason for thinking the other figures inaccurate.

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From X Date 3 MAY, 1938 Serial No. 420 File No. _____

Source of information Press. (Common new series each January first) (Relates proper number from O. N. I. index)

Subject GREAT BRITAIN AVIATION R.A.F. Expansion
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MAY 10 1938

ROYAL AIR FORCE EXPANSION - NEW PLAN

Enclosure: (A) Clippings from: Daily Telegraph and Manchester Guardian - 30 Apr. 1938.

1. The enclosures announce the inauguration of a new plan for expansion of the Royal Air Force. Details are not given. The general points are, that the expansion efforts for the R.A.F. are to be greatly increased, the rate of supply to be approximately doubled. A definite number of planes for the total strength of the R.A.F. is not stated, but about 2,750 planes appears to be generally the best estimate. This compares with the former plans for 1,750 to be reached by March 1939, and 1,542 reported as the number now operating.

2. This increase in production and operating numbers is to be attained by working aircraft factories on a two-shift basis and expanding them otherwise. There is also the inference that delays now caused by the Air Ministry's interference and changing of plans in the course of construction are to be avoided in the future; but just how this is to be brought about is not mentioned.

3. However, some progress along this line may result from the efforts of an Interdepartmental Committee appointed with the object of expediting supply by correction of difficulties that arise and prevention of others entirely. The composition of this Committee would indicate that more cooperation and greater progress might be expected. There are five members from the Air Ministry, one from the Society of British Aircraft Constructors - the recently appointed Executive Chairman, Sir Charles Bruce Gardner, and a member from the Treasury.

4. From previous comment it would appear that the scheme of doubling the shifts at many of the factories might be quite difficult of realization on account of the shortage of skilled labor. One of the larger manufacturers when questioned on this point stated, however, that they expected little difficulty in finding the necessary labor, that the main difficulty could be overcome if they were given a freer hand to proceed on orders for a definite quantity of planes, and were allowed to do so without the present excessive interference from the Air Ministry.

5. This announcement of further expansion is most timely. Recently there has been a great deal of criticism in the press, based on the sending of a Mission to America with the prospect of buying American planes, and on the lack of better organization in England for the purpose of building in the allotted times the planes required for adequate defense. The sending of the Mission to

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America, the formulation of the new plan, and announcing it to the public, should be most useful to the Government at the present time; because, first, the results should be a considerable hastening of air rearmament and, second, the announcement should allay the not unfounded criticism of the Government on this subject.

6. In certain negotiations between the Government and Labor which took place about a month to six weeks previously on the subject of expediting rearmament, particularly in regard to a more rapid production of planes, the Government made very little progress in persuading labor that it was necessary that they accede, for the welfare of the country, to certain conditions not altogether favorable to labor. It is considered not at all unlikely that the failure of the Government in this point may have been a large factor in the decision to send the Aircraft Mission to the United States.

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From X Date 11 May, 1938 Serial No. 456 File No. _____
 Source of information Press (Common use series each January first) (Select proper number from O. N. I. Index)
 Subject GREAT BRITAIN AVIATION R.A.F. Expansion -
 (Nation reported on) (Index title as per Index sheet) Air Mission to U.S. (Subject)

Reference _____

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ROYAL AIR FORCE EXPANSION AND AIR MISSION TO THE UNITED STATES

- References: (a) N.A.L. Report No. 363 - 14 April, 1938.
 (b) N.A.L. Report No. 371 - 20 April, 1938.
 (c) N.A.L. Report No. 395 - 27 April, 1938.

Enclosure: (A) Various newspaper clippings.

- Sample clippings are forwarded for the information of the Navy Department regarding the reaction of the press to the recent developments regarding Royal Air Force expansion.
- The criticism of the Government for sending the Aviation Mission to the United States has abated somewhat, probably due partly to the fact that all press organizations have more or less fully expressed themselves on the subject.
- There is also noted something of a reaction in the comments to the extent that the purchase of certain types of planes in the United States would be acceptable and without too much criticism. These are the types the development and supply of which are far behind the United States - namely, flying boats and shipboard fighters. There is also a shortage of satisfactory training planes, and a complete lack of a good general reconnaissance plane. All of these types have been neglected for the benefit of the fighting and bombing types for the Metropolitan Air Force.
- There is considerable press comment in anticipation of the Debate on air defense, particularly the provision of proper types and numbers of planes to match the German expansion. This Debate is to be held on Thursday, May 12th. Opinion is apparently quite divided as to the ability of the Government satisfactorily to answer the questions on this subject. By some it is stated that the Government's recent action in contracting for additional planes and expansion of factories, making plans for further airdromes, appointing the Aviation Coordination Committee and taking other steps to avoid delay, and investigating foreign sources of supply will be sufficiently convincing that the measures now being taken are satisfactory. On the other hand, many hold that both the Government and the Air Ministry are in for a bad time, and that a shakeup in the Air Ministry is quite likely.
- It has been learned that the decision to send the Air Mission to the United States was made by the Government without reference to the Air Ministry, and that the sending of this Mission did not meet with the enthusiastic approval of that department.

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From I Date 11 May, 1938 Serial No. 45-6 File No. _____
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 Subject GREAT BRITAIN AVIATION R.A.F. Expansion -
(Nation reported on) (Index title as per index sheet) Air Mission to U.S.
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6. It appears to the writer that, while all the recent and previous criticism is very upsetting to the efforts of the Air Ministry in obtaining the desired quantity of planes and other equipment, it has one definite result to the advantage of the Air Ministry: namely, that the demand for an increase in the Air Force is so intense and so persistent that the Air Ministry is completely relieved of all burden in obtaining authority for expenditures necessary for payment of any material that can be obtained for expansion purposes.

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From I Date 12 May, 1938 Serial No. 209 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN AVIATION Balloon barrage (contd.)
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BALLOON BARRAGE - CONTINUED

Enclosure: (A) Clipping from The Times of 11 May, 1938, and press photographs.

1. The enclosures are forwarded as a matter of interest to the Navy Department. They cover some pictures of the portable type balloons to be used in the balloon barrage for the protection of London.

2. The article announces the recruiting of men for several of the ultimate 10 squadrons which will comprise the balloon unit. As previously announced, the balloon barrage is to operated from four stations spaced around London - one at Stanmore, Middlesex; one at Hook, Surrey; one at Chigwell, Essex; and one at Kidbrooke, Kent.

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From I Date 17 May, 1938 Serial No. 303 File No. _____
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 Source of information Press, Parliamentary Debates
 Subject GREAT BRITAIN AVIATION R.A.F. Expansion -
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ROYAL AIR FORCE EXPANSION -
PARLIAMENTARY DEBATES

- References: (a) Parliamentary Debates - House of COMMONS - Thursday, 12 May 1938; Vol. 335, No. 109.
 (b) Parliamentary Debates - HOUSE OF LORDS - Thursday, 12 May, 1938; Vol. 108, No. 59.

Enclosure: (A) Various clippings.

1. The debates on Air Force expenditure scheduled for Thursday, 12 May, were the occasions of attacks in both the House of Lords and the House of Commons on the Air Ministry, and to a lesser degree on the Government itself. There had been considerable comment on air rearmament in the press prior to these debates, much of which was in support of the Government. The principal point of support was the statement or inference that disclosures that would be made by Lord Swinton in the House of Lords and Lord Winterton in the House of Commons would suffice to set at ease the feelings of apprehension as to the progress of air rearmament and to answer satisfactorily the Government's severest critics.

2. Since the debates took place there has been more extensive comment, but there is the general feeling, as a matter of fact practically unanimous, that the statements of Lord Swinton and Lord Winterton entirely failed to reassure the Members of the Houses and the country in general. This failure on Lord Winterton's part has been particularly emphasized.

3. The result of these failures is that there will/further debates on May 19th, at which time the Government will defend itself against a motion by Labour suggesting an inquiry. There was a similar motion by the Socialists and also one by the Liberals. The Government has decided to treat the Labour Motion as one of censure.

4. In the attacks, both in Parliament and in the press, on air rearmament the main points demanded for the purpose of accomplishing improvements were the replacement of the Secretary of State for Air and the appointment of a Ministry of Supplies. The press predicts that certain Cabinet changes will be announced prior to the next Air Estimates debates. The House of Lords now has more than its share of Cabinet Members. This fact and the demand of the House of Commons that the Air Minister should be a Member of the House of Commons make it appear likely that Lord Swinton will be replaced despite the fact that he has the full support and confidence of the Prime Minister. As to the appointment of a Ministry for Supplies, it appears that the Government will resist any efforts in this direction.

Dwts	A-B-C-D-E				Map	Sketch	Index	C.N.O.	Gen'l Staff	War College	R.I.D.	Nav.	Oid.	I.S.D.	C.A.R.	Eng.	S.A.A.	M.S.S.	A.S.	U.S. M.C.	H.O.
	B-1	B-2	B-3	B-4																	
Task Div.	C. in C. U. S.	Com. Int. For.	Com. Soc. For.	Com. S.S.S.	Com. Air	Attached at		Operations				Com. Div.		W. P.	Com. Ft. T.	State	Com. Source	Return to Source No.			

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From I Date 17 May, 1938. Serial No. 400 File No. _____
(Common use only each January first) (Select proper number from O. N. I. Index)

Source of information _____

Subject GREAT BRITAIN AVIATION R.A.F. Expansion -
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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-2-

5. To return to the statements by Lord Swinton and Lord Winterton, there are several items of interest to the Navy Department as regards the expansion of the Royal Air Force which has been accomplished, and the plans for further expansion to be known as Plan "L". (See N.A.L. Report No. 420 of 3 May 1938.) These points are given briefly below:

	Before Expansion	Expansion at Present (1937)	Future Expansion (By 1940)
Entry of Pilots	300 per yr.	1,850	4,700
Intake of Airmen.....	1,000 per yr.	11,000	33,000
Apprentices and Boys	600 per yr.	3,200	60,000 (?)
Civil Schools Training R.A.F.			
Pilots	0	13	19
Flying Training Schools	5	11	15
Volunteer Reserve Centers	0	22	0
Total Officers and Men	30,000	70,000	110,000
Employees Aircraft Indus. ..	30,000	90,000	0

(?) - Probably in error.

6. A proposed change in the organization of the Air Ministry is announced. At present there is a Department for Research and Development and a Department for Supply and Organization. These are to be rearranged, apparently, as a Department of Research, Development and Supply, and a Department for Organization.

7. There is also some information regarding the size of orders under Plan "L" for new types of planes. It is mentioned that there are 1,750 aircraft of one type on order from three firms; 1,500 aircraft of another type on order from two firms; and 900 aircraft on order from a single firm. It is estimated that these are, respectively;

- Bristol "Blenheims" being manufactured by Bristol, Rootes (shadow factory), and A.V. Roe;
- Fairey "Battles" being manufactured by Fairey and Austin (shadow factory); and
- Hawker "Hurricanes".

8. The announced figure of the strength of the Metropolitan Air Force (home defense) is given as 2,370 under Plan "L" as compared with 1,750 under the present Plan "F". It is also stated that there will be a first-line strength overseas of 490, and the Fleet Air Arm will have a first-line strength of not less than 500. This latter figure will be accomplished not by 1940, but as ships and carriers are ready to take them.

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Tech. Div.	C. in C. U. S.	Com. Int. For.	Com. Sec. For.	C. in C. Am.	Com. S. S. S.	Com. Air	Attached at	Operations					Com. Dir.	W. P.	Com.	PL Tr.	Stats	Com- mence	Return to Exam No.

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Subject GREAT BRITAIN AVIATION RAF Expansion -
(Nation reported on) (Index title as per index sheet) Parl. Debates
(Subtitle)

Reference _____

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-3-

9. Both Lord Winterton and Lord Swinton spoke of a first-line strength of 3,500. However, to arrive at such a figure it was necessary to add to the Home Defense Force of 2,370 the 490 planes of the Overseas Squadrons and the 500 of the Fleet Air Arm, and a bit more for good measure. The actual increase over Scheme "F" for home defense will be noted as only 620, or approximately 35%. Previous press comment, boldly headlined, on the probable increase of Scheme "I" over Scheme "F" ran from 2,700 to 3,000 planes as the first-line strength for home defense forces, and also mentioned "doubling" the first-line strength and the output. It is quite likely that the announcement of a much smaller increase than was played up by the press reacted in Parliament as an anti-climax, and is largely responsible for the adverse effect on those bodies. The announcement of the increased factory output of aircraft that would be developed during the next two years, namely, four times the output for 1937, which in itself appears to be a commendable and satisfactory increase, seems to have had little effect in offsetting the unfavorable reaction to the small proposed increase of home defense forces.

10. Since preparing the foregoing report of events, the announcement of Cabinet changes has been made. This includes the replacement of Lord Swinton by Sir Kingsley Wood.

11. Lord Swinton, in his letter of resignation, states that, while there is much merit to the demand of the House of Commons that the Air Minister be one of that body, the Prime Minister has in the past requested that he remain as Air Minister in order that expansion should not be interrupted but proceed as planned; that plans for a further expansion have now been put into effect; and that since his resignation should now cause no interruption in progress, under the circumstances the ends of rearmament would probably best be served by his resignation. The Prime Minister reiterated his appreciation and admiration of Lord Swinton's accomplishments while Air Minister and states "I should have been glad to keep you at the Air Ministry to finish what you have so thoroughly begun. But I am bound to recognize the truth of what you have put to me in your letter, namely, that a great spending Department like the Air Ministry must always be at a disadvantage if the head of the Department is not himself able to expound and defend his actions in the House of Commons. I have therefore, after careful consideration, decided that I must accept your resignation. I do so with the sincerest regret and with the most grateful appreciation of all you have done for the country."

12. The reaction to the appointment of a Member of the House of Commons as Air Minister should be of considerable use to the Government in the further air debates and in defending its position on the motion

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From **X** Date **17 May**, 19**38** Serial No. **405** File No. _____
(Discontinue new series each January first) (Select proper number from O. N. I. index)

Source of information _____

Subject **GREAT BRITAIN** **AVIATION** **RAF Expansion -**
(Nation reported on) (Index title as per index sheet) **Parl. Debates.**
(Subtitle)

Reference _____

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for an inquiry. That motion will in all likelihood be debated and demands for a Ministry of Supply continued. It is expected that these will be denied on the grounds that present organization, progress and plans make them unnecessary, and that an inquiry would be harmful as an additional burden on an already overtaxed Air Ministry and delay rearmament rather than expedite it.

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From X Date 2 June, 1938 Serial No. 388 File No. _____
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Source of information Press

Subject GREAT BRITAIN AVIATION NEW AIRCRAFT FACTORY
(Nation reported on) (Index title as per index sheet) (LORD NUFFIELD'S)
(Subtitle)

Reference _____

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**AIR FORCE EXPANSION - NEW AIRCRAFT FACTORY -
LORD NUFFIELD**

1938

Enclosure: (A) Press clipping, "Manchester Guardian" - 1 June 1938.

1. The press has carried numerous items recently concerning the plans of Lord Nuffield to establish an entirely new aircraft factory in the vicinity of Birmingham. This was spoken of at first as another shadow factory, but it appears now that it is to be a private venture. As such, and with the executive ability Lord Nuffield is reputed to exercise, such a plant should be considerably more productive than one established on the "shadow" idea.

2. According to reports, the factory is to employ 15,000 people. If this is true, it will be approximately twice the size of any plant now in existence in Great Britain.

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From X Date 3 June, 1938 Serial No. 309 File No. _____
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Source of information Reliable

Subject GREAT BRITAIN AIR RAID PRECAUTIONS
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference _____

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AIR RAID PRECAUTIONS - PROGRESS OF

Reference: (a) K.A. London Report No. 301 of 28 March, 1938

1. I recently talked again with the same man mentioned in reference. He is still very pessimistic as to the progress being made with air raid precautions and describes the whole subject as being a matter of much noise and very little accomplishment. His pessimism may, of course, be somewhat attributed to the fact that he is interested in providing fire fighting and other air raid precaution equipment.
2. He describes the British gas masks that have been provided in great numbers as not very satisfactory and says that they will deteriorate in storage.
3. He states that the Exchequer has definitely arranged for the exemption from taxation of expenses concerning air raid precautions and that ultimately this will improve the situation, particularly among the plants of the larger companies.
4. In connection with the water supply for fire fighting in London, he said that this subject had been given a great deal of study with the final decision that it was impracticable to modify the present water system or to lay new mains as such mains are so near the surface that ~~under~~ heavy bombing would unquestionably rupture them and cut off the water supply. The approved plan contemplates a large number of gasoline-driven portable pumping units. Of these, 200 with a capacity of 700 gallons a minute and 250 with a capacity of 1100 gallons per minute have been ordered and are expected to be available within six months. 50 of the smaller units have already been delivered. It is contemplated that these units will be placed near the river or the Serpentine in Hyde Park and will pump water to emergency storage tanks in open areas in different parts of the city. These tanks as at present contemplated will be of heavy canvas and portable framework. Apparently it is expected that in times of emergency these portable tanks throughout the city would be kept filled and the smaller portable pumping units would draw water from them as necessary at the time of air raids.

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EO 11652, Sec. 2(E) and 3(D) or (G)
OSD letter, May, 1, 1972

By SLR Date MAY-21-1972

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From A Date 3 June, 1938 Serial No. 363 File No. _____
 Source of information Press and Admiralty
 Subject GREAT BRITAIN (TURKEY) BRITISH TO BUILD SHIPS FOR TURKEY.
 Reference _____

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TURKEY, BRITISH TO BUILD SHIPS FOR.

Enclosure: (A) Two Newspaper Clippings.

1. There are enclosed herewith newspaper clippings concerning the credit of £16,000,000 recently extended by Great Britain to Turkey, involving, among other things, shipbuilding for the Turkish Navy in Great Britain.

2. I am informed by a reliable source at the Admiralty that the Turkish Government, as previously reported, is still anxious to obtain 8-inch cruisers and made every effort in connection with this recent credit agreement to have such vessels constructed in England. The British authorities refused to consider the construction of such vessels and the Turks then approached Holland which said that they could build the ships but not the guns. Other countries were then requested to build the guns but without success. As a result Turkey, like Chile, has for the present been forced to abandon the idea of obtaining 8-inch cruisers and will have to be contented with smaller vessels. I was told that the £6,000,000 mentioned in the press was approximately correct but they would be spent for destroyers and probably submarines rather than "destroyers and light cruisers".

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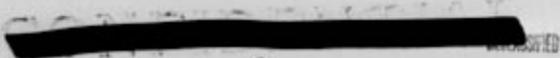
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E. O. 11662, Sec. 3(2) and 3(D) or (E)
OSD Letter, May, 1, 1938

MAY 21 1938

6. The cockpit windshield on the "Hurricane" consists of a molded section in front, in which is inserted a section of plate glass in the area most useful to the pilot's vision ahead. I was told that this plate glass serves another and more important purpose. It seems that this section is used as the screen on which to project a cross-beam of light which is used as a part of the gun sight. This appears to be an application of the Zeiss anti-aircraft sight. The sight itself was not seen in any plane.

7. Another point of interest was the development of the exhaust manifold. The standard manifold on this plane is rather simple. It has an oval cross section running the length of the exhaust ports and has an opening to the atmosphere opposite each exhaust port. These openings are about 3/4" x 4". A later type of manifold has been developed and is known as the "ejector" exhaust. This has only three exhaust ports, each of about the same cross-sectional area as each of the six ports on the original type. These ports exhaust aft. The result is that the exhaust, being somewhat restricted, builds up a slight pressure, about 3/4 lb. per sq. in., and the increased speed with which the exhaust gases are emitted produces somewhat of a rocket reaction and adds somewhat to the propulsive force of the plane. The increase of speed with this type of exhaust was reported to be from 10 to 12 miles an hour at top speed. As another explanation of the reason for this increased speed, it was suggested that in the old type the exhaust gases which were ejected perpendicularly to the engine produced a very definite drag of their own, and that with the emission directed aft this drag was entirely removed.

8. No armor protection is being provided on the Hawker "Hurricane" but it was stated that the Air Ministry is now requiring protection for the pilot's body on fighter type aircraft from directly ahead to 20° on all sides. The reason for this type of armor is the conclusion that the modern fighting plane's greatest danger is in attacking bombing formations ahead, and that, since but little weight is available for armor, the provision of the small amount required to accomplish the protection mentioned above to supplement that naturally provided by the engine gives the best protection for the additional weight involved.

9. Gas tanks for insertion in the wings were separate units. Seams were welded; baffles were held in place by bolts. It was stated that they had not been successful in building tanks as an integral part of the wing.

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10. One spot-welding machine was installed in the plant. While this has been part of the equipment for three years, spot welding is not used to any great extent, and only for making joints not subject to stresses or where failure of a joint would not be serious.

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E. O. 11652, Sec. 2(E) and 6(D) or (G)

OSD letter, May, 4, 1972

By SLR

Date May 21 1973

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From X Date 7 June, 1938 Serial No. 35 File No. _____
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 Source of information Reliable - Pers. observation
 Subject GREAT BRITAIN AVIATION Inspection Visit
 (Nation reported on) (Index title as per Index sheet) (Subtitle)
 Reference _____

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[REDACTED]

652, Sec. 3(2) and 6(1) or (2)
 OSD letter, May, 1, 1938
 By SLR Date MAY 2, 1938

NOTES ON VISIT TO VICKERS AVIATION LTD., WEYBRIDGE, SURREY

Reference: (a) N.A.London Conf. Report No. 1188 of 13 December, 1938

Enclosure: (A) Copy of report by Mr. B.C. Boulton (Glenn L. Martin Co.) on Visit to Vickers Co. Ltd., Weybridge, Surrey - 23 May, 1938

Not received in Archives

1. A visit was made to Vickers Aviation Ltd., Weybridge, Surrey on 23 May, 1938, as a member of a party consisting of Captain Russell Willson, U.S.N., Naval Attaché; Mr. Glenn Martin; Mr. Boulton, Engineer for Glenn Martin; and Mr. Semms, legal representative of the same firm. A report of the previous visit to the Vickers plant was submitted last December (reference a).

2. The Vickers Company is finishing up the contract for Wellesley planes, and the first of the Wellington production planes are now being assembled. The turnover from Wellesleys to Wellingtons appears to have been quite well gauged, inasmuch as there were about 12 Wellingtons in various stages of completion, while there were still about the same number of Wellesleys not yet completed.

3. The Vickers plant has been expanded since the previous report, principally by the addition of an area approximately 80' x 100' fully equipped with modern machine tools. There are about 4,000 employees, of which about 1,000 work at night. There was a general impression of industry and good morale. 20% of the employees are women.

4. This plane has an order for 300 Wellingtons, as previously reported. From the conversation, which was not definite on this subject, it was gathered that there had not been any increase in the number of this type of plane on order as a result of the larger expansion of the R.A.F. as recently announced by the Air Ministry. It was stated, however, that there would be difficulty in increasing production at this plant, due to the shortage of suitable labor.

5. A fairly good view of the bomb beam was had by the several members of the party. Previously it was reported that this beam was to be loaded separately and then placed in the plane in the loaded condition. It appears that this is still possible, but it was stated by workmen testing out one of the beams that that plan had been abandoned on account of the difficulty of handling a beam loaded with 4,500 lbs. of bombs, and that it was now the plan to leave the beam in the plane and reload it there.

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Yach. Div.	C. in C.	Com. Sec. For.	Com. Sec. For.	C. in C. Asst.	Com. S.S.R.	Com. Air	Attnal of	Operations				State	Com. Sec.	Return to	Exec. Pl.			
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Subject GREAT BRITAIN
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[REDACTED]

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6. The beam appears to be a rather complicated piece of mechanism. It is a built-up structure consisting of a double framework with overall dimensions about 2' x 2'6" x 18'. Bombs are carried between the two sections of the beam and on the outside of each beam. Eighteen 250-lb. bombs or nine 500-lb. bombs can be carried, the 500-lb. bombs in three rows of three each. The 250-lb. bombs are similarly arranged, but there are two layers. The hoisting mechanism is self-contained in the beam. There are nine of these, however, one for each of the 500-lb. bombs or for each two of the 250's. It was stated that 18 bombs could be loaded in 15 minutes.

7. Enclosure (A) is a copy of the report of Mr. Boulton and contains some information additional to that given above and in reference (a).

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E. O. 11652, Sec. 5(B) and 5(D) or (D)
OSD letter, May, 4, 1972
By SLR Date MAX 21 1973

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From I Date 8 June 1938 Serial No. 361 File No. _____
 Source of information 1938 SUPP. NAVY ESTIMATES & Press (Commons new series (Select proper number from G. N. I. Index)
 Subject GREAT BRITAIN NAVY 1938 Supplementary Estimates: Building Program.
 (Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____
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1938 SUPPLEMENTARY NAVY ESTIMATES - BUILDING PROGRAM
 21 1838

- References: (a) N.A.L. Report No. 230 - 7 Mar. 1938.
 (b) N.A.L. Report No. 527 - 26 May 1938.
 (c) N.A.L. Report No. 314 - 30 Mar. 1938. - Australia Buys Two Cruisers from Britain.

1. Reference (a) gave a projected program of new construction for the financial year 1938. On 31 May, 1938, the Admiralty issued a Supplementary Navy Estimate. As stated in reference (a), it was estimated that approximately £3,000,000 would be required for new construction during the fiscal year in question. However, the Supplementary Estimate as issued on 31 May, 1938, amounts to £2,410,500.

2. The above sum is made up as follows:

New naval construction	£1,773,500
Marriage allowances for Royal Navy and Royal Marine officers	264,200
Increased marriage allowances to naval ratings and increased pay to special service ratings	730,800

3. In reference (c) it was reported that the Australian Government would sell to the British Government a seaplane carrier (the ALBATROSS). In the Supplementary Estimate, payment of the first installment on the purchase price of the seaplane carrier is £92,000. In reference (c) it was stated that the Australian Government would take over two British cruisers. The amount of the first installment of the price of a cruiser which is to be transferred to Australia on repayment is £450,000.

4. The Supplementary Estimate gives the detailed increases or decreases for the various items noted in regard to wages of officers and men of the Royal Navy and Marines, seamen, boys, marriage allowances, and various expenses of shipbuilding, repairs, and maintenance involving dockyard wages.

5. The estimates for new construction make up the bulk of this report and cover the sums for starting new construction and pursuing it for the financial year ending 31 March, 1939. There have been rumors in the press to the effect that destroyers would be included in this supplementary construction program, but it is to be noted that there are none.

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Tech. Dir.	C. in C. U. S.	Com. Sec. Per.	Com. Sec. Per.	C. in C. Adm.	Com. S.E.R.	Com. Air	Attached at	Operational	Com. Dir.	W. P.	Com. Jt. Tr.	State	Com- munes	Return to Name No.				

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Subject GREAT BRITAIN NAVY 1938 Supplementary Estimates: Building program.
(Nation reported on) (Index title as per index sheet) (Bundled)

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6. The program is as follows, together with amounts for the financial year:

2 Battleships	£ 39,060
4 Large cruisers and	
3 Small cruisers	143,210
1 Aircraft carrier	61,080
3 Submarines	175,700
1 Destroyer tender	115,650
1 Submarine tender	2,505
1 Fleet Air Arm supply & repair ship.	---
3 Mine layers	3,005
2 River gunboats	70,290
7 Motor torpedo boats	204,480
8 Other motor craft	137,335
5 Boom defense vessels	224,030
2 Tugs	113,940
18 Lighters and other vessels for harbor service at dockyards	124,275

7. The estimates are therefore slightly below the £3,000,000, which it was thought would be the amount of this Supplementary Estimate, and this is partly due to the expected receipt in the autumn of the purchase price of the cruiser APOLLO. Added to the original estimate of £123,707,000, this brings the total cost of the Navy for the year to £126,117,500.

8. Few of these new warships will be begun much before March, 1939. So far, the only orders placed have been two submarines and a tug. In the "Manchester Guardian" for 3 June a statement is made to the effect that it is understood that the contracts for the two new battleships in the naval program will go to the Clyde and Belfast. If this is so, it will be the first time that a warship of this size has been built in Northern Ireland, although merchant ships up to the 46,000 tons of the "Olympic" have been built there. In preparation for the contract, the Belfast Harbor Commissioners have undertaken extensive dredging and deepening operations in the channel in front of Harland and Wolff's yard.

9. The "Manchester Guardian" states that the new supplementary program will give work to some thirty shipyards in different ship-building centers. Many of them are small yards which can build the auxiliary craft. Only one of the ships in the new program is to be built in a Dockyard. One submarine has been allocated to Chatham.

10. One interesting dockyard auxiliary in the program is a so-called "cooking lighter", which is estimated to cost £8,010.

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(Nation reported on) (Index title as per index sheet) (Subtitle)

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11. It is particularly to be noted that a comparatively small amount of work is to be done in the financial year in question on the new battleships and cruisers. For the two battleships there is only to be spent £19,530 per ship this year. The "Manchester Guardian" states that this, probably for work on gun mountings, which have to start long in advance of the actual building of the ships. In the same way it can be deduced that four of the seven cruisers will not be laid down before next spring, since for them only £15,020 each is allowed in the Supplementary Estimate. With the remaining three cruisers, the chance of their progressing much more than the first four is not very good, since but £27,710 is allowed per ship.

12. The aircraft carrier is allotted a sum of £61,080 for the balance of the year, so that it appears that it will probably be laid down shortly, since this money must be spent before next March 31st.

13. In the "Sunday Times" of 29 May, 1938, there appears an article by Lieut.-Comdr. Kenneth Edwards which states that it is understood that provision is to be made during the current financial year for building a flotilla of eight destroyers. This writer is not always accurate in his predictions, but there may be some truth in the matter, as there has been a great deal of critical comment in Parliament and elsewhere on the omission of any destroyers in the Supplementary Program. All that can be said now is that none are included at present.

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From I Date 20 June, 1938 Serial No. 611 File No. _____
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Subject GREAT BRITAIN MERCHANT NAVY GUN MOUNTS FOR
(Nation reported on) (Index title as per Index sheet) MERCHANT SHIPS
(Subtitle)

Reference _____

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mines is another item that has not been covered in detail for merchant ships by the Admiralty.

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From I Date 20 June, 1938 Serial No. 1112 File No. _____
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Source of information Parliamentary Debate - COMMONS.

Subject GREAT BRITAIN REARMAMENT PROGRAM Utilization of
(Nation reported on) (Index title as per index sheet) of factories.
(Subtitle)

Reference _____

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**UTILIZATION OF FACTORIES
FOR THE REARMAMENT PROGRAM AND
FOR WAR REQUIREMENTS**

- Reference (a) D.N.I. Restricted Letter Serial No. 11264, Op16-A-16/
CFO of 18 March, 1937.
(b) Parliamentary Debates: HOUSE OF COMMONS, Wednesday,
15 June, 1938; Vol. 337, No. 127; Cols. 216-219 inc.

1. The Minister for the Coordination of Defense (Sir Thomas Inskip) was asked in the House of Commons on June 15, 1938, to describe the method adopted by his Department to survey and register the various factories, large and small, in the provinces which are potentially available for rearmament work and for war work.

2. He was also asked if he knew that many small factories, although they could offer to undertake such work, are not examined by any Departments of the State and have no ready means or Government assistance to make contact with the main constructors of armaments in order to offer themselves as sub-contractors.

3. In connection with reference (a), particularly Paragraphs 2b(1), (11), (18), (20), (26), and c(1), (2), (3), and (7), it is considered that the statement of the Minister for the Coordination of Defense is pertinent and answers these questions in part, and it is therefore quoted herewith:—

"The question of using the services of firms for the manufacture of armaments and other war material may be dealt with under two headings:

- (a) Requirements under the rearmament programme.
(b) War requirements.

As regards the former, the present Service supply requirements under the programme, though of large volume and in some cases difficult to secure are, in contrast with the munitions requirements during the last War, not unlimited in extent. At that time it was a matter of developing munitions capacity to the very utmost and bringing in all suitable firms, large and small, to co-operate in the war effort in order to meet continuous and expanding war wastage. The needs of the present situation, on the other hand, are, except in some important cases, adequately met by the system of contracting between the Service Departments and firms selected for their special capacity and equipment. Contracts continue to be placed by the Service Departments concerned, and it has therefore been my practice to recommend any firms who have offered

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Director	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	Manu- graph	In- dex	Budget	C.R.O.	C.M.T. Board	War Exchange	R.I.B.	Nav.	Ovd.	T.A.R.	C.A.R.	Eng.	S.A.I.	M.S.S.	Avn.	U.S. M.C.	H.O.
Yench. Div.	C. in C. U. S.	Com. Int. Sec.	Com. Int. Sec.	C. in C. Adv.	Com. R.S.S.	Com. Air	Assisted at	Operations			State	Com- mence	Return to Room No.					
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"their services, and who might be of use in connection with the programme, to apply to the Directors of Contracts of the Service Departments most likely to be interested, and to ask to be put on the Departments' lists. It would be preferable if, in future, any firms desiring to offer their services should do so direct to the Service Departments and not to me. Inspection is made in every case in which there is reason to believe that the services of the firm in question might be used, and arrangements also exist for securing the exchange of all information between the Departments as to suitable capacity for special requirements.

"In the case of most of the stores, the firms selected by the Ordering Department for their supply are those who were either on the Departmental lists at the outset or have been added to those lists as the result of an application. All firms on the Department's lists are considered, but it does not, of course, follow that any particular firm will be successful in securing a contract. In cases where direct contracts are not received, a possible way in which firms can co-operate in the programme is to act as sub-contractors to the main contracting firms. It is the usual Government practice to allow main contractors where feasible, to select their own sub-contractors, and the possibilities of obtaining such work can, of course, be explored through the normal trade channels by any of the smaller firms who may be interested. In cases where such firms experience difficulty in making the necessary business contact with main contractors and require advice as to the best method by which to proceed, it is suggested that they should approach the appropriate trade body who would doubtless do anything possible to bring within reach of them any work for which they might be considered suitable. In the case of a firm which considers itself equipped for the production of components for aircraft, which is the main supply where expansion is at present needed, such an approach had best be made to the Society of Aircraft Constructors.

"As regards supply in war, as distinct from rearmament, which is covered by the second category, an organization of the Committee of Imperial Defence, known as the Supply Board, has been in existence for a number

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"of years and has, as one of its duties, the carrying out of a survey, by means of its Supply Committees, of the industrial resources of the country and allocating the manufacturing capacity of individual firms for the production of specific war stores and equipment. Between 6,000 and 7,000 firms have been so allocated up to the present. This organization is superimposed on the normal peace-time organizations of the Service Departments and is not separate from them. It co-ordinates the war supply plans of those Departments, representatives of whom are members both of the Supply Board and of its Supply Committees. All contact between the latter and individual firms is made through the medium of these Departmental representatives who, through their own Departmental organization, carry out the investigation of manufacturing capacity and the inspection of firms' works. The Supply Board and the Supply Committees act as the medium of exchange of all such information regarding firms.

"In allocating the manufacturing capacity of firms for war purposes, consideration is normally first given to those firms already on the Departmental lists, and from whom normal peace-time supplies, or supplies under the rearmament programme, are being obtained, but the size of the war demand makes it necessary to go outside this list and to seek new capacity. The search for such capacity is carried out by the Departmental representatives, and it is, therefore, desirable that firms, wishing to offer their services for supply during time of war only, either as main or sub-contractors, should approach the Service Departments giving particulars of their facilities and the class of article which they consider themselves capable of producing."

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From X Date 7 July, 1938 Serial No. 635 File No. _____
 (Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Parl. Debates and press

Subject GREAT BRITAIN ANTI-AIRCRAFT Expansion
 (Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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ANTI-AIRCRAFT DEFENSE EXPANSION

19 1538

Reference: (a) Parliamentary Debates, House of Commons, 28 June, 1938

Enclosure: (A) Press clipping from Daily Telegraph, 29 June, 1938

1. On 28 June in the House of Commons, Mr. Mabane asked the Secretary of State for War what modification of the present anti-aircraft organization he was contemplating. Mr. Hore-Belisha replied as follows -

"In 1935 the entire responsibility for anti-aircraft defence at home was vested in the Territorial Army. At that time the actual strength of air defence formations in the Territorial Army was under 2,000 all ranks. On 1st January, 1936, the first anti-aircraft division was formed. Its strength at the beginning of 1936 was 5,200 all ranks. By the beginning of January 1938, a second anti-aircraft division was formed, its strength being just under 7,000. By the present month of this year the total strength of the two divisions had risen to 43,000.

It is now proposed more than to double this figure. The existing Territorial anti-aircraft units, with the addition of others about to be created, will be formed into five divisions instead of two. These five divisions will be under a corps commander with the rank of lieutenant-general. The corps commander will be responsible for training (including administration of his training grant), inspection and personal questions. He will be responsible to Air Officer Commanding Fighter Command for operations. At the War Office an officer with the status of a Deputy-Chief of the Imperial General Staff and with the rank of lieutenant-general, to be designated Deputy-Chief of the Imperial General Staff (Anti-Aircraft Defence) will be appointed. He will be responsible, through the Chief of the Imperial General Staff, to the Secretary of State for anti-aircraft defence, and he will devote his whole time to this important service. Under the Deputy-Chief of the Imperial General Staff (Anti-Aircraft Defence) a new Director of Anti-Aircraft Training and Organization with the rank of major-general will be appointed.

The purpose of the reorganisation which I have outlined is to secure that undivided attention may be given to every aspect and detail of anti-aircraft defence, and to ensure that this branch of defence shall be given a

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status commensurate with its rapidly expanding scope and importance."

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From X Date 7 July, 1938 Serial No. 603 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)
 Source of information D. Tele. and Times, 1 July, 1938, S. Observer, 3 July, 1938
 Subject GREAT BRITAIN MERCHANT SHIPPING DEFENSE
(Nation reported on) (Index title as per index sheet) (Subtitle)
 Reference _____

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MERCHANT NAVY DEFENSE - NEW GUNNERY COURSE

Reference: (a) N.A.London Report No. 69 of 21 January, 1938
 (b) N.A.London Report No. 1182 of 9 December, 1937

1. The references have reported progress in the method of instruction of merchant marine officers. The above newspapers carry articles which state that the Admiralty has decided to provide further training in gunnery for certain merchant officers to supplement that already given in the original courses. This additional training which will commence on 18 July is to be known as "Merchant Navy Defense Course, Part II".

2. The new course will take five days each week and, since the instruction is progressive, it is most desirable that it should be completed without a break. As it is not always possible for officers whose periods in port are short to attend, the course has been divided into two independent sections which can be taken separately, either section being taken first as follows: Section 1 will occupy two days and Section 2 three days. Each section once commenced must be completed without a break in instruction.

3. Part II of the Defense Course will be held in London, Liverpool, Glasgow, South Shields, Cardiff and Hull, in the same establishments as the original course. Meal allowance of five shillings a day and daily traveling expenses up to a distance of fifty miles will be paid by the Admiralty. This course is open to all navigating officers who have completed Sections A, D, E, F, and G of the existing course, except masters in command and officers who have not been employed in the Merchant Navy for twelve months. The course, according to the "Sunday Observer" of 3 July, will consist mainly in the practical upkeep and fire control of weapons likely to be fitted in merchant ships during war.

4. It is stated by the last-named paper that the response to the defense course started at the end of August last has been most gratifying. Over 2000 officers attended in the first four months while many more have done so since, not a few in their own time while on leave or unemployed.

5. The submarines OTWAY and OSIRIS will be berthed in the London Docks from 5 to 7 July and from 2 p.m. to 6 p.m. on 6 July will be open to inspection by officers of the Merchant Navy.

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From X Date 7 July, 1938 Serial No. 637 File No. _____
Source of information N. Chron. 2 July; D. Tale. 5 July, 1938
Subject GREAT BRITAIN NAVY-ARMY-AIR FORCE EXERCISES
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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BRITISH EAST COAST WAR TESTS

1938

Enclosure: (A) Press clippings from News Chronicle of 2 July and
Not received in Arms Daily Telegraph of 5 July, 1938, Times, 8 July, 1938

1. Attention is invited to enclosures, one of which is written by Hector C. Bywater giving some details on the coming Army, Navy and Air Force exercises to be held from 20 to 23 July in the North Sea and on the East Coast between the Thames and the Forth. It is stated that Service opinion at present is divided on the question as to whether it is possible to land troops on hostile territory in face of aircraft reconnaissance and intervention. It is stated that novel methods of throwing troops ashore have been developed as well as screening their approach from the defense.

2. The clipping from The Times, 8 July, herewith gives some interesting details of landing operations. It is to be noted that the British had sappers ready to build piers in case the weather was stormy but that the weather was calm and therefore the motor landing craft could go right up to the beach. The motor landing craft, according to this article, have superstructures at the stern which let down ramps. These are backed right up to the water's edge. Tracks of heavy canvas covered with coarse wire mesh were laid down on the beach to the water's edge.

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From X Date 16 July, 1938 Serial No. 612 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)
Source of information FRESH
Subject GREAT BRITAIN NAVY Defense against air attack
(Nation reported on) (Index title as per Index sheet) (Subtitle)
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DEFENSE OF BATTLESHIPS AGAINST AIR ATTACK

Reference: (a) N.A.London Report No. 612 of 23 June, 1938

Enclosure: (A) Naval Chronicle (Hampshire Telegraph and Post),
Friday, July 15, 1938 Not received in Archives

1. In paragraph 3 of reference (a) a description was given of recent firing tests on Queen Bees during Fleet manoeuvres and while being inspected by the King. Attention is invited to Enclosure (A) which states that one of the reasons why the Queen Bees were not destroyed sooner was that practice ammunition only was fired from the light calibre machine guns and pom poms. It is stated that high explosive shells were substituted for practice ammunition after the first Queen Bee had recrossed the line of cruisers three times. This accounts for the fact that she was finally brought down from an altitude of 8,000 feet with the 4-inch high angle guns of the SOUTHAMPTON and SHEFFIELD.

2. The article on the enclosure herewith also states that the new battleships of the KING GEORGE V Class will have horizontal protection of between six and seven inches thickness.

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From **X** Date **19 July, 1938** Serial No. **611** File No. _____
(Common use series) (Select proper number) (from O. N. I. Index)
Source of information **Admiralty Fleet Orders.**
Subject **GREAT BRITAIN** **AVIATION** **Fleet Air Arm - New Branch-**
(Nation reported on) (Index title as per index sheet) **es for Aircraft Maintenance**
(Subtitle)

Reference

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FLEET AIR ARM -
ESTABLISHMENT OF NEW BRANCHES FOR AIRCRAFT MAINTENANCE

- References: (a) Admiralty Fleet Order No. 1687 - Establishment of New Branches for Aircraft Maintenance; Transfer of Naval Ratings to Air Mechanic.
(b) Admiralty Fleet Order No. 1688 - Aircraft Maintenance Branches of the Royal Navy; Transfer of Volunteers from the Royal Air Force.

1. Reference (a) prescribes regulations for the establishment and maintenance of the new branches in the Royal Navy for maintenance of aircraft and gives provisions for.
2. Reference (b) outlines the regulations for the transfer of Royal Air Force personnel to the Fleet Air Arm.
3. For full details reference should be made to these Orders. Points of interest are noted herewith.
4. The new branches provide (1) Air artificers, (2) Air Fitters and Air Riggers, (3) Air Mechanics. Air artificers, air fitters, and air riggers will ultimately be obtained from air apprentices. They will undertake the more highly skilled duties of aero engine and air frame maintenance in work shops and aircraft carriers.
5. Mechanics will undertake aero engine and air frame maintenance duties not allocated to air artificers, air fitters, and air riggers. This branch is open to naval ratings. Air mechanics will not exercise military command.
6. Men accepted for transfer to the rating of Air Mechanic will undergo a technical training course at a Royal Air Force establishment in either aero engine or air frame maintenance, lasting approximately twelve months. This period will be revised when a Naval Air Training establishment is available.
7. The air mechanics will have a distinguishing badge the general design of which will be a two-bladed propeller, with stars, etc., and the letters (A) or (E) to distinguish those who specialize in air frames or engines.

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From **X** Date **19 July, 1938** Serial No. **670** File No. _____
Source of information **Reliable** (Commence new series each January first) (Select proper number from O. N. I. Index)
Subject **GREAT BRITAIN** **AVIATION** **SUPPLEMENTARY AIR ESTIMATES.**
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference

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SUPPLEMENTARY AIR ESTIMATES.

- References: (a) N.A. London Report No. 246 of 11 March, 1938.
(b) N.A. London Report No. 486 of 17 May, 1938.
(c) Supplementary Estimates, Air Services (Forwarded with Publications Report No. 652 of 15 July, 1938).

1. Reference (c) contains rather complete information on the Supplementary Estimates for the Air Force which total £22,901,000. This large increase was occasioned by the additional plans for expansion as previously announced and as reported in reference (b). The details in reference (c) are complete and require no explanation. A summary of the main points are as noted below:-

(a) There is an increase of personnel in the Air Force from 83,000 to 96,000.

(b) An increase expenditure for aircraft and balloons from £42,680,000 to £51,835,000.

(c) An increase in expenditure for warlike stores and supplies from £12,920,000 to £14,126,000.

(d) An increase for works, buildings and lands of £4,740,000 brought about largely by the necessity for increased training facilities and operating facilities necessary for the larger establishment.

(e) An increase from £1,750,000 to £5,250,000 for works and lands, for factories, and extensions to contractors' works.

(f) The R.A.F. Reserve, including the Volunteer Reserve, is to be increased from 31,000 to 50,000 and the Auxiliary from 9,464 to 11,550.

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From I Date 21 July, 1938 Serial No. 611 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information RSSA

Subject GREAT BRITAIN NAVY COLOMBO GRAVING DOCK
(Station reported on) (Index title as per index sheet) (Subtitle)

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NEW GRAVING DOCK FOR COLOMBO

Reference: (a) "The Times" of 19 July 1938.

1. The referenced newspaper states that the Governor of Colombo on 18 July, 1938, opened the new graving dock which has been built at a cost of £100,000 and provides a valuable and much-needed addition to the accommodation of the port.

2. The new graving dock was begun in August 1935. It has an effective length of 350 ft., a width of 87 ft., and a depth of water over the sill at high water of 22 ft. It is at the inner end of the former graving dock and provides increased facilities for repairs to tugs, dredgers, and other vessels.

3. A special feature of the new dock is a bottom-hinged hydraulic flap-gate, which on opening lies snugly in a recess in the bottom of the entrance to the dock. The flap-gate was manufactured in England by Sir William Arrol and Co., and sent out in sections to Colombo, where it was assembled, launched, and floated into position.

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From I Date 21 July, 1938 Serial No. 683 File No. _____
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Source of information Press

Subject GREAT BRITAIN AVIATION Blackburn aircraft factory
(Nation reported on) (Index title as per index sheet) (Subtitle)

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BLACKBURN AIRCRAFT FACTORY

Enclosure: (A) Article from "The Times" of 16 July, 1938, reporting Third Annual General Meeting of the Blackburn Aircraft Co., Ltd.
 Not received from Blackburn Aircraft Co., Ltd.

1. The enclosure, which is the report of the Third Annual General Meeting of the Blackburn Aircraft Co. Ltd., contains some interesting information as to the growth of the company, its present financial condition, and the plans for future work and development.

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From X Date 27 July, 1938 Serial No. 1002 File No. 1002

Source of information Press

Subject GREAT BRITAIN AVIATION-NAVY-ARMY Joint MANEUVERS
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference

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NAVY-ARMY-AIR FORCE JOINT MANEUVERS

E. O. 11652, Sec. 3(D) and 4(D) or (E)
 OSD letter, May, 4, 1938
 By SLR on MAY 21 1938

Enclosure: (A) Various clippings (8).

1. Joint maneuvers between portions of the Army and Navy Air Forces were conducted on July 20 - 22. The locale was the North Sea extending from the Orkneys to the Thames.
2. The forces were divided into Redlands defending Great Britain, and Bluelands the attacking force. The Bluelands force consisted of the major portion of the Home Fleet, under the command of Admiral Sir Charles Forbes, Commander-in-Chief. It comprised four battleships; the aircraft carrier COURAGEOUS; the cruisers SOUTHAMPTON, NEWCASTLE, GLASGOW, and AURORA; fourteen destroyers; and five submarines.
3. The Naval defending force consisted actually of two cruisers and four destroyers representing a larger force, the exact combination of which is not clear from the information at hand, but apparently superior en toto to that of the attacking force. In addition, the Redlands defending forces had eight general reconnaissance squadrons, one torpedo bomber, and four fighter squadrons of the Royal Air Force. The coast defense forces were manned by the Territorial Army from the Forth to the defenses at the Thames and Medway. The Red Naval defense forces were commanded by a Captain, R.N.
4. It appears that the main objects of the maneuvers were to exercise the general reconnaissance squadrons in locating and tracking vessels in the North Sea, and also in exercising the coast defenses in warding off raids by vessels. The Naval forces appear to have been somewhat scattered in order to provide the maximum amount of practice. At any rate, the Naval forces appear to have been divided to a much greater extent than would have been dictated by Naval strategy alone. It may or may not be significant that on each occasion where the Redlands and Bluelands major Naval forces met in an engagement - that is, on each of the three days - the Redlands force, commanded by a Captain, apparently succeeded in obtaining decisive strategic advantage over the invading Bluelands force, under the Commander-in-Chief, Home Fleet.
5. It appears that the air scouting and reporting was not as good as had been hoped for. The first day interference by bad weather was reported as probably to blame, but on subsequent days the scouting weather was apparently excellent. There was apparently no shadowing of the fleets by air forces at night.

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Subject GREAT BRITAIN AVIATION-NAVY-ARMY Joint maneuvers
(Nation reported on) (Index title as per Index sheet) (Subtitle)

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E. O. 11652, Sec. 3(c) and 5(D) or (G)

OSD letter, May, 4, 1972

By SLR

Date MAY 21 1973

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6. The inter-communication between the land, sea, and air forces appears to have been satisfactory.

7. It will be noted that submarine attacks on merchant shipping in the North Sea were a part of the exercises.

8. The defending fighting planes were not successful in defending against air raids from the Bluelands aircraft carrier. No mention is made of attacks by Redlands aircraft on the Blue aircraft carrier.

9. A remark by the Air Correspondent of the Sunday Times is noted. He states "Apart from the very valuable practical experience these 1938 exercises have given to the personnel of the units engaged, the one lesson that has been learnt is that it is more essential than ever that the aerial side of our coast defences, and therefore food supply routes, be adequately supplied with the best type of naval reconnaissance machines." Whether this phraseology is accidental, or intended to infer that the reconnaissance planes used for such purposes should be under Naval operation instead of Air Force operation, is not apparent.

10. A joint announcement issued by the three Defense Ministers stated that the exercises "had fully achieved the objects for which they were designed."

11. Information received from conversation since preparing the report above provides elaboration thereon, -

(a) The six actual ships representing the Redlands naval forces were supposed to represent the Home Fleet as organized.

(b) The scouting done by the general reconnaissance squadron was in general very satisfactory.

(c) There were two of the new Short "Sunderland" flying boats engaged in these manoeuvres but no particular comment was obtained as to their performance. The communications and co-ordination was carried out apparently in the Air Ministry in London. The communication and co-ordination were reported as highly satisfactory. One point of particular interest not reported in the press was that nine vessels were detailed to represent German raiders trying to escape into the open sea via the area between the British Isles and Norway. Each of these was in turn located by the Air Force, reported to a cruiser squadron patrolling that area, and theoretically destroyed.

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From Date 27 July, 1953 Serial No. File No.
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information

Subject GREAT BRITAIN AVIATION-NAVY-ARMY Joint Manoeuvres
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference

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E. O. 11652, Sec. 3(E) and 5(D) of 6/22/72

OSD letter, May, 3, 1972

By: SLR Date: MAY 21 1973

-3-

(d) The reason no reports of attacks on the aircraft carrier COURAGEOUS are noted is that the COURAGEOUS was not in the manoeuvres as such but was used as an operating base for airplanes supposed to have come from a country to the eastward.

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From X Date 15 Aug., 1938 Serial No. 777 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)
 Source of information Admiralty and Press.
 Subject GREAT BRITAIN (AUSTRALIA) DEFENSE Port Darwin Defense Base
(Nation reported on) (Index title as per Index sheet) (Subtitle)
 Reference _____

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DEFENSE BASE AT PORT DARWIN

Enclosure:(A) Clipping from "Sunday Times" of 31 July 1938, and clipping from "News Chronicle" of 9 Aug. 1938.

1. I showed the enclosed newspaper clippings to the Director of Naval Intelligence, with a view to determining their accuracy. In reply the following note was received:-

"In reply to our conversation regarding the enclosed Press cutting, I am able to give you the following information, which is based on a broadcast by the Prime Minister of Australia.

"He announced that extensive provision is to be made to complete the Naval seaward defences of the main ports, to secure them against attack by submarine and minelaying. He remarked that as these measures are of a highly secret nature, it was not in the public interest to go into details DARWIN was included in this announcement.

"The Fixed Coast Defences and Anti-Aircraft Defences of DARWIN are to be further strengthened. Two Air Force Squadrons will be located there and a permanent mobile garrison, as distinct from those who man the guns, is also to be provided. The Prime Minister stated that DARWIN is an important adjunct to the SINGAPORE Naval Base, and a world airport of growing importance."

2. In conversation, Admiral Troup told me that the Australian authorities were inclined to be critical of the Admiralty giving out information concerning their defense activities. He added that the best practice in obtaining information would be for the Admiralty to arrange for a representative of my office to call on the Australian High Commissioner in London.

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ATTACHE'S REPORT *14713-9 F-10-2*

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From I Date 17 Aug., 1938. Serial No. 14713 File No. 1001
(Common new series each January first) Select proper number from O. N. I. Index

Source of information Press.

Subject GREAT BRITAIN NAVY Royal Navy, reorganiza-
(Nation reported on) (Index title as per index sheet) tion of -

Reference New ships by 1941.
(Optional)

REMARK.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

REORGANIZING THE ROYAL NAVY-SHIPS TO BE ADDED BY END OF 1941

Enclosure: (A) Article by Hector C. Bywater, Naval Correspondent of "Daily Telegraph" - 13 Aug. 1938.

1. The enclosed article is a resumé of the ships which are expected to be added to the Royal Navy by the end of 1941, and also contains comments as to the present plans and probable future plans for reorganization of the several fleets that may be made when these new ships are available.

2. It is summarized that there will be:

- 7 Battleships;
- 24 Cruisers;
- 6 Aircraft Carriers;
- 40 Destroyers;
- 21 Submarines;
- 16 Escort Vessels and Minesweepers, the majority equipped as anti-aircraft convoy ships.

3. It is stated that no fewer than three new battleships are expected to be included in the 1939 Estimates, and any other vessels that may be required to organize a Battle Fleet for the Far East. It is stated, however, that the concentration of the United States ~~Battle~~ Fleet is considered in some quarters to preclude the necessity of a large British force in the Far East.

Director	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	Message graph	Ad. Plans	Budget	C. R. O.	Gen'l. Board	War College	N. I. B.	Navy	Ord.	T. S. R.	C. A. R.	Eng.	I. S. A.	M. S. E.	A. S. S.	U. S. M. C.	H. O.	
Yacht. Div.	C. in C. U. S.	Com. Bat. For.	Com. San. For.	C. in C. Asia	Com. S. S. R.	Com. Air	Attended at	Operations			State	Com. - mance	Return to Room No.						
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From X Date 18 AUG., 1938 Serial No. 789 File No. _____
(Continuation of series) (Select proper number)

Source of information Reliable.
(Nation reported on) (Index title as per index sheet) (Subtitle)

Subject GREAT BRITAIN (TURKEY) BRITISH TO BUILD SHIPS FOR TURKEY.
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

Note.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

BRITISH TO BUILD SHIPS FOR TURKEY.

AUG 29

References: N.A.L. Reports Number 565, 642, 658 and 679, 1938.

Enclosures: (3) Anglo-Turkish (Armaments Credit) Agreement Act., 1938 and two press clippings.

1. I had a brief talk with the Turkish Naval Attache to-day. At present he is much occupied with the visiting Turkish Naval Mission whose presence in England is discussed in the attached newspaper clippings. While it is apparent that no definite decision has yet been made as to how the six million pounds Defense Credit will be spent by the Turks, the Naval Attache stated quite definitely that the program would include two destroyers costing two million pounds and eight submarines costing two million pounds. This differs from his previously reported statement that there would probably be four submarines. This would account for four of the six million pounds. The balance he intimated would possibly be spent on aircraft which would include an aircraft factory. This point is still under discussion.

2. He said that the destroyers to be built would be of the British "I" class.

3. The enclosed article from the "Sunday Times" would indicate that considerable part of the money will be spent on coast defenses. The Naval Attache tells me that this is not true as there are other funds available for this purpose. Among the matters now being discussed with the British Admiralty and British contractors, there is a possibility of purchasing several 13.5-inch naval guns of which the British apparently have a considerable reserve supply removed from ships which have been scrapped.

DECLASSIFIED

E. O. 11652, Sec. 3(D) and 5(D) or 14

OSD letter, May, 4, 1972

By SLR

Date MAY 21 1973

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A-11/21461

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From I Date 22 Aug., 1938 Serial No. 790 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. index)

Source of information Press

Subject GREAT BRITAIN AVIATION Aircraft factories, expansion of, A.V. Roe; Short & Harland.
(Nation reported on) (Index title as per index sheet)

Reference _____

NOTE.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

EXPANSION OF AIRCRAFT FACTORIES -
A.V. Roe, Manchester
Short & Harland, Belfast

AUG 30 1938

- Enclosure: (A) Clipping from "Daily Telegraph" - 16 Aug. 1938.
" " "Daily Telegraph" - 17 Aug. 1938.
" " "Manchester Guardian" - 17 Aug. 1938.

- Further plans for increasing the output of aircraft in Great Britain and expediting the rearmament of the Air Force include the building of a new factory by A.V. Roe & Co. Ltd., Manchester, the financing of which is at the present time by the Air Ministry at the expenditure of £1,000,000.
- There has also been announced recently the approval of a \$150,000 extension to the Short and Harland aircraft factory at Belfast which, as stated in the enclosure, should increase the personnel employed from 3,000 to 6,000. Short and Harland manufacture Bristol "Bombay" twin-engined troop carriers also suitable for bombing, and the Handley Page "Hampton" twin-engined high-speed bomber. The shadow factory operated by Rootes which is to build Bristol "Blenheim" planes in addition to parts for the Bristol Mercury engine, is to be enlarged to increase its capacity by 40%.

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From X Date 30 AUGUST 19 38 Serial No. 825 File No. _____
 (Commence new series each January first) (Select proper number from O. N. I. Index)
 Source of information Press.
 Subject GREAT BRITAIN AVIATION R.A.F. RESERVE.
 (Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference

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R.A.F. RESERVE, FURTHER STEPS FOR INCREASE.

1. An article appearing in "The Times" regarding a step to be taken to obtain further increase in reserves of airmen in the R.A.F is quoted:

"An effort to increase the reserves of airmen in the Royal Air Force is revealed in terms offered to reservists in Class E. This is to consist of airmen who have completed their terms of regular and reserve services and on whom the R.A.F. has no further claim.

"They are to be given a bounty of £10 on attestation for the reserve, 25 at the end of the first year, and subsequently 25 every six months. Service is to be for four years.

"There is no liability to training, but those who undertake two voluntary 12-day training periods will receive an additional £5 for each.

"The total amount that can be received is thus £55, spread over four years.

"The number of airmen who are eligible is a little over 200,000 and previous experience suggests that more than 80,000 may accept the new offer.

"Owing to changes in the technical branches of the R.A.F. in the last two years there will be trade tests for candidates who have been many years out of the service."

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Yach. Div.	C. in C.	Com. Sub. For.	Com. Sec. For.	C. in C. Aide	Com. N. S. S.	Com. Air	Attached at	Operations				Com. Dir.	W. F.	Com. J. T.	State	Com. Sec.	Return to Room No.												

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From X Date 30 August, 1938 Serial No. 653 File No. _____
(Common use series each January first) (Select proper number from O. N. I. Index)
 Source of information Press reprint of announcement in House of Assembly, South Africa
 Subject GREAT BRITAIN (SOUTH AFRICA) GENERAL SMUTS' ANNOUNCEMENT
(Nation reported on) (Index title as per index sheet) (Subject)

Reference _____
 INDEX—The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.

BRITAIN TO BE HELPED IN WAR BY SOUTH AFRICA; GENERAL SMUTS' ANNOUNCEMENT

Enclosure: (A) Selected newspaper clippings of 26 August, 1938

1. Enclosures report a speech by General Smuts, Deputy Prime Minister and Minister of Justice of the Union of South Africa, relating to participation in any war in which Great Britain was involved. General Smuts is reported to have said:

If Britain were involved in war it was inconceivable in his view that South Africa could stand aside. South Africa would go to Britain's help. But South Africa would not be automatically at war if Britain were at war, as in 1914, for the Union Parliament would have to decide.

2. Following this speech, General Hertzog, the Prime Minister, said that General Smuts was justified in expressing his viewpoint and that General Smuts was quite correct in saying that Parliament would have to decide on the merits of the case when the need arose.

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From X Date 31 August 1938 Serial No. 1002-500 File No. 1002-500
 Source of information Various
 Subject GREAT BRITAIN AVIATION ANNUAL REPORT
 Reference

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~~CONFIDENTIAL~~ 1938
ANNUAL AVIATION INTELLIGENCE REPORT - 1938

Reference: (a) Instructions for submitting Aviation Intelligence Annual Reports
 Enclosure: (A) Forms A - G inclusive, Annual Aviation Intelligence Report, 1938 - two copies *Not received in Archives*

1. The annual aviation intelligence report for 1938 including Forms A - G inclusive is forwarded herewith. Comments on the forms themselves, as suggested in paragraph 5 of reference (a), will be forwarded as a separate communication. As reference (a) contemplates, it has not been possible to obtain the information in the exact classifications required by the forms. The Air Ministry has been quite helpful in most instances in supplying information, in some cases providing information which they have not furnished to other nations. The data as to personnel and squadron equipment by makes was very full. The Admiralty has provided in advance the information on aviation personnel that is ordinarily contained in the annual exchange of information on naval personnel, but this information is rather meagre for the purpose of making out Form E.

2. The statements on the policy, recently received, regarding exchange of information have been quite useful in defining the extent to which exchange was desired in obtaining information necessary for this report. It is to be noted that while the exchange of information as to makes of planes is not desired by the Navy Department, the Air Ministry have, however, supplied such information to the Assistant Military Attaché. There was at first some reluctance on this point for reasons covered in past correspondence. This information was not furnished with any idea whatever that similar information regarding U.S. Navy planes would be received in return. It is believed, however, that the supply of this information would have profitable results and, incidentally, would not furnish the Air Ministry with any information they do not already have.

3. Inasmuch as this report contains the meat of previous confidential reports submitted throughout the year, and some additional confidential data, it is considered highly advisable that the information be maintained as confidential in order to protect the various sources thereof. The Air Ministry has particularly requested that the information regarding Air Force accidents be treated as entirely confidential because it is not supplied to other nations.

E. O. 11652, Sec. 3(c) and 3(d) of 1917
 OSD letter, May, 1, 1922

By SLP Date SEPT 21 1938

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From X Date 31 August, 1938 Serial No. 5811 File No. _____
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Subject GREAT BRITAIN AVIATION Annual Report
(Nation reported on) (Index title as per index sheet) (Subtitle)

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-2-

(a) Appropriations

4. Complete data as to appropriations are contained in the Air Estimates for 1938, together with Command Paper No. 5677, Memorandum to Accompany the Air Estimates, and Supplementary Air Estimates. These were forwarded by N.A. London Reports No. 139 of 8 February, 1938 (Air Estimates for 1938), No. 246 of 11 March, 1938 (British Air Estimates for 1938), and No. 676 of 19 July, 1938 (Supplementary Air Estimates), with certain comment as to some of the principal points. These reports, however, were quite brief. The full papers are commended for study for information as to the present status, future development and cost thereof of the Air Force.

5. These papers also include a tabulation of officers' pay as required for this report. Further information as to details of pay are contained in Chapters XXXII - XXVIII inclusive, King's Regulations and Air Council Instructions. For simplicity, there are added herewith some short notes as to additional allowances.

- (1) Air Attachés are allowed from £2.10.0. (\$12.50) to £7.0.0. (\$35.00) daily, as may be decided in the several instances by the Air Council. It is understood that the Air Attaché in Washington receives the top allowance which is the highest of all Attachés.
- (2) An outfit allowance of £250 (\$250) is granted upon commission.
- (3) Wing Commanders of the General Duties Branch, in command of an approved formation or unit, receive Five Shillings (\$1.25) daily.
- (4) An officer posted to the Air Ministry as a director or a deputy director, or for staff duties, will receive the full pay and allowances of his rank, together with additional pay, to meet the increased cost of living in London, at the following additional rates:-

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E. O. 11652 Sec. 3(B) and 5(D) or (E)

OSD letter, May, 1, 1972

By SLR Date MAY 21 1970

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From X Date 31 August, 1938 Serial No. 274 File No. _____
(Commence new series each January first) (Select proper number from O. N. I. Index)

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(Nation reported on) (Index title as per index sheet) (Subtitle)

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-3-

By DIR Date MAY 21 Rank _____

	Rate			\$
	£	s	d	
a) Air Commodore posted as Director	226.10.	0.		1132.50
b) Air Commodore other than as a)	90.10.	0.		452.50
c) Group Captain, Wing Commander, Squadron Leader	90.10.	0.		452.50
d) Flight Lieutenant, and below	68.	0.	0.	340.00
e) Air Vice Marshal, detailed as director, will normally receive the special consolidated rate of £1,900.10.0. (\$9,502.50) a year, which includes all allowances other than traveling.				

(b) Production

6. Production of new types, as may be noted from the numbers shown on the Forms A and C, has been disappointingly low. This situation caused so much unfavorable criticism in the press and in Parliament that it finally resulted in the resignation of the Secretary of State for Air, Lord Swinton, and the reorganization of the Air Ministry to provide a considerable expansion of the production department and for an increase in its importance. Production, which was formerly under the department of Supply and Organization, was transferred to the Department of Research and Development, renamed the Department of Development and Production. (N.A.London Report No. 485 of 17 May, 1938). In charge of production was placed a very highly paid civil official as Director-General (a new title, - previously heads of directorates were known as directors). The Director General of Production has also been given a seat on the Air Council.

7. Increase in production facilities has also been made necessary by the adoption of "Plan L" which provides for an active Air Force at Home of 2370 planes as against the 1750 planes of the former "Plan F". (N.A.London Report No. 420 of 3 May, 1938 - "R.A.F. Expansion, New Plan").

8. It will be noted that the Supplementary Estimates contained allowance for additional funds for the expansion of production facilities over and above those which had previously been planned for 1938. These contemplate the financing of increased capacity in some of the existing privately owned plants and the increase in the shadow establishments. It has also been announced that Lord Ruffield, formerly very active with aviation, is to undertake the erection of a huge new plant and that he has instructions to proceed

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B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	C	D	E																			
Task Div.	C. in C. U. S.	Com. Int. Per.	Com. Sen. Per.	C. in C. Asst.	Com. S.S.S.	Com. Air	Attached at	Operations				Com. Div.	W. F.	Com.	P. T.	State	Com- mence	Returns to Exam. No.				

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E. O. 11652, Sec. 5(2) and 5(D) or (E)

Monthly Capacity

OSD letter, May, 3, 1972

By SLR Date MAY 24 1973 Present Possible in six months

Hawker	20	25
Vickers "Wellington"	12	16
DeHayilland	20	48
Handley-Page	8	16
Fairey (Stockport plant)	30	35
Fairey (Hayes plant)	15	25
Bristol	40	50
Armstrong-Whitworth	12	20
Gloster	12	16
Vickers-Supermarine	12	25
Armstrong-Whitworth (Hamble)	1	3
Airspeed	5	10
Bolton & Paul	-	20
Farnall	-	10
Blackburn	20	30
Phillips & Powis	20	30
A.V. Roe & Co.	20	30
Saunders-Roe	2	4
Short Brothers	3	4
Westland	15	20
Harland & Wolff	6	12
Rootes Shadow Factory	15	50
Austin Shadow Factory	30	70

This gives a production of about 320 machines per month or 3840 per year at present, and an estimated possible production after six months of 570 per month or 6840 per year.

10. The following figures give estimated monthly production capacity for various aircraft engine factories:-

	Monthly capacity	
	Present	Future
Bristol	148	220
Rolls-Royce	160	200
Napier	100	150
Armstrong-Siddeley	120	175
DeHayilland	80	120
Alvis	150	150
Shadow Industry	300	600* **
	908	1615

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Director	A-B-C-D-E	Man- graph	Ar- chives	Budget	C.N.O.	Gen'l Board	War College	H.I.D.	Nav.	Ord.	I.S.R.	C.A.R.	Eng.	S.S.A.	M.A.S.	Avn.	U.S. M.C.	H.O.	
Tech. Div.	C. in C. U. S.	Com. Int. Sec.	Com. Sec. Sec.	C. in C. Asst.	Com. S.E.S.	Com. Asst.	Attached at	Operations				States	Com- mence	Refer to Route No.					
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EX O 11662, Sec. 3(E) and 5(D) or (E)
 OSD letter, May, 3, 1972

By SLR Date MAY 21 1973

- * Claims have been made that the two shadow assembly plants are constructed and organized on the basis of being able to assemble 100 engines per week.
- ** An additional shadow factory has been authorized for the construction of Rolls-Royce engines.

11. The production of engines is considerably greater than the production of aircraft. Engines are still being stored until needed.

(c) Bases

12. The expansion of the Air Force has required a large increase in the number of airframes, maintenance units, depots, training schools, etc. A complete list of all such stations now in commission is given in the Air Force List. From the Air Estimates may also be obtained information as to additional stations being developed. The additional plants required for the larger expansion, Scheme L, and expediting all phases of the expansion have required increased expenditures which are outlined in the Supplementary Air Estimates.

(d) Organization

13. The reorganization of the Air Council and Air Ministry with the main object of facilitating and expediting production is covered in N.A. London Reports No. 485 of 17 May, 1938 (R.A.F. Expansion - Parliamentary Debates), No. 636 of 7 July, 1938 (Air Ministry Changes), and No. 684 of 21 July, 1938 (Air Ministry Reorganization - Appointment of Mr. Lemon as Director General of Production). The present organization is fully outlined in the Air Force List. It will be noted that the Air Force is divided into several Commands at Home, plus those Overseas. The Home Commands are Bomber Command, Fighter Command, Coastal Command, Training Command, and Maintenance Command; the latter has been organized within the year. The responsibilities for the air defense of Great Britain is divided between the Air Officer Commander-in-Chief of the Air Striking Force, i.e. Bomber Command, and the Air Officer Commander-in-Chief of the Fighter Command which includes the Fighter groups, Army Co-operation, and balloon barrage. The latter officer is also in operational control of the country's ground defense comprising anti-aircraft guns and searchlight units in addition to the balloon barrage.

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Yank. Div.	C. in C. U. S.	Com. Ref. For.	Com. Sec. For.	C. in C. Asia	C. S. S. S.	Com. Air	Attached at	Operations			State	Com- source	Return to Room No. _____					
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E.O. 11652, Sec. 9(E) and 5(D) or (D)

OSD letter, May, 3, 1972

MAY 21 1973

By SLR

14. An interesting point in the organization is that the groups into which the Commands are divided have been relieved to the greatest practical extent of administrative routine, units of groups dealing with such matters ~~dealing~~ direct with Command Headquarters.

15. The Fleet Air Arm has been separated from the Air Force and given to the Navy for complete control. Training and organization of the necessary personnel in the Navy to develop, maintain, and operate the Fleet Air Arm will, however, require a number of years and the process of taking over the Fleet Air Arm is a gradual one. Numerous reports have been forwarded by the Naval Attaché on this subject of the Fleet Air Arm, covering the several steps in this process that have taken place to date. Summarized, these steps are that

- a) the former Naval Air Division which handled all matters of aviation in the Admiralty is now replaced by
 - The Naval Air Division which has to do with operations and policy,
 - The Directorate of Air Personnel,
 - The Directorate of Air Materiel.
- b) Additional pilots are to be provided by the employment of short and medium service officers and the transfer of R.A.F. officers to the Fleet Air Arm (27 had so transferred by 30 June).
- c) All training is to be done at R.A.F. establishments, but naval personnel at these establishments will exercise naval control for disciplinary features.
- d) The technical officers are to be provided from the Engineer Branch and from the temporary officers who are selected. It is to be noted that these technical officers will be considered as part of the engineering organization and when not occupied on aviation work will be engaged on engineering duties.

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O. 1552, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 3, 1972 MAY 21 1973

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SLR 16. Data in public notices the Fleet Air Arm continues to be reported as consisting of 217 planes. However, information of the composition of the Fleet Air Arm received and listed in the aviation statistics section shows only 197 planes. In several instances the Cruiser Squadrons to which these planes are assigned do not have sufficient pilots to operate the smaller number of planes reported available.

(e) Training

17. Of the 27 civil flying training schools under contract to train pilots for the Air Force, 13 give primary or elementary training to Air Force airmen (enlisted men) and to civilial applicants for short and medium service commissions. All 27 give a complete course of flying training to R.A.F. Volunteer Reserves, and at all Reserve officers may be assigned for their annual two weeks training. The primary course of instruction for airmen and applicants for short or medium service commissions lasts 8 weeks, during which time the aspirant receives about 40 to 50 hours dual and solo flying instruction. At the completion of the primary training successful pupils are sent to one of ten R.A.F. Flying Training Schools (No. F.T.S. being for complete primary and advanced flying training of Army and Navy officers).

On completion of primary training at civil flying schools, civilian applicants for temporary commissions are sent for two weeks to an Air Force depot where they receive uniforms, discipline, and commissions before reporting to an R.A.F. Flying Training School where the instruction is divided into intermediate and advanced stages. Thirteen to fifteen weeks, depending on time of year, which affects the daily possible number of flying hours, are devoted to each stage. Upon successful completion of all three stages, pilots are then assigned to units. It is the policy to eliminate as far as can be ascertained the majority of unsuitable and unsatisfactory civil applicants during the primary flying training at the civil schools.

The actual number of pilots trained at Air Force F.T. Schools and at the cadet college last year was 1,244. The average annual output of the pilots for the ten Flying Training Schools is supposed to be in the neighborhood of 117, which plus about 60 Army and Navy officers at No. 1 Flying Training School and about 65 at Cadet College totals on an average about 1,295.

Auxiliary Air Force officers are trained in their own squadrons.

The number of Elementary and Reserve Flying Training Schools will this year be increased from 27 to 51 and the authorized number of officers and airmen to be given flying training from 4,000 to 7,000.

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	E-1, E-2, E-3, E-4, E-10, E-11, E-12, E-13, E-14, E-15, E-16	graph	mins			Board	College										M.C.	
Yach. Div.	C. in C. U.S.	Com. Sec. For.	Com. Sec. For.	C. in C. Asst.	Com. S.S.S.	Com. Air	Attached at				Operations				Returns to			
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U. S. C. 11682, Sec. 9(E) and 6(D) or (E)

OSD letter, May, 4, 1972

MAY 21 1973

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18. In addition, there is the Central Flying Training School for the training of instructors. Other schools for the training of Air Force personnel are:

No. 1 Air Armament School	Equipment Training School (Officers)
* No. 2 Air Armament School	No. 1 Sch. of Tech. Tr'g (Apprentices)
Air Observers School	No. 3 " " " " (Men)
School of Army Cooperation	No. 1 Armament Training Station
* School of General Reconnaissance	No. 2 " " " "
* Anti-Gas School	No. 3 " " " "
School of Air Navigation	No. 4 " " " "
Electrical and Wireless School	No. 5 " " " "
School of Naval Cooperation	No. 6 " " " "
School of Photography	* No. 7 " " " "
* R.A.F. School of Aeronaut. Engrs.	* No. 8 " " " "
School of Physical Training	1 other " " " "

*It is to be noted that the schools marked are new since last Annual Report and that the units formerly listed as Armament Training Camps have risen to the category of "Stations".

The Royal Air Force College, Cranwell, where young men with the necessary educational and physical qualifications are trained for commissions in the Royal Air Force.

The Staff College, which corresponds to the U.S. Air Corps Tactical School.

The Air Force monthly list includes all Air Force schools and training establishments with lists of those under instruction at each.

19. Light machines such as the D.H. "Tiger Moth", Miles "Magister", Avro "Tutor" are used for ab initio training. At the R.A.F. flying training schools the above-mentioned types plus Hawker "Harts", "Audaxes", etc., are used. Avro "Ansons" and Airspeed "Oxfords" are used for training twin-engined flying. For use in training pilots to fly high-speed low-wing monoplanes the Air Ministry have ordered a large number of Miles "Rolls Royce" trainers, reported to be capable of a speed of close to 300 miles an hour.

20. At the eleven R.A.F. Flying Training Schools about 1,000 pilots per year can be trained. Four additional flying training schools are in course of construction, which will increase the number of pilots by about 400 per year. There are also Flying Clubs which give instruction in flying sufficient for the requirements of an "A" license.

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	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16	graph	div		Staff	Colleges		Staff	Colleges											M.C.	
Tech. Div.	C. in C. U. S.	Com. Int. For.	Com. Sea. For.	C. in C. Asia	Com. S.S.S.	Com. Air	Attached at	Operations				Com. Dir.	W.P.	Com. P.T.	State	Com. Int.	Return to Room No.				

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-10- E. O. 11652, Sec. 3(3) and 5(D) or (28)

(f) Technical Matters OSD letter, May, 3, 1972
By SLR Date MAY 21 1973

21. While the R.A.F. is proceeding with the continued development of new types to replace those now under construction, the major effort is being expended on the production of planes in quantity. The result is that planes now being built and planes that will be built for some time to come are not of the latest design, although they have good performance as to speed. In other words, the great effort is for numbers of planes, and the British feel that these cannot be obtained if production is stopped frequently to shift over to a newer type. In addition to the development of improved types of planes now in production, efforts are being devoted toward the production of two-engine fighters, four-engine bombers, and a two-engine patrol boat of high performance.

(g) Operation

22. The British Air Force is organized primarily for the protection of London and the industrial centers. While there is a preponderance of bombers, they are to be used for the bombing of hostile industrial centers with a view to keeping the enemy sufficiently engaged in protecting his own establishments to prevent his being able to concentrate on attacks on those of the British. While long range bombers are required for this purpose and to protect the British lines of communication to their colonies and dominions, it will be seen from the data on performance of aircraft that not all of the newer types have sufficient range for this purpose. As already reported, the light bombers have range very little in excess of that necessary to reach the Ruhr and return. The range of some of the heavy bombers is only about 1250 miles, or a cruising radius of about 650 miles. This lack of range is being improved.

23. The number and scope of joint operations between the Air Force and Navy are being increased. This involves mostly the General Reconnaissance Squadrons which are not as up-to-date in equipment as other types. However, the advent of the Short "Sunderland" flying boats, an excellent 4-engine plane, and the acquisition of the Lockheed 14's should greatly improve this situation. And it is expected that the Lockheeds will be supplemented by an excellent British type. While the Navy is undoubtedly though not outspokenly desirous of obtaining control of the flying boats, it is believed that operational advance is being accomplished under

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	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16																	
Tech. Div.	C. in C. U. S.	Com. Int. Per.	Com. Int. Per.	C. in C. Edit.	Com. S. R. S.	Com. Ad.	Attached at			Operations			Com. Div.	W. P.	Com. PL Tr.	Stats	Com- munic.	Return to Room No.

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DECLASSIFIED
E.O. 11652, Sec. 3(e) and 2(b) of (b)
GSD Letter, May, 1, 1972
By SP-6 Date: MAY 21 1973

the present system.

24. It is believed that carrier operations are still comparatively undeveloped due to lack of suitable planes, and to inherent slowness of take-offs and landing. That improvement is being sought by change of system is indicated by the provision of a "crash net" in the ARK ROYAL, and the desire of the Admiralty for information as to details of our "crash net" ("Barrier" is probably meant).

25. Catapult operations are believed to be still comparatively undeveloped. The British do not use pick-up nets or sleds, and ships apparently have difficulties picking up planes from the water when nearly stopped.

26. Extensive use is made of planes on the Fleet flagships by the C.-in-C's as tactical scouts. It is understood that the chiefs-of-staff/often located in these planes during fleet exercises.

(h) Lighter than Air

27. The Air Ministry is continuing with the development of the balloon barrage for the defense of London. Comments on this are contained in H.A. London Reports No. 1205 of 15 December, 1937 (Air Defense - Balloon Barrage) and No. 469 of 12 May, 1938 (Balloon Barrage Continued). This organization is to comprise 10 squadrons and operate from four bases spaced around the outskirts of London. The personnel will consist mostly of the Auxiliary Air Force augmented by a few regular officers for administration purposes. The plans contemplate the use of approximately 600 balloons for barrage purposes.

28. Airship development in Great Britain was discontinued after the crash of the R-101, when the R-100 was broken up and sold as scrap. While there are a certain number who advocate further experiment and development of airships, it is very doubtful that the Government will consider such a step.

(i) War Use of Commercial Planes

29. It is not believed that the Air Ministry contemplates the conversion of civil aircraft for military purposes, except possibly

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Director	A-B-C-D-E											Miscellaneous	Archieves	Budget	C.M.O.	Gen'l. Sec'y	War College	M.I.D.	Nav.	Ord.	T.S.D.	C.S.R.	Eng.	S.S.A.	M.S.R.	A.S.	U.S.M.C.	H.Q.	
	B-1, B-2, B-3, B-4, B-5, B-11, B-12, B-13, B-14, B-15, B-16																												
Tech. Div.	C. in C. U. S.	Com. Sec. For.	Com. Sec. For.	C. in C. Asst.	Com. S.S.R.	Com. Air	Attached at	Operations											Com. Dir.	W. P.	Com. Jt. Tr.	State	Com-merce	Returns to Bureau No.					

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From X Date 31 August 1938 Serial No. 111 File No. _____
(Continuum new series each January first) (Select proper number from O. N. I. Index)

Source of information _____

Subject GREAT BRITAIN AVIATION Annual Report
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

NOTE.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

AL [REDACTED]

-12-

to use them as troop carriers. With the exception of a few Lockheed "Electra" used by British Airways and about 30 Short Empire flying boats and 14 Armstrong-Whitworth "Ensign" landplanes (in course of construction) of Imperial Airways, nearly all aircraft in use by Imperial Airways and the smaller companies are slow old machines, or small cabin machines with mediocre performances which would be of no use except as troop carriers or for courier purposes.

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 Sec 11662, Sec. 3(X) and 5(D) on
 OSD letter, May, 4, 1972
 Date MAY 2

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Director	A-B-C-D-E										Misc-graph	Archieves	Budget	C.N.O.	Com'l Board	War College	N.L.D.	Nav.	Ord.	Y.S.R.	C.S.R.	Eng.	S.S.A.	M.S.R.	Aer.	U.S.M.C.	H.O.
	B-1, B-2, B-3, B-4, B-11, B-12, B-13, B-14, B-15, B-16	C. in C. U. S.	Com. Int. For.	Com. Sea. For.	C. in C. Asia	Com. S. S. A.	Com. Air	Operations	Com. Div.	W. P.																	

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A-1-1 / 21441

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From I Date 13 Sept., 1938 Serial No. 878 File No. _____
(Commence new series each January first) (Subject proper number from O. N. I. Index)

Source of information Press

Subject GREAT BRITAIN AVIATION-NAVY BRITISH SHIPYARDS TO BUILD AIRPLANES
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference _____

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R.A.F. EXPANSION -
BRITISH SHIPYARDS TO BUILD AIRPLANES

SEP 20 1938

Enclosure:(A) Newspaper Clippings: Daily Telegraph, The Times, Manchester Guardian - all of 9 Sept. 1938.

- Many newspapers carried news which is exemplified by the herewith clippings regarding the expansion of the aircraft industry in this country. John Brown & Co. of Clydebank have acquired controlling interest in the Westland Aircraft Co. of Yeovil, Somerset. It is stated that John Brown, with its issued capital of £2,854,042 and technical resources and skill is thus entering the aircraft production field for the first time.
- The Westland Co. is now engaged on a big contract for Lysander Army cooperation machines. This deal has the approval of the Air Ministry, according to the press, and it is stated that the production capacity of the Westland Aircraft Co. will be more than doubled. The sum involved in the deal is £187,500.
- The press notes that three other shipbuilding firms are engaged in the manufacture of aircraft, as follows:- Swan, Hunter & Wigham Richardson Ltd., of Wallsend-on-Tyne; Harland and Wolff; and Vickers.
- The articles deal with the distribution of staff and employees.
- The foregoing arrangement is in accordance with the desire of the Secretary of State for Air to enlist the services of those who have experience in big-scale production in the business of constructing aircraft required under the Royal Air Force expansion plans.

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Director		A-B-C-D-E										Manuscript		Index		Budget		C.R.O.		Gen'l Board		War College		R.I.D.		Nav.		Ord.		I.S.D.		C.A.R.		Eng.		S.S.A.		M.A.S.		Aer.		U.S.M.C.		H.O.	
Task Div.		C. in C.		Com. Inf. For.		Com. Sec. For.		C. in C. Asia		Com. S.S.S.		Com. Air		Attache of		Operations										Stats		Comm. Course		Returns to Bureau No.															
		U. S.														Com. Div. W. P. Com. Fl. Tr.																													

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From X Date 16 Sept., 1938 Serial No. 888 File No. _____
(Commence new series each January first) (Indicate proper number from O. N. I. index)

Source of information Press

Subject GREAT BRITAIN NAVY Training
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

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27 1938

TRAINING ESTABLISHMENTS OF THE BRITISH NAVY; NUMBER OF PERSONNEL UNDER INSTRUCTION AND COST

Enclosure: (A) Press clipping from The Times of 10 September, 1938

1. The context of Enclosure (A) is extracted and tabulated for the convenience of the Director of Naval Intelligence and the Bureau of Navigation; the average number of officers and men under training at the principal shore establishments during the current year is given as over 10,000. The numbers are stated to be:

Boys Training Establishments

Shotley	2,100
H.M.S. CALEDONIA, Rosyth (ex s.s. Majestic).	1,900
H.M.S. ST. VINCENT.	850
	<u>4,850</u>

Mechanical Training Establishment, Chatham 1,100

Seamen's Training School, Sheerness. 550

Gunnery Schools

Portsmouth950
Chatham.400
Devonport.400
	<u>1,750</u>

Torpedo Schools

H.M.S. VERNON, Portsmouth.600
H.M.S. DEFIANCE, Devonport500
	<u>1,100</u>

T O T A L.....9,350

It is noted that the number of officers and men under instruction at the Anti-Submarine School is not given. This is being covered in a separate report.

2. Costs are said to vary considerably, from £70 per annum per head in the Mechanical Training Establishment at Devonport (which is not separately listed in enclosure) to £578 per annum per head at the Navigation School, Portsmouth, where there are only about

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ATTACHÉ'S REPORT 15942-F C-10-m

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From X Date 20 Sept., 1938 Serial No. 890 File No. _____
(Common use new series each January first)
(Indicate project number from O. N. I. index)

Source of information Reliable.

Subject GREAT BRITAIN CZECHO SLOVAKIAN SITUATION.
(Nation reported on) (Index title as per index sheet)

Reference _____ (Indicate)

~~CONFIDENTIAL~~

EVENTS IN CONNECTION WITH CZECHO SLOVAKIAN CRISIS (BRITISH NAVAL PREPARATIONS AND USS NASHVILLE) AND USS HONOLULU).

1. London has been in a state of chronic crisis for some time now and there has been little if any information available to me in connection with the subject, which has not appeared in the press or is covered more completely by the Embassy reports to the State Department. There are, however, a few matters which are of interest in this connection.

2. Several times recently I have told my friends at the Admiralty that I would appreciate any information they could give me about extra naval preparations. I have learned very little however. On the 9th of September the Admiralty announced that the seven mine sweeping vessels and four mine laying destroyers previously in reserve would be placed in full commission. This is the only publicly announced step which could be characterized as a partial mobilization. Admiral Troup tells me that when this was announced the German Naval Attaché at once called upon him and characterized the announcement as obviously a mobilization. The D.N.I. differed with him on this point and explained that the units were frequently passing in and out of the reserve fleet to meet the current situation. The German Attaché then had a lengthy conversation with Admiral Troup in which he stated that no one in Germany believed that Great Britain would intervene in a war between Germany and Czecho Slovakia. Captain Siemens added that he himself was not convinced that England would intervene. Admiral Troup then told Captain Siemens he was apparently making the same mistake which was made in 1914 and that there was little Admiral Troup could say to convince him if he did not believe the statement issued by the Prime Minister and other important Government heads. When he left Captain Siemens seemed somewhat disturbed in his own mind on this question but reiterated no one in Germany believed that England would actually go to war on the Czecho Slovakia question. Admiral Troup repeated this conversation to me in confidence.

3. As regards other Admiralty preparations to meet the present situation, the D.N.I. described the present cruise of the Home Fleet to Scottish waters as "good planning". He explained that mobilization with the British was a step which involved important questions, many of them legal, and that it could not be taken without Cabinet action. He added, however, that everything was being done short of mobilization and that the Admiralty was satisfied with the readiness of the naval forces. It has been announced in the press that while the Mediterranean Fleet was cruising in the Eastern Mediterranean the HOOD would remain at Gibraltar. The reason for this given in the press was that the Spanish situation made it advisable to have a Flag Officer in that vicinity. Admiral Troup told me that the presence of the HOOD in

A-B-C-D-E																		
Director	B-1, B-2, B-3, B-4, B-5, B-11, B-12, B-13, B-14, B-15, B-16	Message	Archieve	Budget	C.N.O.	Com's Board	War College	M.I.B.	Nav.	Ord.	T.A.B.	C.A.R.	Eng.	S.A.A.	M.A.S.	Avn.	U.S.M.C.	N.O.
Tech. Dir.	C. in C. U. S.	Com. Sec. For.	Com. Sec. For.	C. in C. Aide	Com. S.S.A.	Com. A.S.	Attached at	Operations				Com. Dir.	W. F. Com.	PL Tr.	State	Com. Sec.	Return to Room No.	

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(Commence new series each January first) (Place proper number from O. N. I. Index)
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EVENTS IN CONNECTION WITH CZECHO SLOVAKIAN CRISIS (BRITISH NAVAL PREPARATIONS AND USS NASHVILLE AND USS HONOLULU).

6. a much better location. As a minor point in this connection, it is costing the NASHVILLE \$50 a day for tug service at the turn of the tide - and will cost the HONOLULU the same. (See para. 8).

6. I have informed the Captain of the NASHVILLE of the possibility of his having to transport Americans leaving England and he is making a study of the subject. As a preliminary estimate he says that he could transport about 350 in reasonable comfort under the circumstances. This means separate compartments for women and children with adequate messing and toilet accommodations. Of this number he estimates 210 could be women and children and 140 men. Of course this figure could be considerably increased in a real emergency.

7. On September 17th the Embassy received instructions to arrange with the Foreign Office for the HONOLULU to remain indefinitely at Gravesend after the arrival of that vessel September 22nd. To-day the Embassy received instructions to arrange with the Foreign Office for the NASHVILLE to proceed to Portsmouth, arriving September 20th or 21st, where she will receive a shipment of gold. Authority for this was contained in Navy Department despatch 0019 1645 to the Naval Attaché. The Commanding Officer of the NASHVILLE tells me at the present time (noon 20 September) that he has no orders from the Navy Department. He has, however, intercepted despatch to Commander Atlantic Squadron indicating that the NASHVILLE will sail for New York 22 September. Arrangements have just been made with the Commanding Officer NASHVILLE and with the Admiralty for the NASHVILLE to leave Gravesend about 0700 21 September and arrive Portsmouth 1445 the same day. Arrangements have also been made for the shipment from the Bank of England to be delivered the same afternoon to the NASHVILLE, alongside the dock in Portsmouth. (Later delayed until the 22nd).

8. This morning the Embassy received two despatches concerning the HONOLULU. The first stated that the visit of that ship to Gravesend was cancelled and requested arrangements be made for the ship to go to Southampton to remain for an indefinite period. This despatch shortly afterward was cancelled with instructions to arrange for the HONOLULU to go to Portsmouth instead of Southampton. Later a despatch from the HONOLULU via the NASHVILLE reported that HONOLULU would arrive Portsmouth the afternoon of the 21st.

9. There are attached a collection of clippings concerning some of the items mentioned in this report.

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E. O. 11652, Sec. 5(a) and 6(D) of CFR

OSD Letter, May, 1, 1978

By NLR

Date 11/22/1973